



# The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 25, 1884.

*Whitehall, November 24, 1884.*

**T**HE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, constituting and appointing the Right Honourable Thomas George, Earl of Northbrook, G.C.S.I.; Admiral Sir Astley Cooper Key, G.C.B.; Admiral Frederick Beauchamp Paget, Baron Alcester, G.C.B.; Rear-Admiral Thomas Brandreth; Rear-Admiral Sir Frederick William Richards, K.C.B.; William Sproston Caine, Esq.; and George Wightwick Rendel, Esq., to be Her Majesty's Commissioners for executing the Office of Lord High Admiral of the said United Kingdom of Great Britain and Ireland, and the Dominions, Islands, and Territories thereunto belonging.

*Downing Street, November 22, 1884.*

**T**HE Queen has been pleased to appoint Major-General Peter Henry Scratchley, R.E., C.M.G., to be Her Majesty's Special Commissioner for the Protected Territory in New Guinea.

(H. 8861.)

*Board of Trade (Harbour Department),  
Whitehall Gardens, November 25, 1884.*

**T**HE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at Constantinople, intimating that the quarantine upon arrivals from Varna, Kustendje, the Danube, and Odessa has been increased to ten days from the 12th instant.

(H. 8862.)

*Board of Trade (Harbour Department),  
Whitehall Gardens, November 25, 1884.*

**T**HE Board of Trade have received through the Secretary of State for the Colonies the following copy of a Proclamation respecting quarantine, issued by the Governor of Gibraltar:—

**PROCLAMATION** by His Excellency Sir John Miller Adaye, Governor, Vice-Admiral, and Commander-in-Chief of the City and Garrison of Gibraltar, &c.

1. The Proclamation of 30th day of October respecting arrivals from Mediterranean ports of France and Italy is hereby rescinded.

2. All arrivals from Mediterranean ports of France and arrivals from Italy shall be subjected to fourteen days quarantine, to count from date of sailing.

3. All arrivals from Spanish ports which have previously come from infected ports but have performed quarantine in a Spanish port and have been admitted to pratique there, shall also be admitted to pratique in Gibraltar.

4. All arrivals from the ports of France between Calais and Nantes inclusive shall be subjected to the same period of quarantine, viz., fourteen days from date of sailing.

Given at Gibraltar the 13th day of November, 1884.

By command,

GIFFORD, Colonial Secretary.

(H. 8904.)

*Board of Trade (Harbour Department),  
Whitehall Gardens, November 25, 1884.*

**T**HE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Notice issued by the Portuguese Government, intimating that a quarantine of observation of five days is imposed on arrivals from the ports of Spain which are considered infected with cholera morbus.

*Admiralty, 22nd November, 1884.*

*Royal Marine Light Infantry.*

The second Christian name of Captain and Brevet Major J. H. Sandwith is *Hartley*, and not *Hutley*, as stated in the Gazette of 21st November, 1884.

*War Office, Pall Mall,  
25th November, 1884.*

**4th Hussars**, Regimental Sergeant-Major John Rhodes to be Quartermaster, vice W. Leetch, retired. Dated 26th November, 1884.

**Royal Engineers**, Major and Brevet Colonel William Maxwell Campbell (late Bombay), retires upon retired pay and extra annuity, with the honorary rank of Major-General. Dated 28th November, 1884.

Major Robert Hamilton Vetch to be Lieutenant-Colonel, vice Colonel M. J. Wheatley, placed upon the Half-Pay List. Dated 12th October, 1884.

## LINE BATTALIONS.

*The Royal Fusiliers (City of London Regiment)*, Captain Henry Archibald Anderson, about to be appointed to the Militia, retires on half-pay. Dated 26th November, 1884.

*The Suffolk Regiment*, Lieutenant Alexander W. Hunt, from the Lincolnshire Regiment, to be Lieutenant, vice C. A. C. Deane, promoted. Dated 26th November, 1884.

*The East Yorkshire Regiment*, Lieutenant Claude Herbert, from the Prince of Wales's Volunteers (South Lancashire Regiment), to be Lieutenant, vice F. S. Inglefield, promoted. Dated 26th November, 1884.

*The Leicestershire Regiment*, Lieutenant-Colonel and Colonel Cecil McPherson has been appointed to command a Battalion. Dated 15th November, 1884.

Major Samuel Bradburne to be Lieutenant-Colonel, vice Colonel C. G. Grant, retired. Dated 15th November, 1884.

Captain Henry Innes Nares to be Major, vice S. Bradburne. Dated 15th November, 1884.

Lieutenant Henry C. Howard, from the Prince of Wales's Volunteers (South Lancashire Regiment), to be Lieutenant, vice G. F. Shaw, promoted. Dated 26th November, 1884.

*The Lancashire Fusiliers*, Captain Walter Randolph to be Major, vice L. Marshall, seconded for service on the Staff. Dated 24th September, 1884.

*The Royal Welsh Fusiliers*, Lieutenant James Hugh Gwynne, from the Oxfordshire Light Infantry, to be Lieutenant, vice G. F. Pinney, transferred to the Rifle Brigade (the Prince Consort's Own). Dated 26th November, 1884.

*The East Surrey Regiment*, Captain Cecil G. H. Newington has been seconded for service with the Army Pay Department. Dated 20th November, 1884.

*The Royal Sussex Regiment*, Captain Charles Russell has been seconded for service as a Deputy-Assistant Commissary-General. Dated 6th August, 1884.

*The Welsh Regiment*, The promotions to the rank of Captain of Lieutenants P. W. Hunt and J. Sillem, as notified in Gazettes of 5th August and 19th August, 1884, respectively, are cancelled.

Lieutenant Phineas William Hunt to be Captain, vice W. H. Tapp, seconded. Dated 6th June, 1884.

Lieutenant James Sillem to be Captain, vice W. F. T. Parreidt, retired. Dated 11th June, 1884.

*The Oxfordshire Light Infantry*, Major William Horace Wilson retires on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 26th November, 1884.

*The Essex Regiment*, Captain G. R. Ellis has been seconded for service with the Army Pay Department. Dated 12th November, 1884.

*The King's Royal Rifle Corps*, Lieutenant-Colonel and Colonel Sir Cromer Ashburnham, K.O.B., Aide-de-Camp to the Queen, has been placed on half-pay, on appointment to the Staff. Dated 1st November, 1884.

Lieutenant Robert G. Buchanan-Riddell to be Captain, vice Brevet Major J. N. Blackwood-Price, retired. Dated 26th November, 1884.

Lieutenant Reginald S. Oxley, from the York and Lancaster Regiment, to be Lieutenant, vice R. G. Buchanan-Riddell, promoted. Dated 26th November, 1884.

*The Durham Light Infantry*, Major Francis George A. Wiehe has been seconded for service on the Staff. Dated 29th October, 1884.

*The Rifle Brigade (The Prince Consort's Own)*, Lieutenant Charles Reginald Orde to be Captain, vice L. H. Bathurst, promoted. Dated 10th September, 1884.

Lieutenant the Honourable Henry C. Hardinge to be Captain, vice R. J. Heber-Percy, promoted. Dated 20th September, 1884.

Lieutenant Charles H. Hastings resigns his Commission. Dated 26th November, 1884.

Lieutenant William James Lascelles resigns his Commission. Dated 26th November, 1884.

Lieutenant Henry Hughes Wilson, from the Royal Irish Regiment, to be Lieutenant, vice C. R. Orde, promoted. Dated 26th November, 1884.

*Royal Malta Fencible Artillery*, Lieutenant, with local and temporary rank, Alexander Mattei to be Captain, with local and temporary rank, vice R. Casolani, seconded for service in a civil capacity in Malta. Dated 15th November, 1884.

*Staff*, Major Arthur Warry, Royal Artillery, to be a Deputy-Assistant Adjutant-General, Royal Artillery, at Head-Quarters, vice Lieutenant-Colonel John Arthur Tillard, Royal Artillery, who has vacated that appointment. Dated 1st September, 1884.

Captain Henry Calthorpe Somerset, the Buffs (East Kent Regiment), to be Aide-de-Camp to Major-General John Neptune Sargent, C.B., Commanding the Troops in China, Hong Kong, &c. Dated 1st August, 1884.

*Medical Staff*, Brigade-Surgeon Rowland Wimburn Carter is granted retired pay, with the honorary rank of Deputy-Surgeon General. Dated 26th November, 1884.

Surgeon-Major David Renton, M.D., is granted retired pay, with the honorary rank of Brigade-Surgeon. Dated 26th November, 1884.

*Army Pay Department*, Staff Paymaster and Honorary Major John M. McNair has retired on retired pay, with the honorary rank of Lieutenant-Colonel. Dated 11th November, 1884.

Captain Philip Montagu, 12th Lancers, to be Paymaster. Dated 11th June, 1884.

*Veterinary Department*, Veterinary-Surgeon on Probation Frank Joslen, to be Veterinary-Surgeon. Dated 9th May, 1884.

## MEMORANDA.

General John Alexander Ewart, C.B., Colonel 2nd Battalion, the Gordon Highlanders, to be placed on retired pay. Dated 1st December, 1884.

Lieutenant Colonel Edward Talbot Thackeray, V.C., Royal (late Bengal) Engineers, to be Colonel. Dated 25th November, 1884.

The undermentioned Officers to have the honorary rank of Lieutenant-Colonel :—  
Captain and Brevet Major James Fielding Sweeney, half-pay, Staff Officer of Pensioners. Dated 1st July, 1881.

Captain and Brevet Major Robert Edward Roe, half-pay, Staff Officer of Pensioners. Dated 1st July, 1881.

Captain and Brevet Major Robert Francis Henry Macgregor, half-pay, Staff Officer of Pensioners. Dated 7th October, 1881.

Captain and Brevet Major William John Lane Milligan, half-pay, Staff Officer of Pensioners. Dated 5th December, 1881.

Captain and Brevet Major William Henry Clements, half-pay, Staff Officer of Pensioners. Dated 14th April, 1882.

Captain and Brevet Major James Arthur Morrah, half-pay, Staff Officer of Pensioners. Dated 1st October, 1884.

The undermentioned Officer to have the honorary rank of Major :—

Captain Bernard Hamilton Burke, half-pay, Staff Officer of Pensioners. Dated 1st July, 1881.

The following Officers to have the honorary rank of Colonel :—

Captain and Honorary Lieutenant-Colonel Robert Edward Roe, retired pay, late Staff Officer of Pensioners. Dated 7th July, 1883.

Captain and Honorary Lieutenant-Colonel James Fielding Sweeney, retired pay, late Staff Officer of Pensioners. Dated 26th June, 1884.

Captain Henry Archibald Anderson, half-pay, is placed on retired pay. Dated 26th November, 1884.

#### *India Office, 25th November, 1884.*

THE Queen has approved of the following Promotions among the Officers of the Staff Corps and Indian Military Services made by the Governments in India :—

#### **BENGAL STAFF CORPS.**

##### *To be Lieutenant-Colonels.*

Major Thomas Dawes. Dated 2nd September, 1884.

Major Archibald Buchan Hepburn. Dated 4th September, 1884.

Major Adolphus Vallings. Dated 20th September, 1884.

##### *To be Majors.*

Captain William George Craigie Halkett. Dated 9th September, 1884.

Captain Henry Boileau. Dated 9th September, 1884.

##### *To be Captains.*

Lieutenant George Alfred Money. Dated 11th September, 1884.

Lieutenant William Walter Lean. Dated 11th September, 1884.

#### **BENGAL CAVALRY.**

##### *To be Lieutenant-Colonel.*

Major and Brevet Lieutenant-Colonel Arthur William Capel. Dated 4th September, 1884.

#### **BENGAL INFANTRY.**

##### *To be Colonel.*

Lieutenant-Colonel and Brevet Colonel Griffith Turner Jones. Dated 11th September, 1884.

#### **BENGAL MEDICAL ESTABLISHMENT.**

##### *To be Deputy-Surgeon General.*

Brigade-Surgeon Alexander Morison Dallas. Dated 9th September, 1884.

#### **MADRAS STAFF CORPS.**

##### *To be Lieutenant-Colonels.*

Major James Ord Goldie. Dated 4th September, 1884.

Major Stephen Edward Atkinson. Dated 20th September, 1884.

##### *To be Major.*

Captain Edward Alexander Fraser. Dated 13th September, 1884.

#### **MADRAS INFANTRY.**

##### *To be Colonel.*

Lieutenant-Colonel and Brevet Colonel Charles Annesley Benson. Dated 29th September, 1884.

#### **MADRAS MEDICAL ESTABLISHMENT.**

##### *To be Deputy Surgeon-General.*

Brigade Surgeon George Stewart Watson Ogg. Dated 5th August, 1884.

##### *To be Brigade Surgeon.*

Surgeon-Major Charles Robertson, M.D. Dated 5th August, 1884.

#### **BOMBAY STAFF CORPS.**

##### *To be Majors.*

Captain Lewis Forbes Heath. Dated 9th September, 1884.

Captain David William Keith Barr. Dated 20th September, 1884.

##### *To be Captain.*

Lieutenant Rawdon Edward Dennys Reilly. Dated 31st August, 1884.

#### **ERRATUM.**

The second name of Surgeon-Major G. R. Daphtary, M.D., Bengal Medical Establishment, is *Ratanlal*, and not as stated in the London Gazette of the 6th June, 1884.

#### *War Office, 25th November, 1884.*

#### **MILITIA.**

##### **ROYAL ARTILLERY.**

3rd Brigade, Cinque Ports Division, Lieutenant William Morgan Cobbett resigns his Commission. Dated 26th November, 1884.

2nd Brigade, Southern Division, Lieutenant Reginald Richard Frederick Cavendish, from the 1st Sussex Artillery Volunteer Corps, to be Lieutenant. Dated 26th November, 1884.

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

Francis Rea Lambert. Dated 26th November, 1884.

Thomas Kane Bunbury. Dated 26th November, 1884.

Edmund Constantine Lawless. Dated 26th November, 1884.

##### **INFANTRY.**

3rd Battalion, the Royal Scots (Lothian Regiment), Lieutenant Carrington Riddell Gordon Smythe, to be Captain. Dated 26th November, 1884.

3rd Battalion, the Queen's (Royal West Surrey Regiment), Laurence Rowe Fisher Rowe, Gent., to be Lieutenant. Dated 26th November, 1884.

4th Battalion, the Prince of Wales's Own (West Yorkshire Regiment), Lieutenant Marshall Bruce Williams resigns his Commission. Dated 26th November, 1884.

4th Battalion, the Royal Inniskilling Fusiliers, Godfrey Richard Conyngham Stuart, Gent., to be Lieutenant. Dated 26th November, 1884.

3rd and 4th Battalions, the Duke of Wellington's (West Riding Regiment), Lieutenant Gurnell Edward Hammond, from the 3rd London Rifle Volunteer Corps, to be Captain. Dated 26th November, 1884.

6th Battalion, the King's Royal Rifle Corps, The services of Lieutenant Fred Burrow are dispensed with. Dated 26th November, 1884.

**3rd Battalion, the Royal Irish Rifles**, Lieutenant James Cleland resigns his Commission. Dated 26th November, 1884.

**6th Battalion, the Royal Irish Rifles**, Colonel Sir John Stephen Robinson, Bart., C.B. (retired), is appointed Honorary Colonel of the Battalion. Dated 26th November, 1884.

**5th Battalion, Princess Victoria's (Royal Irish Fusiliers)**, Colonel Sir Thomas Oriel Forster, Bart., C.B. (retired), is appointed Honorary Colonel of the Battalion. Dated 26th November, 1884.

**6th Battalion, the Connaught Rangers**, Captain and Honorary Major Maurice Charles Joseph Blake to be Major. Dated 26th November, 1884.

**9th Battalion, the Rifle Brigade (the Prince Consort's Own)**, George Francis Reginald Forbes, Gent., to be Lieutenant. Dated 26th November, 1884.

**4th Battalion, the Prince of Wales's Leinster Regiment (Royal Canadians)**, Colonel Henry Daniel Carden (retired) is appointed Honorary Colonel of the Battalion. Dated 26th November, 1884. The resignation of the Commission held by Lieutenant Charles FitzGerald Thomas Cochrane, announced in the London Gazette of the 18th July, 1884, is cancelled.

#### MEMORANDUM.

The following to be substituted for the notification which appeared in the London Gazette of the 21st instant:—

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

#### YEOMANRY CAVALRY.

**Derbyshire**, Lieutenant Godfrey Meynell resigns his Commission. Dated 26th November, 1884.

**Warwickshire**, Robert Jervoise Attye, Gent., to be Lieutenant. Dated 26th November, 1884.

#### VOLUNTEER CORPS.

##### ARTILLERY.

**1st Cumberland**, Lieutenant Charles Armstrong resigns his Commission. Dated 26th November, 1884.

**1st Glamorganshire**, Charles St. David Spencer, Gent., to be Lieutenant. Dated 26th November, 1884.

**Cadet Corps (Bristol) attached to 1st Gloucestershire**, Honorary Captain John George Sowerby Muschamp, M.A., resigns his Commission. Dated 26th November, 1884.

**1st Hampshire**, Lieutenant George Herbert Hodding resigns his Commission. Dated 26th November, 1884.

**3rd Middlesex**, Captain Charles Slack resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1884.

**1st East Riding of Yorkshire**, The services of Surgeon Henry Dodd are dispensed with. Dated 26th November, 1884.

**2nd East Riding of Yorkshire**, Charles Ernest Gresham, Gent., to be Lieutenant. Dated 26th November, 1884.

##### ENGINEER.

**1st Lancashire**, Major Frederick Stuart Chantrell resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1884.

##### RIFLE.

**1st Volunteer Battalion, the Gordon Highlanders**, Captain Alexander Morrice resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 26th November, 1884.

Lieutenant William Mackinnon to be Captain. Dated 26th November, 1884.

**1st Berwickshire**, Lieutenant Charles McLean resigns his Commission. Dated 26th November, 1884.

**2nd Bucks (Eton College)**, Major the Reverend Edmond Warre, M.A., resigns his Commission, and is appointed Honorary Colonel of the Corps. Dated 26th November, 1884.

Lieutenant Reginald Bernhard Loder resigns his Commission. Dated 26th November, 1884.

**1st Cambridgeshire**, The undermentioned Officers resign their Commissions:—

Lieutenant William Groom, jun. Dated 26th November, 1884.

Honorary Assistant-Surgeon William Groom Dated 26th November, 1884.

**5th Cheshire**, Arthur Boyer Wise, Gent., to be Lieutenant. Dated 26th November, 1884.

**1st Cornwall (Duke of Cornwall's)**, Richard Charles Mason Pooley, Gent., M.D., to be Surgeon. Dated 26th November, 1884.

Edward Scudamore Angove, Gent., to be Acting Surgeon. Dated 26th November, 1884.

**2nd Devonshire (Prince of Wales's)**, Lieutenant-Colonel W. H., Earl of Mount Edgcumbe is granted the honorary rank of Colonel Dated 15th November, 1884.

**1st Dumfries**, Captain John Munn Gun resigns his Commission. Dated 26th November, 1884.

James MacLachlan, Gent., M.B., to be Acting Surgeon. Dated 26th November, 1884.

**1st Fifeshire**, Captain and Honorary Major Thomas Brown resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1884.

**1st Forfar (Dundee)**, Captain John Fleming resigns his Commission. Dated 26th November, 1884.

Lieutenant David Alexander Watson to be Captain. Dated 26th November, 1884.

**1st Volunteer Battalion, the Queen's Own (Royal West Kent Regiment)**, Lieutenant Reginald Henry Bartram resigns his Commission. Dated 26th November, 1884.

**9th Lanarkshire**, Lieutenant John Scott resigns his Commission. Dated 26th November, 1884.

**4th Lancashire**, The undermentioned Gentlemen to be Lieutenants:—

Samuel Stott. Dated 26th November, 1884.

James Stott. Dated 26th November, 1884.

**6th Lancashire (1st Manchester)**, Captain Jesse Pilcher to be Major. Dated 26th November, 1884.

The Reverend William Thomas Jones, M.A., to be Acting Chaplain. Dated 26th November, 1884.

**15th Lancashire**, Henry Buxton Browne, Gent., to be Lieutenant. Dated 26th November, 1884.

**21st Lancashire**, William Lees McClure, jun., Gent., to be Lieutenant. Dated 26th November, 1884.



*2nd (South) Middlesex*, The undermentioned Lieutenants resign their Commissions :—

George Watts Garrod. Dated 26th November, 1884.

William Robert Carter. Dated 26th November, 1884.

*3rd Middlesex*, The services of Lieutenant William Edward Gower are dispensed with. Dated 26th November, 1884.

*6th Middlesex (St. George's)*, Lieutenant Aaron John Barber resigns his Commission. Dated 26th November, 1884.

*7th Middlesex (London Scottish)*, The undermentioned Captains and Honorary Majors resign their Commissions; also are permitted to retain their rank, and to wear the uniform of the Corps on their retirement :—

William Stewart Sutherland. Dated 26th November, 1884.

Stanley Puckle. Dated 26th November, 1884.

The undermentioned Lieutenants to be Captains :—

Montagu Charles Taylor Stevenson. Dated 26th November, 1884.

William Haworth Glynn Smith. Dated 26th November, 1884.

*8th (S.W.) Middlesex*, Captain William Ruston to be Major. Dated 26th November, 1884.

*19th Middlesex (St. Giles's and St. George's, Bloomsbury)*, Lieutenant William Edward Gould, from *21st Middlesex (the Finsbury) Rifle Volunteer Corps*, to be Lieutenant. Dated 26th November, 1884.

*21st Middlesex (the Finsbury)*, Lieutenant John Slater resigns his Commission. Dated 26th November, 1884.

*2nd Volunteer Battalion, the Royal Fusiliers (City of London Regiment)*, Captain William James Bearne resigns his Commission. Dated 26th November, 1884.

Captain Frank Slater resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 26th November, 1884.

*3rd Volunteer Battalion, the Northumberland Fusiliers*, Quartermaster John Elric Reid resigns his Commission. Dated 26th November, 1884.

*1st Renfrewshire*, Honorary Major and Adjutant John Joseph Grier resigns his Commission, and is placed on a retired allowance; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 1st December, 1884.

*2nd Renfrewshire*, Lieutenant William Loudon resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 26th November, 1884.

*2nd Shropshire*, Walter Young, Gent., to be Lieutenant. Dated 26th November, 1884.

*3rd Volunteer Battalion, the Queen's (Royal West Surrey Regiment)*, Lieutenant Robert Knox Bevington to be Captain. Dated 26th November, 1884.

*7th Surrey*, Major John George Sparkes, *2nd Battalion, the Sherwood Foresters (Derbyshire Regiment)*, to be Adjutant, in succession to Captain T. Barns, the King's Own Borderers, whose period of service as Adjutant has expired. Dated 1st December, 1884.

*2nd Tower Hamlets*, Captain and Brevet Major Henry Joseph Daubeney, *2nd Battalion, the Royal Irish Regiment*, to be Adjutant, in succession to Major G. B. Meares, the Royal Fusiliers (City of London Regiment), whose period of service as Adjutant expires. Dated 3rd December, 1884.

*1st Westmoreland*, Lieutenant Frank Ormerod Harrison resigns his Commission. Dated 26th November, 1884.

*1st Volunteer Battalion, the King's Own Light Infantry (South Yorkshire Regiment)*, Lieutenant Joseph Billington Shaw resigns his Commission. Dated 26th November, 1884.

Everatt Hind, Gent., to be Lieutenant. Dated 26th November, 1884.

**GENERAL ORDER** of the Local Government Board: Amending Regulations with respect to remuneration of Vaccination Officer.

Parish of Saint Leonard, Shoreditch.

To the Guardians of the Poor of the Parish of Saint Leonard, Shoreditch, in the County of Middlesex;

And to all others whom it may concern.

WHEREAS We, the Local Government Board, by a General Order bearing date the thirty-first day of October, one thousand eight hundred and seventy-four, made rules and regulations relating to the appointment of Vaccination Officers by Boards of Guardians of certain Unions and Parishes, including the said Parish of Saint Leonard, Shoreditch; and by Article 9 of that Order it was provided as follows:

"The Guardians shall pay to any Vaccination Officer such salary or remuneration, and such only, as the Local Government Board may direct or approve, whether for ordinary duties or for occasional services; and such salary or remuneration may be increased or reduced as that Board may from time to time direct or approve."

And whereas it is expedient to amend the said Order as hereinafter mentioned, so far as regards the said Parish of Saint Leonard, Shoreditch:

Now therefore, We, in pursuance of the powers given to Us by the Statutes in that behalf, hereby Order that with respect to the said Parish of Saint Leonard, Shoreditch, the above-cited Article shall be amended by the addition of the following proviso:

Provided that the Guardians, with the approval of the Local Government Board, may pay to the Vaccination Officer a reasonable compensation on account of extraordinary services, or other unforeseen circumstances connected with his duties or the necessities of the said Parish.

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

L. S.

Charles W. Dilke,  
President.

S. B. Provis, Assistant Secretary.

#### 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.

#### NOTICE TO MARINERS.

(No. 220.)—NORTH SEA.—ELBE RIVER.

(1.) *Cuxhaven Low Light—Arc of Visibility.*

THE German Government has given notice, dated 18th October, 1884, that the sector of the low light at Cuxhaven has been altered so as to be visible between the bearings of S.  $\frac{1}{2}$  E., and S.  $\frac{1}{2}$  W., or from about 4° eastward of black buoy L to about white buoy No. 10.

#### BALTIC ENTRANCE.

KATTEGAT—SWEDISH COAST.

(2.) *Alternating Light on Gräen Holm.*

The Swedish Government has given notice, that on 27th October, 1884, a light would be exhibited from a lighthouse erected on the south side of Gräen Holm, Paternoster Rocks.

The light is an alternating white and red light, elevated 68 feet above the sea, and should be visible in clear weather, the white light from a distance of about 5 miles, the red light from a distance of 3 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The lighthouse, 11 feet high, is white in colour.

Position, lat. 57° 56' N., long. 11° 32½' E.

NOTE.—This light, which is not constantly attended to, will be exhibited annually from 1st August to 1st May.

(3.) *Leading Lights on Ram Holm.*

Also, that on 20th October, 1884, two leading lights were exhibited from lighthouses erected on the west side of Ram Holm, inner channel from Marstrand to Göteborg, which are in line in the direction of Lekskären.

The southern light is a flashing red light, elevated 17 feet above the sea, and should be visible in clear weather from a distance of 3 miles.

The lighthouse, 11 feet high, is white in colour.

Position, lat. 57° 51½' N., long. 11° 33½' E.

The northern light, distant 139 yards from the southern light, is a flashing white light, elevated 40 feet above the sea, and should be visible in clear weather from a distance of about 5 miles.

The lighthouse is white in colour.

NOTE.—These leading lights, which are not constantly attended to, will be exhibited annually from 1st August to 1st May. The illuminating apparatus is dioptric, or by lenses, of the sixth order.

#### THE SOUND.

(4.) *Fixed Light at Barsebäck.*

Also, that on 1st November, 1884, a new light would be exhibited from a lighthouse erected near the old lighthouse at Barsebäck, but southward of the harbour; it is shown in connection with the old light, which will be maintained.

The light is a fixed light showing between the bearings of E. by N. and E. by S. over Kulorna, and from S. 29° E. towards South over Val Ground, but white in other directions; it is elevated 17 feet above the sea, and should be visible in clear weather from a distance of about 6 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The lighthouse, 16 feet high, is painted gray.

Position, lat. 55° 45' 5" N., long. 12° 54' 30" E.

[The bearings are magnetic. Variation (1) 18¾°, (4) 11¼° Westerly in 1884.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1884.

This Notice affects the following Admiralty Charts:—

(1.) Elbe, Weser, and Jade Rivers, No. 1875. Also, Admiralty List of Lights in the North Sea, 1884, No. 208; and North Sea Pilot, Part IV, 1878, page 211.

(2.)—(4.) The Kattegat, No. 2114; Hönö to the Paternosters, No. 129 (2, 3); Falsterbö Cape to Kalmar Sund, No. 2360 (4); The Sound, No. 2115 (4); Approaches to Copenhagen, No. 790 (4). Also, Admiralty List of Lights in the North Sea, &c., 1884, page 32, No. 366a; and Danish Pilot, 1853, pages 9, 10, 178.

#### NOTICE TO MARINERS.

(No. 221.)—MEDITERRANEAN.

ITALY—WEST COAST.—ISCHIA.

*Fixed and Flashing Light on Imperatore Point.*

WITH reference to Notice to Mariners, No. 198 (1), of 24th October, 1884, on the exhibition of a light from a lighthouse erected on Imperatore Point, south-west extreme of the Island of Ischia:

The light is alternately a fixed and flashing white light, showing fixed for twenty seconds, and one flash every five seconds in the following twenty seconds; it is elevated 210 feet above the sea, and should be visible in clear weather, the fixed light from a distance of 22 miles, the flashes from a distance of 26 miles.

The illuminating apparatus is dioptric, or by lenses, of the third order.

The lighthouse, 44 feet high, is painted red; keeper's dwelling (two storeys) adjoining is painted white.

Position approximate, lat. 40° 42½' N., long. 13° 51½' E.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1884.

This Notice affects the following Admiralty Charts:—Civita Vecchia to Policastro, No. 160; Gulf of Naples, No. 1728. Also, Admiralty List of Lights in the Mediterranean, 1884, No. 285a; and Mediterranean Pilot, Vol. II, 1877, page 173.

#### NOTICE TO MARINERS.

(No. 222.)—THE SKAGERRAK—SWEDISH COAST. BOHUS BAY.

(1.) *Fixed Light on Tjurholm.*

THE Swedish Government has given notice, that on 27th October, 1884, a light would be exhibited from a lighthouse erected on the eastern side of Tjurholm, approach to Dynekilen:—

The light is a fixed white light, elevated 52 feet above the sea, and should be visible in clear weather from a distance of about 5 miles.

The lighthouse, 11 feet high, is white in colour.

Position, lat. 58° 59' N., long 11° 6½' E.

(2.) *Leading Lights on Kåbblingarne and Likhholm.*

Also, that on 27th October, 1884, two leading lights would be exhibited, the south-western light on Kåbblingarne, the north-eastern light on Likhholm, which kept in line lead from Koster Fiord to the entrance to Strömstad.

South Kåbblingarne Light is a fixed white light, elevated 16 feet above the sea, and should be visible in clear weather from a distance of about 5 miles.

The lighthouse, 12 feet high, is white in colour. Position, lat.  $58^{\circ} 54\frac{3}{4}'$  N., long.  $11^{\circ} 5\frac{3}{4}'$  E.

Likhholm Light is a fixed white light, elevated 27 feet above the sea, and should be visible in clear weather from a distance of about 5 miles.

The lighthouse, 11 feet high, is white in colour. Position, lat.  $58^{\circ} 55\frac{3}{4}'$  N., long.  $11^{\circ} 6\frac{3}{4}'$  E.

These leading lights will be exhibited annually from 1st August to 1st May.

(3.) *Leading Lights on Bissen Holm.*

Also, that on 27th October, 1884, two leading lights would be exhibited on the south-west side of Bissen Holm, which, kept in line, indicate the fairway of the channel between Klippa and Svartskären :—

The south light is a fixed white light, elevated 43 feet above the sea, and should be visible in clear weather from a distance of about five miles.

The lighthouse, twelve feet high, is white in colour.

Position, lat.  $58^{\circ} 48\frac{1}{4}'$  N., long.  $11^{\circ} 10'$  E.

The north light, distant 26 yards from the south light, is an alternating white and red light, elevated 24 feet above the sea, and should be visible in clear weather, the white light from a distance of about five miles, the red light from a distance of three miles.

The lighthouse, 21 feet high, is white in colour.

These leading lights will be exhibited annually from 1st August to 1st May.

NOTE.—The above lights are not constantly attended to. The illuminating apparatus is dioptric, or by lenses, of the sixth order.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
13th November, 1884.

This Notice affects the following Admiralty Charts :—Svender to Koster Islands, No. 2330 ; (1, 2.) Koster Islands and approaches to Strömstad, No. 121. Also, Admiralty List of Lights in the North Sea, &c., 1884, page 34 ; and Norway Pilot, Part I, 1854, pages 111, 112.

## NOTICE TO MARINERS.

(No. 223).—ENGLAND.—WEST COAST.  
MORECAMBE BAY APPROACH.

(1.) *Morecambe Bay Light-Vessel—Intended Alteration in Character of Fog Signal.*

THE Trinity House, London, has given notice, that about the beginning of the month of December, 1884, the following alteration will be made in the character of the fog signal on board Morecambe Bay Light-vessel, Morecambe Bay Approach :—

During thick and foggy weather three blasts will be given in quick succession every two minutes, in the following order :—Two low notes and a high note, each of two seconds' duration, at intervals of two seconds, followed by an interval of one hundred and ten seconds.

IRELAND.—EAST COAST.

BELFAST LOUGH ENTRANCE.

(2.) *Group Flashing Light and Fog Signal on Mew Island.*

Also, Discontinuance of Copeland Light and Fog Signal.

With reference to Notices to Mariners, No. 61 (2), of 1st April, 1884, and No. 172, of 5th September, 1884, on the intended establishment of a light and fog signal on Mew Island ; also of the intended discontinuance of the light and fog signal on Lighthouse or Copeland Island :—

The Commissioners of Irish Lights have given further notice, dated November 3rd, 1884, that on 1st November, 1884, the light and fog signal were established on Mew Island, and the light and fog signal on Copeland Island discontinued :—

The light is a group flashing white light, showing a group of four flashes in quick succession every minute. The group of flashes occupy about 22 seconds (each flash lasting about four seconds, and the eclipse about one and three-quarter seconds); the interval between each successive group of four flashes occupies about thirty-eight seconds.

The light is visible in all directions except where obscured by Copeland Islands ; it is elevated 121 feet above the sea, and should be seen in clear weather from a distance of sixteen miles.

The lighthouse, grey in colour, is situated on the extreme eastern point of Mew Island.

Position, lat.  $54^{\circ} 41' 50''$  N., long.  $5^{\circ} 31' 30''$  W.

NOTE.—During the interval between each group, weak reflected flashes may be observed.

FOG SIGNAL.—The signal is a siren, which, during thick or foggy weather, will give a blast of four seconds' duration on a low note, followed after an interval of silence of twelve seconds by a second blast of four seconds on a higher note, succeeded by a silent interval of one hundred seconds.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
14th November, 1884.

This Notice affects the following Admiralty Charts :—

(1.) Formby Point to Firth of Solway, No. 1826. Also, Admiralty List of Lights in the British Islands, 1884, No. 411 ; and Sailing Directions for the West Coast of England, 1884, page 179.

(2.) Ireland, No. 1824a ; Irish Channel, with Plan of Belfast Lough, No. 1825a ; Solway Firth to Loch Ryan, No. 1971 ; Lough Carlingford to Lough Larne, No. 45 ; Belfast Lough, No. 1753. Also, Admiralty List of Lights in the British Islands, 1884, 557, 557a ; and Sailing Directions for the Coast of Ireland, Part I, 1877, pages 149–151.

## NOTICE TO MARINERS.

(No. 224).—CHINA.—EAST COAST.

(1.) *Blocking of Canton River.*

WITH reference to Notice to Mariners, No. 21 (2), of 21st January, 1884, that Canton River would be blocked below the city of Canton, a narrow passage only being left for steam vessels.

Information has been received, that the barriers in Cambridge and Collinson Reaches are now lighted by a fixed red light on the starboard hand and a fixed green light on the port hand (proceeding up the river.)

Also, that the construction of another barrier in Collinson Reach, between No. 3 Flat Island, and the south bank of the river, is in progress.

**RUSSIAN TARTARY—PETER THE GREAT BAY.  
EASTERN BOSPHORUS STRAIT.**

**(2.) Leading Light on Skrypleff Island.**

The Russian Government has given notice, that a leading light is now exhibited on the north-west side of Skrypleff Island, east entrance of Eastern Bosphorus Strait, approach to Vladivostok.

The light is a fixed green light, and is so placed, that when kept in line with the light on the summit of the island, it leads through Eastern Bosphorus Strait.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
15th November, 1884.

This Notice affects the following Admiralty Plans:—

(1.) (Temporarily.) Canton River, No. 1742  
(1.) Also, Admiralty List of Lights in South Africa, &c., 1884, page 22; and China Sea Directory, Vol. III, 1874, page 104.

(2.) Eastern Bosphorus Strait, No. 2407. Also, Admiralty List of Lights in South Africa, &c., 1884, No. 360; and China Sea Directory, Vol. IV, 1884, page 148.

**NOTICE TO MARINERS.**

(No. 225.)—ENGLAND—EAST COAST.

*Thames River Entrance—Duke of Edinburgh Channel and Black Deep—Alteration in Buoyage.*

WITH reference to Notice to Mariners, No. 195, of 18th October, 1884, on intended alterations and additions to the buoyage of Duke of Edinburgh Channel and Black Deep, Thames River Entrance:—

The Trinity House, London, has given further notice, dated 4th November, 1884, that the following alterations and additions have been made:—

Knob Buoy has been moved 3 cables S.W. of its former position to cover a patch of 26 feet, and now lies in  $5\frac{1}{2}$  fathoms, with—

Girdler Light-vessel, S. by W., distant  $1\frac{2}{10}$ ths miles.

Shivering Sand Buoy, S.W.  $\frac{1}{2}$  W., distant 1 mile.

North Knob Buoy, N.W. by N., distant  $1\frac{3}{10}$ ths miles.

Mid Shingles Buoy has been moved 4 cables W.  $\frac{3}{4}$  S., and changed from black and white chequered to black and white vertical stripes, and named West Mid Shingles; it lies in 8 fathoms, with—

Knock John Buoy, N. by E.  $\frac{1}{2}$  E., distant  $1\frac{1}{10}$ th miles.

Shivering Sand Buoy, W.  $\frac{1}{4}$  S., Sly., distant  $3\frac{6}{10}$ ths miles.

Knob Buoy, W.  $\frac{3}{4}$  N., distant  $2\frac{9}{10}$ ths miles.

A can buoy, black and white chequered, has been placed midway between West Mid Shingles (new position) and North Shingles Buoys, and named Mid Shingles; it lies in  $6\frac{3}{4}$  fathoms, with—

North Shingles Buoy, E.  $\frac{3}{4}$  N., distant  $1\frac{2}{10}$ ths miles.

West Mid Shingles Buoy, W.  $\frac{3}{4}$  S., distant  $1\frac{2}{10}$ ths miles.

Knock John Buoy, N.W., distant  $1\frac{2}{10}$ ths miles.

A conical black buoy, named East Knob, has been placed on the northern side of the channel, and lies in  $6\frac{3}{4}$  fathoms, with—

Pansand Beacon in line with Reculvers, S.  $\frac{1}{2}$  W.

Knock John Buoy, E. by N., Nly., distant  $1\frac{2}{10}$ ths miles.

Knob Buoy, W.  $\frac{3}{4}$  S., Sly., distant  $1\frac{2}{10}$ ths miles.

A conical black buoy, surmounted with staff and globe, named East Knock John, has been placed on the northern side of the channel, midway between West Long Sand and Knock John Buoys: it lies in  $9\frac{1}{4}$  fathoms, with—

Shingles Beacon in line with Margate New Church, S. by E.  $\frac{1}{2}$  E.

West Long Sand Buoy, E.  $\frac{1}{4}$  N., distant  $1\frac{3}{10}$ ths miles.

Knock John Buoy, W.  $\frac{1}{4}$  S., distant  $1\frac{2}{10}$ ths miles.

All depths given are at low water spring tides.

[The bearings are magnetic. Variation  $17\frac{1}{4}^{\circ}$  Westerly in 1884.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
18th November, 1884.

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1882, pages 267, 269.

**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 Norwich City, in the county of Norfolk, 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 Guildhall, Norwich, on Friday, the 28th day of November, 1884, at half-past two o'clock in the afternoon, 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 Norwich City aforesaid.

*Chas. Keith-Falconer.*

*F. L. Robinson.*

Inland Revenue, Somerset House,

London, November 24, 1884.

**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 Blockley, in the county of Worcester, 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 Crown Hotel, in Blockley, on Wednesday, the 3rd day of December, 1884, at eleven o'clock in the forenoon, 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 Blockley aforesaid.

*Chas. Keith-Falconer.*

*F. L. Robinson.*

Inland Revenue, Somerset House,

London, November 24, 1884.

## RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1884, and the 22nd November, 1884.

REVENUE AND OTHER RECEIPTS.	Estimate for the Year 1884-85.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS.	Estimate for the Year 1884-85.	Total Issues out of Exchequer to meet Payments from	
		1st April, 1884. to 22nd November, 1884.	1st April, 1883, to 24th November, 1883.			1st April, 1884, to 22nd November, 1884.	1st April, 1883, to 24th November, 1883.
Balance on 1st April, 1884 :—	£	£	£	EXPENDITURE.	£	£	£
Bank of England ... ..	—	4,259,916	5,787,523	Permanent Charge of Debt ... ..	28,883,673	18,509,100	18,554,121
Bank of Ireland ... ..	—	1,372,653	1,185,207	Interest, &c., of Debt, not forming part of the Permanent Charge ... ..	725,000	370,674	361,033
		5,632,569	6,972,730	Other Charges on Consolidated Fund	1,495,000	1,005,288	1,074,870
REVENUE.				Supply Services ... ..	54,623,510	31,981,857	32,605,201
Customs... ..	19,850,000	12,774,000	12,733,000		85,727,183		
Excise ... ..	26,778,000	17,171,000	17,675,000				
Stamps ... ..	11,490,000	7,504,000	7,290,000				
Land Tax and House Duty ... ..	2,935,000	750,000	765,000				
Property and Income Tax ... ..	10,050,000	3,229,000	3,766,000				
Post Office ... ..	7,900,000	4,850,000	4,790,000				
Telegraph Service ... ..	1,800,000	1,150,000	1,145,000				
Crown Lands ... ..	380,000	185,000	235,000				
Interest on Advances for Local Works and on Purchase Money of Suez Canal Shares... ..	1,180,000	621,082	715,256				
Miscellaneous ... ..	3,170,000	2,033,400	2,916,598				
REVENUE ...	85,533,000	50,267,482	52,030,854	EXPENDITURE ...		51,866,919	52,595,225
Total including Balance ...		55,900,051	59,003,584				
OTHER RECEIPTS.				OTHER PAYMENTS			
Advances, under various Acts, repaid to the Exchequer		1,377,480	1,571,182	Advances, under various Acts, issued from the Exchequer		1,038,802	1,204,732
				Treasury Bills, more paid off than issued ... ..		—	—
				Exchequer Bills, more paid off than issued ... ..		6,000	—
				Indian Loan Annuity, Redemption in part ... ..		—	1,000,000
						52,911,721	54,799,957
				Balances : ... ..		2,951,316	4,595,107
				Bank of England ... ..		1,414,494	1,179,702
				Bank of Ireland ... ..			
Totals ... ..		57,277,531	60,574,766	Totals ... ..		57,277,531	60,574,766

Treasury, November 25, 1884.

AVERAGE PRICE of Wheat, Barley, and Oats per Quarter (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 22nd of November, 1884.

Towns.	Wheat.	Barley.	Oats.
	s. d.	s. d.	s. d.
London ...	32 6	36 1	20 7
Uxbridge ...	35 3	18 6	...
Chelmsford ...	32 8	33 3	...
Colchester ...	32 9	31 4	20 0
Romford ...	31 5	32 1	...
Maldon ...	Nil.	...	...
Saffron Walden ...	29 4	32 9	19 0
Braintree ...	31 7	33 6	...
Hertford ...	30 9	34 7	...
Royston (Herts.) ...	29 5	31 8	21 0
Hitchin ...	29 6	31 11	...
Bishops Stortford ...	30 4	35 3	...
Aylesbury ...	...	28 4	...
Newport Pagnell ...	29 2	...	18 2
Oxford ...	28 4	27 0	17 1
Banbury ...	29 4	24 7	18 10
Bicester ...	Nil.	...	...
Warminster ...	30 6	33 0	18 11
Devizes ...	31 2	31 5	...
Salisbury ...	31 8	30 5	18 8
Marlborough ...	29 8	32 0	...
Swindon (Wilts) ...	28 8	32 2	22 0
Reading ...	34 11	31 1	...
Abingdon ...	...	32 0	...
Didcot ...	33 0	29 8	...
Hungerford ...	31 11	27 11	18 5
Newbury (Berks) ...	32 7	29 11	18 4
Wallingford ...	31 4	34 5	...
Guildford ...	35 5	34 1	...
Farnham (Surrey) ...	34 6	34 3	...
Kingston (Surrey) ...	35 0	26 4	...
Croydon (Surrey) ...	34 10	...	...
Reigate ...	Nil.	...	...
Maidstone ...	33 0	35 1	...
Canterbury ...	35 11	34 7	...
Dartford ...	...	35 2	...
Ashford (Kent) ...	33 6	29 1	18 3
Rochester (Kent) ...	37 9	...	...
Tenterden ...	36 0	27 0	...
Tunbridge ...	Nil.	...	...
Chichester ...	33 2	32 1	21 0
Lewes ...	34 0	25 0	19 4
Hayward's Heath ...	33 9	...	18 0
Brighton ...	...	...	18 3
Horsham ...	34 10	34 6	20 7
Winchester ...	32 4	30 11	18 5
Andover ...	31 0	27 7	17 0
Basingstoke ...	34 3	24 6	17 10
Fareham ...	32 1	29 6	...
Newport (Hants) ...	31 10	24 9	...
Ringwood ...	32 7	29 9	...
Southampton ...	33 4	29 0	...
Blandford ...	32 0	...	...
Bridport ...	32 4	27 1	...
Dorchester (Dorset) ...	31 10	27 10	...
Shaftesbury ...	...	...	16 0
Wareham ...	Nil.	...	...
Plymouth ...	32 0	27 8	...
Totnes ...	Nil.	...	...
Tavistock ...	...	28 0	...
Exeter ...	31 7	32 11	...
Kingsbridge ...	...	30 0	...
Barnstaple ...	36 0	...	...
Truro ...	33 2	24 1	18 0
Launceston ...	...	...	21 0
Penzance ...	32 3	19 6	18 2
Bristol ...	28 8	29 1	...

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

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

**N**OTICE is hereby given, that a separate building, named Grove-street Chapel, situate at Grove-street, in the parish of Saint Michael, Coventry, in the county of Warwick, in the district of Coventry, being a building certified according to law as a place of religious worship, was, on the 31st day of October, 1884, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 4th day of November, 1884.

W. W. Harris, Superintendent Registrar.

**N**OTICE is hereby given, that a separate building, named Wesleyan Methodist Chapel, situate at Coventry-road, Small Heath, in the parish of Aston, in the county of Warwick, in the district of Aston, being a building certified according to law as a place of religious worship, was, on the 3rd day of November, 1884, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 6th day of November, 1884. W. Hastings, Superintendent Registrar.

**N**OTICE is hereby given, that the Charles Butler Clough Lodge, 1113, of the Order of Druids, Register No. 145, held at Hare and Hounds Inn, Connah's Quay, in the county of Flint, is dissolved by instrument, registered at this office, the 20th 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 20th day of November, 1884.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kay.

In the Matter of the Port Phillip and Colonial Gold Mining Company Limited and Reduced, and in the Matter of the Companies Acts, 1867 and 1877.

**N**OTICE is hereby given, that a petition has been presented to the Court of Chancery, for confirming a resolution of the above Company, for reducing its capital from £200,000 to £125,000. A list of the persons admitted to have been creditors of the Company on the 25th day of October, 1884, may be inspected at the offices of the Company, at 57, Moorgate-street, in the city of London, or at the office of Messrs. Maples, Teesdale, and Co. 6, Frederick's-place, Old Jewry, London, at any time between the hours of ten and four, on payment of the charge of one shilling. Any person who claims to have been on the last-mentioned day, and still to be a creditor of the Company, and who is not entered on the said list, and claims to be so entered, must, on or before the 28th day of November, 1884 send in his name and address, and the particulars of his claim, and the name and address of Solicitor (if any) to the undersigned at 6, Frederick's-place aforesaid, or in default thereof he will be precluded from objecting to the proposed reduction of capital.—Dated the 24th day of November, 1884.

Maples, Teesdale, and Co. 6, Frederick's-place, Old Jewry, London, Solicitors for the said Company.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 to 1880, and in the Matter of the Australian Wine Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of Her Majesty's High Court of Justice, was, on the 22nd day of November, 1884, presented to Her Majesty's High Court of Justice by Henry Durlacher, of 134, Harley-street, in the county of Middlesex, Gentleman, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Kay, on the 5th day of December, 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.

Cobbold and Woolley, 33, Chancery-lane, Middlesex, Solicitors for the Petitioner.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 22nd November, 1884, conformably to the Act of the 45th and 46th Victoria, cap. 37.

						QUANTITIES SOLD.		AVERAGE PRICE.	
						Qrs.	Bus.	s.	d.
Wheat	...	...	..	...	...	68,662	5	31	1
Barley	...	...	...	...	...	158,253	4	31	5
Oats	...	...	...	...	...	12,721	1	19	5

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1880 to 1883.

Corresponding Week in			QUANTITIES SOLD.						AVERAGE PRICE.					
			WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
			Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1880	...	...	46,010	6	84,542	6	5,852	2	44	5	33	6	21	5
1881	...	...	52,490	7	92,535	1	8,266	0	45	4	33	6	19	11
1882	...	...	52,158	4	94,502	6	6,367	7	40	11	34	4	20	4
1883	...	...	80,102	2	180,072	2	16,137	5	40	5	32	10	19	7

Commercial Department, Board of Trade,  
November 22, 1884.

R. GIFFEN.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 22nd November, 1884.

								Quantities.	
Animals living:—								Number	
Oxen, Bulls, Cows, and Calves	...	...	...	...	...	...	...		5,312
Sheep and Lambs	...	...	...	...	...	...	...		16,817
Swine	...	...	...	...	...	...	...		79
Dead Meat:—								cwts.	
Bacon	...	...	...	...	...	...	...		51,472
Beef, salted and fresh	...	...	...	...	...	...	...		14,044
Hams	...	...	...	...	...	...	...		9,808
Meat unenumerated, salted and fresh	...	...	...	...	...	...	...		329
" " preserved	...	...	...	...	...	...	...		8,972
Pork, salted (not Hams) and fresh	...	...	...	...	...	...	...		5,505
Mutton, fresh	...	...	...	...	...	...	...		11,745
Poultry and Game (including Rabbits)	...	...	...	...	...	...	...	Value £	24,817
Butter and Butterine	...	...	...	...	...	...	...	cwts.	41,367
Cheese	...	...	...	...	...	...	...		32,482
Eggs	...	...	...	...	...	...	...	Great Hundred	167,239
Lard	...	...	...	...	...	...	...	cwts.	8,601
Vegetables:—								Bushels	
Onions, raw	...	...	...	...	...	...	...		95,853
Potatoes	...	...	...	...	...	...	...	cwts.	15,529
Unenumerated	...	...	...	...	...	...	...	Value £	4,165
Corn, Grain, Meal, and Flour:—								cwts.	
Wheat	...	...	...	...	...	...	...		445,280
Barley	...	...	...	...	...	...	...		360,437
Oats	...	...	...	...	...	...	...		342,359
Pease	...	...	...	...	...	...	...		74,566
Beans	...	...	...	...	...	...	...		49,926
Maize	...	...	...	...	...	...	...		277,456
Wheat Meal and Flour	...	...	...	...	...	...	...		281,423

Statistical Office, Custom House, London,  
November 24, 1884.

S. SELDON,  
Principal.



**COTTON STATISTICS ACT, 1868.**

**RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 46 Weeks ended 20th November, 1884.**

Ports.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 20th November, 1884.												
Liverpool ... ..	68,836	1,712	...	10,927	2,307	83,282	2,765	...	4,191	50	153	7,159
London ... ..	...	...	1,412	...	36	1,448	...	...	1,619	...	...	1,619
Hull ... ..	3,586	...	...	...	...	3,586	1,383	...	588	...	...	1,974
Other Ports ... ..	...	...	...	...	...	...	455	...	...	...	153	608
Total ... ..	71,922	1,712	1,412	10,927	2,343	88,316	4,606	...	6,398	50	306	11,360
46 Weeks ended 20th November, 1884.												
Liverpool ... ..	2,116,831	204,906	472,666	174,947	51,207	3,020,557	108,475	1,362	103,275	7,067	2,170	222,349
London ... ..	418	...	298,566	33	3,411	302,428	500	...	207,335	33	490	208,358
Hull ... ..	23,542	...	1,601	3,822	39	29,004	45,276	3,066	19,535	775	2	68,654
Other Ports ... ..	1,045	...	...	...	157	1,202	13,229	4,999	4,841	283	1,538	24,890
Total ... ..	2,141,836	204,906	772,833	178,872	54,814	3,353,191	167,480	9,427	334,986	8,158	4,200	524,251

Dated November 21, 1884.

**R. GIFFEN,**  
Commercial Department, Board of Trade.

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 15th day of November, 1884.

## PRIVATE BANKS.

Name, Title, and Principal Place of Issue.						Average Amount
						£
Ashford Bank ... ..	Ashford ..	Pomfret and Co. ... ..	...	...	...	8712
Aylesbury Old Bank ... ..	Aylesbury ...	Cobb and Co. ... ..	...	...	...	14093
Baldock Bank and Baldock and } Biggleswade Bank ... ..	Biggleswade ...	Wells, Hogge, and Co. ...	...	...	...	12311
Barnstaple Bank ... ..	Barnstaple ...	Marshall and Co. ... ..	...	...	...	2411
Bedford Bank ... ..	Bedford ...	Barnard and Co. ... ..	...	...	...	22821
Bicester and Oxfordshire Bank and } Oxford Bank ... ..	Bicester ...	Tubb and Co. ... ..	...	...	...	11061
Boston Bank ... ..	Boston ...	Garfit and Co. ... ..	...	...	...	34555
Broseley and Bridgnorth and Bridg- } north and Broseley Bank ...	Broseley ...	Pritchard and Co. ... ..	...	...	...	8407
Buckingham Bank ... ..	Buckingham ...	Bartlett, Parrott, and Co. ...	...	...	...	13349
Bury and Suffolk Bank, Sudbury } Bank, and Stowmarket Bank }	Bury St. Edmunds	Oakes, Bevan, and Co. ...	...	...	...	25155
Banbury Bank ... ..	Banbury ...	J. C. and A. Gillett and Co. ...	...	...	...	13125
Banbury Old Bank ... ..	Banbury ...	Cobb and Son ... ..	...	...	...	12073
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co. ...	...	...	...	20445
Brecon Old Bank ... ..	Brecon ...	Wilkins and Co. ... ..	...	...	...	14948
Brighton Union Bank ... ..	Brighton ...	Hall and Co. ... ..	...	...	...	13850
Cambridge Bank ... ..	Cambridge ...	Mortlock and Co. ... ..	...	...	...	10484
Cambridge and Cambridgeshire Bank	Cambridge ...	Messrs. Fosters ... ..	...	...	...	36002
Canterbury Bank ... ..	Canterbury ...	Hammond and Co. ... ..	...	...	...	14731
Colchester Bank ... ..	Colchester ...	Round, Green, and Co. ...	...	...	...	9790
Colchester and Essex Bank, and } Witham and Essex Bank, and }	Colchester ...	Mills and Co. ... ..	...	...	...	20221
Hadleigh Suffolk Bank ...	Exeter ...	Milford and Co. ... ..	...	...	...	7222
City Bank, Exeter ... ..	Exeter ...	Samuel Smith and Co. ... ..	...	...	...	11985
Derby Bank ... ..	Derby ...	Backhouse and Co. ... ..	...	...	...	55644
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank }	Darlington ...	Hodge and Co. ... ..	...	...	...	1863
Devonport Bank ... ..	Devonport ...	Williams and Co. ... ..	...	...	...	26885
Dorchester Old Bank and Dorset- } shire Bank ... ..	Dorchester ...	Robins, Foster, and Co. ...	...	...	...	42340
East Cornwall Bank ... ..	Liskeard ...	Beckett and Co. ... ..	...	...	...	51906
East Riding Bank ... ..	Beverley ...	Sparrow, Tufnell, and Co ...	...	...	...	26374
Essex Bank and Bishop's Stortford } Bank ... ..	Chelmsford ...	Sanders and Co. ... ..	...	...	...	11826
Exeter Bank ... ..	Exeter ...	Knight and Sons ... ..	...	...	...	4607
Farnham Bank ... ..	Farnham ...	Hilton and Co. ... ..	...	...	...	3609
Faversham Bank ... ..	Faversham ...	Mellersh and Co. ... ..	...	...	...	5548
Godalming Bank ... ..	Godalming ...	Hardy and Co. ... ..	...	...	...	11441
Grantham Bank ... ..	Grantham ...	Smith Brothers and Co. ...	...	...	...	12710
Hull Bank and Kingston-upon-Hull } Bank ... ..	Hull ...	Veasey and Co. ... ..	...	...	...	15353
Huntingdon Town and County Bank	Huntingdon ...	Cox, Cobbold, and Co. ...	...	...	...	3078
Harwich Bank ... ..	Harwich ...	Sharples and Co. ... ..	...	...	...	21857
Hertfordshire, Hitchin Bank ...	Hitchin ...	Bacon and Co. ... ..	...	...	...	12537
Ipswich Bank ... ..	Ipswich ...	Gurneys, Alexanders, and Co. ...	...	...	...	31995
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and }	Ipswich ...					
Woodbridge Bank ... ..						

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Kentish Bank ... ..	Maidstone	Wigan, Mercer, and Co. ...	15522	
Kington and Radnorshire Bank ...	Kington ...	Davies and Co. ... ..	16606	
Kendal Bank... ..	Kendal ...	Wakefield, Crewdson, and Co....	43213	
Leeds Bank ... ..	Leeds ...	Beckett and Co ... ..	65676	
Leeds Union Bank ... ..	Leeds ...	W. Williams Brown and Co. ...	33887	
Leicester Bank ... ..	Leicester...	T. and T. T. Paget ... ..	13354	
Lewes Old Bank ... ..	Lewes ...	Molineux and Co. ... ..	12273	
Lincoln Bank ... ..	Lincoln ...	Smith, Ellison, and Co....	75184	
Llandovery Bank, Lampeter Bank, } and Llandilo Bank ... ..	Llandovery	D. Jones and Co. .. ..	20946	
Lymington Bank ... ..	Lymington	St. Barbe and Co. ... ..	1368	
Lynn Regis and Lincolnshire Bank...	Lynn Regis	Gurneys and Co. ... ..	21207	
Lynn Regis and Norfolk Bank ...	Lynn Regis	Jarvis and Co. ... ..	7508	
Macclesfield Bank ... ..	Macclesfield	Brocklehurst and Co. ... ..	5796	
Miners' Bank ... ..	Truro ...	Willyams and Co. ... ..	11720	
Monmouth Old Bank ... ..	Monmouth	Bromage and Co. .. ..	1241	
Newark Bank ... ..	Newark ...	Samuel Smith and Co. ... ..	11030	
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford ...	Handley, Peacock, and Co. ...	21362	
Newbury Bank ... ..	Newbury	Sloccock, Matthews, and Co. ...	7670	
Newmarket Bank ... ..	Newmarket	Hammond and Co ... ..	9867	
Norwich and Norfolk and Fakenham } Banks ... ..	Norwich ...	Gurneys, Birkbecks, and Co. ...	59197	
Naval Bank, Plymouth ... ..	Plymouth	Harris, Bulteel, and Co. ... ..	9122	
New Sarum Bank ... ..	Sarum ...	Pinckney Brothers ... ..	2487	
Nottingham Bank ... ..	Nottingham	Samuel Smith and Co. ... ..	24176	
Oswestry Bank and Oswestry Old Bank	Oswestry	Croxon, and Co.... ..	4814	
Oxford Old Bank ... ..	Oxford ...	Parsons and Co. ... ..	21852	
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and } Sevenoaks Bank ... ..	Tonbridge	Beechings and Co. ... ..	10877	
Oxfordshire Witney Bank ... ..	Witney ...	Gilletts and Clinch ... ..	2640	
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank }	Hull ...	Pease and Sons ... ..	47117	
Penzance Bank ... ..	Penzance	Batten and Co. ... ..	4013	
Reading Bank ... ..	Reading ...	Simonds and Co. ... ..	14957	
Reading Bank ... ..	Reading ...	Stephens, Blandy, and Co. ...	14592	
Richmond Bank ... ..	Richmond	Roper and Co. ... ..	5820	
Royston Bank ... ..	Royston ...	Fordham and Co. ... ..	5115	
Rye Bank ... ..	Rye ...	Curteis, Pomfret, and Co. ...	4318	
Saffron Walden and North Essex Bank	Saffron Walden	Gibson, Tuke, and Co. ... ..	14642	
Salop Bank ... ..	Shrewsbury	Burton, Lloyd, and Co....	2380	
Scarborough Old Bank ... ..	Scarborough	Woodall and Co. ... ..	15725	
Shrewsbury Old Bank and Shrews- } bury and Ludlow Bank ... ..	Shrewsbury	Rocke, Eyton, and Co. ... ..	14082	
Sittingbourne and Milton Bank ...	Sittingbourne	Vallance and Co. ... ..	1249	
Southampton Town and County Bank	Southampton	Maddison, Atherley, and Co. ...	4901	
Stamford and Rutland Bank ...	Stamford	Eaton, Cayley, and Co. ... ..	8540	
Tavistock Bank ... ..	Tavistock	Gill, Morshead, and Co. ... ..	6492	
Thornbury Bank ... ..	Thornbury	Harwood and Co. ... ..	4158	
Thrapston and Kettering Bank, } Northamptonshire... ..	Thrapston	Eland and Eland ... ..	6370	
Tring Bank and Chesham Bank ...	Tring ...	Butcher and Sons ... ..	10196	
Towcester Old Bank... ..	Towcester	Moxon and Percival ... ..	3089	
Uxbridge Old Bank ... ..	Uxbridge	Hull, Smith, and Co. ... ..	3764	
Wallingford Bank ... ..	Wallingford	Hedges, Wells, and Co. ... ..	2055	
Warwick and Warwickshire Bank ...	Warwick ..	Greenway and Co. ... ..	14203	

Name, Title, and Principal Place of Issue.				Average Amount
				£
Wellington Somerset Bank ...	Wellington ...	Fox Brothers and Co. ...	...	4255
West Riding Bank, Wakefield, and } Pontefract Bank ...	Wakefield ...	Leatham, Tew, and Co. ...	...	30572
Whitby Old Bank ...	Whitby ...	Simpson, Chapman, and Co. ...	...	5456
Winchester, Alresford, and Alton Bank	Winchester ...	Bulpett and Co. ...	...	5122
Weymouth Old Bank and Dor- } chester Bank ...	Weymouth ...	Eliot, Pearce, and Co. ...	...	8931
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	...	21913
Wiveliscombe Bank ...	Wiveliscombe ...	W. Hancock and Son ...	...	1240
Worcester Old Bank and Tewkes- } bury Old Bank ...	Worcester ...	Berwick, Lechmere, and Co. ...	...	24145
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank }	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	...	28122
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Lacon, Bt., & Co. ...	...	7397

## JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Bank of Westmorland ...	...	Kendal ...	...	11900
Barnsley Banking Company Limited ...	...	Barnsley ...	...	4604
Bradford Banking Company Limited ...	...	Bradford ...	...	37347
Bank of Whitehaven Limited ...	...	Whitehaven ...	...	26559
Bradford Commercial Banking Company Limited ...	...	Bradford ...	...	14891
Burton, Uttoxeter, and Ashbourne Union Bank Limited ...	...	Burton-upon-Trent ...	...	28310
Cumberland Union Banking Company Limited ...	...	Carlisle ...	...	34645
Coventry Union Banking Company ...	...	Coventry ...	...	9321
County of Gloucester Banking Company Limited ...	...	Cheltenham ...	...	54897
Carlisle and Cumberland Banking Company Limited ...	...	Carlisle ...	...	25158
Carlisle City and District Bank Limited ...	...	Carlisle ...	...	19890
Derby and Derbyshire Banking Company Limited ...	...	Derby ...	...	8652
Gloucestershire Banking Company Limited ...	...	Gloucester ...	...	107064
Halifax Joint Stock Banking Company Limited ...	...	Halifax ...	...	17281
Huddersfield Banking Company Limited ...	...	Huddersfield ...	...	29471
Hull Banking Company Limited ...	...	Hull ...	...	28840
Halifax Commercial Banking Company Limited ...	...	Halifax ...	...	11076
Halifax and Huddersfield Union Banking Company Limited ...	...	Halifax ...	...	16728
Knaresborough and Claro Banking Company Limited ...	...	Knaresborough ...	...	17489
Lancaster Banking Company ...	...	Lancaster ...	...	63695
Leicestershire Banking Company Limited ...	...	Leicester ...	...	43969
Lincoln and Lindsey Banking Company Limited ...	...	Lincoln ...	...	48926
Leamington Priors and Warwickshire Banking Company Limited ...	...	Leamington Priors ...	...	6551
Moore and Robinson's Nottinghamshire Banking Company Limited ...	...	Nottingham ...	...	25270
Nottingham and Nottinghamshire Banking Company Limited ...	...	Nottingham ...	...	25405
Northamptonshire Union Bank Limited ...	...	Northampton ...	...	40419
Northamptonshire Banking Company Limited ...	...	Northampton ...	...	13869
North and South Wales Bank Limited ...	...	Liverpool ...	...	54992
Pares's Leicestershire Banking Company Limited ...	...	Leicester ...	...	38205
Sheffield Banking Company Limited ...	...	Sheffield ...	...	27217

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Stamford, Snalding, and Boston Banking Company Limited	Stamford	...	...	47430
Stuckey's Banking Company, Bristol, Somersetshire Bank, and Somersetshire Bank	Langport	...	...	220092
Sheffield and Hallamshire Banking Company	Sheffield	...	...	14162
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield	...	...	28547
Swaledale and Wensleydale Banking Company Limited	Richmond	...	...	48185
Wolverhampton and Staffordshire Banking Company	Wolverhampton	...	...	8558
Wakefield and Barnsley Union Bank Limited	Wakefield	...	...	13369
Whitehaven Joint Stock Banking Company	Whitehaven	...	...	22744
Wilts and Dorset Banking Company Limited	Salisbury	...	...	68275
West Riding Union Banking Company Limited	Huddersfield	...	...	28306
Worcester City and County Banking Company Limited	Worcester	...	...	2070
York Union Banking Company Limited	York	...	...	66355
York City and County Banking Company Limited	York	...	...	96381
Yorkshire Banking Company Limited	Leeds	...	...	119778

Inland Revenue Office, November 22, 1884.

J. S. PURCELL, Registrar of Bank Returns.

In Parliament—Session 1885.

Artillery Ranges.

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for a public general Act to repeal all existing rights or privileges of persons to come or remain upon any portion of the ground or foreshore at Shoeburyness, in the county of Essex, for the time being held by the Secretary of State for War or used or appropriated under the provisions of "The Artillery Ranges Acts, 1862 and 1882," or either of them, for the establishment of a School of Gunnery and the practice of Artillery, and to authorize the removal of any persons who may come or remain thereon, and to subject all such persons to a pecuniary fine or other punishment, and to give further powers to the said Secretary of State and any officers or persons acting under him or by his authority.

Dated the 15th day of November, 1884.

J. Eustace Grubbe, 7, Great George-street,  
Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1885.

Liverpool Tramways.

(Further Powers to the Liverpool United Tramways and Omnibus Company with reference to Construction and Leasing and Working of new Tramways; Levying of Tolls, Rates, and Charges, and to Alter and Regulate existing Tolls, Fares, and Charges; Agreements with Local Authorities, and other matters; Additional Capital, Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Liverpool United Tramways and Omnibus Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower or enable the Company to lay down, make, maintain, alter, and remove from time to time such junctions, sidings, curves, crossings, passing-places, turnouts, and other works as they may find necessary for the due and satisfactory working of the tramways leased

to them, or any of them, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any works or buildings of the Company, or for effecting junctions or connections with the tramways of any other Company, body, or person.

To authorise the Company to use on the proposed tramways, and on the other railways or tramways of the Company, or on any part or parts thereof respectively, engines and carriages moved by steam or other mechanical power.

To authorise and empower the Company to purchase, take on lease, or otherwise acquire, make, work, and maintain, or to acquire running powers or rights over the tramways in the districts of Bootle-cum-Linacre and West Derby, which the Corporation of Bootle and the Local Board of West Derby have been or may be authorised to construct, and to enter into agreements for such purposes with any Municipal Corporation, Local Board, or other Local Authority.

To authorise the Company to lease, or to work by arrangement with the Mersey Docks and Harbour Board, any railways or tramways belonging to the Mersey Dock Board, or authorised to be constructed by them.

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

To enable the Company to levy, demand, and recover from any passenger or vehicle using the same, tolls, rates, and charges for the use of the authorised, or for the use of any tramways now or hereafter leased to, or worked by them by carriages passing along the same, and for the conveyance of passengers, or for traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and to alter existing tolls, rates, and charges as fixed by the Walton-on-the-Hill Tramways Order, 1880, and the Liverpool Tramways Act, 1882, and any exemptions therefrom, and to prescribe the mode of reckoning and collecting such tolls, rates, and charges.

To empower the Company to raise further

money for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation and issue of new shares and stock, with or without a preferential or guaranteed dividend, or other rates or privileges attached thereto, and by borrowing on mortgage, or by any or either of these means.

To empower the Company to sell from time to time all or any properties which have been acquired by the Company for the purposes of their undertaking.

To confer upon the Company, and the Local Authorities hereinbefore mentioned, all such other powers, authorities, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges, and to authorise further agreements between the Company and the said local authorities with reference to all or any of the matters aforesaid.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of the following Acts or some of them:—

(1.) "The Tramways Order Confirmation Act No. 2 of 1880" so far as regards the Walton-on-the-Hill Tramways Order, 1880.

(2.) "The Liverpool Tramways Act, 1882." And such of the provisions of any other Act in force within the city of Liverpool, or in any parish, township, and extra-parochial or other place hereinbefore mentioned, as may interfere or be inconsistent with the objects or provisions of the said intended Act.

The intended Act will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions or some of the provisions of the Tramways Act, 1870, the Locomotives Act, 1861 and 1865, the Highways and Locomotives Act, 1878, and any Act amending those Acts.

Printed copies of the Bill for the intended Act will be, on or before the 20th day of December, 1884, deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1884.

*Gill and Archer*, 14, Cook-street, Liverpool, Solicitors for the Bill;

*Lewin, Gregory, and Anderson*, 24, King-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1885.

Plymouth Pier.

(Provisional Order for Revival and Extension of the Provisions of the Plymouth Pier Orders, 1878 and 1882, and for Construction of Additional Works.)

NOTICE is hereby given, that, on or before the 23rd day of December next, application is intended to be made to the Board of Trade by the Plymouth Pier Company, Limited, 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 revive, extend, and (if and where necessary) modify and amend the provisions of "The Plymouth Pier Order, 1878," as confirmed by "The Pier and Harbour Orders Confirmation Act, 1878," and the provisions of "The Plymouth Pier Order, 1882," as confirmed by "The Pier and Harbour Orders Confirmation (No. 1.) Act, 1882."

To authorise the Company to widen and enlarge the Pier on either side to an extent of 10 feet,

or thereabouts, for a distance of about 120 feet from the land frontage thereof, and to erect the necessary supports for such purposes; also to construct works, buildings, supports, and conveniences in connection with the Pier.

And notice is hereby given that, before the 30th day of November instant, Plans and Sections of the said intended works, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Devon, at his Office at Exeter, at the Custom House at Plymouth, and at the Office of the Board of Trade, Whitehall-gardens, London.

And notice is hereby also given that, on and after the 23rd day of December next, printed copies of the Draft Provisional Order, and of the Provisional Order when made, will be furnished, at the price of one shilling each, to all persons applying for them at the Offices of the undersigned.

Dated this 19th day of November, 1884.

*Fowler, Christie and Co.*, Victoria Mansions, Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1885.

Ramsgate Corporation.

(Creation of Consolidated Stock; Conversion of Existing Loans and Debts into Stock; Additional Borrowing Powers; General Financial Arrangements; Power for Corporation to enter into Agreements; Application of Funds: Levying of Rates; Telegraphic or Telephonic Communication between Establishments and Offices; Repair of Private Roads; and other Provisions for the good Government of the Borough, and for the Repeal or Alteration of certain 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 Ramsgate, acting by the Council (hereinafter called "the Corporation"), for leave to bring in a Bill and to pass an Act to effect the purposes and to confer the powers and privileges following, or some of them (that is to say):—

1. To authorise and provide for the consolidation and conversion into one and more stock or stocks of all or some of the loans, mortgages, and other securities and liabilities raised, granted, or incurred by the Corporation, or hereafter to be raised or granted by the Corporation under statutory powers, or under the powers of any Act of Parliament, or the Order of any public department of the State, now or hereafter in force within the Borough of Ramsgate or otherwise, and to authorise the creation and issue for that purpose of consolidated or other stock, annuities (perpetual or otherwise), or 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 (if any) applicable thereto, and, if thought fit, to extend the periods for such repayment, to make other provisions as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, or other securities and liabilities into a permanent debt by the issue of stock or other securities of an equal, less, or greater amount, in lieu of such loans, mortgages, or other securities and liabilities.

2. To authorise the Corporation to raise by the creation and issue of such consolidated or other stock or securities as aforesaid, the whole

or any part of the moneys which they now are or may hereafter by any Act to be passed in the session of 1885 or any subsequent session of Parliament, or under the Order of any public department, be authorised to raise, and to authorise the Corporation to raise additional moneys for any of the purposes of the intended Act or of any Act now in force within the borough.

3. To charge the said stock, or other securities, upon all or any of the estates and property of the Corporation, and the rates, revenues, and other securities upon which the Corporation are or may be authorised to raise money, including the borough rates and borough fund, and also the market tolls, coal and other dues, and the general district rates and district fund of the Corporation acting as the Urban Sanitary Authority.

4. To consolidate, and if need be to alter and annul the securities granted by the Corporation, and to issue other securities in lieu thereof, and to determine upon what part of the Corporation revenues any security shall be charged, and to define the order of priority of such securities, and generally to simplify the mode of keeping the accounts of the Corporation.

5. To repeal wholly or in part Section 61 of "The Ramsgate Improvement Act, 1878," and to enact other provisions in lieu thereof, and to authorise the Corporation to borrow moneys in excess of the powers now vested in them.

6. To authorise the investment of trust funds in the consolidated or other stock, 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.

7. To empower the Corporation to enter into and fulfil contracts and agreements with the Bank of England, or any other Bank, companies, or persons, for and in relation to the issue and transfer of and the payment of interest upon the said stock, and for the keeping at such Bank or elsewhere of all or any registers, books of account, and documents of or in relation thereto.

8. 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 the consolidated or other stock of the Corporation.

9. 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.

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

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

12. To make provision with reference to the exemption from stamp duty of transfers of such consolidated or other stock, on such terms and subject to such other payments by way of composition for stamp duty as may be prescribed or authorised by the Bill.

13. 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.

14. To empower the Corporation to pay out of their funds, rates, dues, and revenues, and out of moneys to be raised by the issue of such stock and securities as aforesaid, the expenses of and incidental to the preparing and passing of the said Bill, and for carrying the powers of the intended Act into execution, and for the general purposes of the Corporation.

15. To authorise the Corporation to make and levy additional and to alter existing rates, rents, duties, and charges, and to confer exemptions from the payment of rates, rents, duties, and charges, and to alter, amend, and extend the powers of the Corporation as to the making of assessments and the levying and recovering of rates, rents, duties, and charges, and as to the raising of money on the security thereof.

16. To authorise the Corporation to provide and maintain for their establishments or offices, telegraphic or telephonic communication between any parts of the borough, and for such purposes to incorporate, extend, or apply all or some of the provisions of "The Telegraph Act, 1863," or any other Act or Acts amending the same.

17. To empower the Corporation to obtain prepayment of the estimated cost of putting private streets or roads compulsorily into repair, and to alter the mode of giving notice to owners and occupiers of property under Section 150 of "The Public Health Act, 1875," and to provide for the recovery of the estimated cost of putting such private streets and roads into repair, and in otherwise carrying into effect the said 150th section and other provisions of "The Public Health Act, 1875."

18. To make provision for the good rule and government of the borough, and the prevention of nuisances and offences therein, and especially with respect to the following matters (that is to say):—

The removal and prevention of projections over thoroughfares and land open to the access of the public, and provision for affording sufficient ingress and egress to and from public buildings.

For the giving of notice to the Corporation of persons suffering from infectious or other diseases, and of certificates or declarations by medical practitioners attending such persons, and to empower the Corporation to remunerate any such medical practitioner for his services.

19. To empower the Corporation to make and enforce bye-laws, rules, and regulations in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws.

20. To confer upon the Corporation all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the 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.

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

contract or agreement which may have been entered into prior to the passing of the Bill.

22. The Bill will for the purposes thereof incorporate all or some of the provisions of "The Highway Acts," "The Public Health Act, 1875," "The Local Loans Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Municipal Corporations Act, 1882," "The Bankers' Books Evidence Act, 1879," and "The Inland Revenue Act, 1880.

23. To alter, vary, repeal, or make applicable to the purposes of the Bill all or any of the provisions of the following Acts, viz.:— 5 Geo. IV, cap. 75; 7 Geo. IV, cap. 32; 7 and 8 Geo. IV, cap. 106; 5 Wm. IV, cap. 6; 1 and 2 Vic., cap. 70; 24 and 25 Vic., cap. 47 (public); 40 and 41 Vic., cap. 119; 41 and 42 Vic., cap. 193; 43 and 44 Vic., cap. 84; 43 and 44 Vic., cap. 132, or any other Acts relating to the parish, harbour, and borough of Ramsgate, and the parishes of St. Lawrence and Minster in the Isle of Thanet, in the county of Kent, and the 24 and 25 Vic. cap. 241, relating to the Kent Coast Railway, the 28 and 29 Vic., cap. 347, relating to the London Chatham and Dover Railway Company, and all other Acts relating to the said Railway Company, and to provide that the several Acts above-mentioned shall be read and construed as if the "Corporation" had been inserted therein instead of "The Isle of Thanet Gas-Light and Coke Company," "The Company of Proprietors of the Ramsgate Waterworks," "The Commissioners," "The Company Commissioners or Persons," "The Local Board," "The Board," "The Urban Sanitary Authority," and that in any proceedings under all or any of those Acts or the proposed Bill it shall be sufficient to use the term "Corporation."

And notice is hereby further given, that 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 14th day of November, 1884.

*W. A. Hubbard*, Town Clerk, Ramsgate,  
Solicitor for the Bill.

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

#### Local Government Board.—Session 1885.

Haverhill Local Board (Provisional Order.)

(Purchase of the Haverhill Gas Works; Confirmation of Agreements respecting the same; Maintenance of Works; Manufacture and Storage of Gas and Residual Products; Additional Lands; Limits of Supply; Borrowing of Money; Levying of Rates and Charges; Incorporation of Acts.)

**N**OTICE is hereby given, that the Local Board for the district of Haverhill, in the counties of Essex and Suffolk (hereinafter called "the Local Board") intend to apply to the Local Government Board in the ensuing session of Parliament for a Provisional Order under the Gas and Water Works Facilities Act, 1870, and the Public Health Act, 1875, for the following, or some of the following powers, that is to say:—

To purchase, acquire, and hold the entire undertaking of the Haverhill Gas and Coke Company Limited (hereinafter called "the Company").

To confirm any agreement already made or hereafter to be made respecting the purchase of the said undertaking by the said Local Board, or by any person on their behalf pending the confirmation of the said intended Order.

To authorize the said Local Board to maintain and continue, and from time to time to enlarge, alter, and repair the gasworks, machinery, and apparatus connected therewith, and to manufacture and store gas, and to convert or manufacture all the products resulting from the manufacture of gas upon the lands now or lately occupied by the Company and used for that purpose, that is to say:—

A piece of land containing half an acre, more or less, lying on the east side of and adjoining the Withersfield-road, and being parcel of Town End Close, in Haverhill, in the county of Suffolk, being bounded on the north and north-east by the River Stour, on the south-west by the Withersfield-road aforesaid, on the south-east by land belonging to and in the occupation of Thomas Basham, and on the north-west by land belonging to William Wakeling Boreham, and in the occupation of Jesse Salmon.

To purchase by agreement a piece of land adjoining and extending to a width of 20 feet along the whole of the south-east side of the existing works, bounded on the south-west by the Withersfield-road aforesaid, on the south-east by land belonging to, and in the occupation of, the said Thomas Basham, and on the north-east by the River Stour, and to construct thereon buildings, machinery, and apparatus for all or any of the purposes aforesaid.

Also to purchase by agreement or to take on lease for the general purposes of the undertaking other than manufacturing or storing of gas, such other lands as may hereafter be required, subject to such regulations and conditions as may be defined by the said Order.

To supply gas in the parish and place of Haverhill, in the counties of Essex and Suffolk, or so much of the said parish and place as lies within the district of the said Local Board, and to supply and fix meters and fittings for the use of gas within the said district, and to exercise all such powers as are necessary for and incidental to the supply of gas in such district.

To levy rates and charges for such supply, and for the use of meters and fittings within the said district, and to vary or extinguish all rights and privileges, if any, inconsistent with or which would interfere with or impede the objects of the said Order.

To borrow money with the sanction of the Local Government Board for the purposes of the said Order upon the security of the revenues derived from the undertaking and the general district rates.

The said Provisional Order will incorporate with itself the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, (1847), Amendment Act, 1871, or so much thereof as is applicable to the case of a Local Authority supplying gas, and also the Lands Clauses Consolidation Acts (except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement.)

And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map or plan of the lands upon which the said works are situate, together with the additional lands proposed to be acquired for the enlargement thereof, will be lodged at the Local Government Board, Whitehall, and other copies will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his offices in Chelmsford, and with the Clerk of the Peace for the county of Suffolk, at his offices in Ipswich.

And on or before the 23rd day of December next, printed copies of the draft Provisional Order will



be deposited at the offices of the Local Government Board aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of the Local Board at Haverhill on payment of one shilling for each copy.

Any company, corporation, or person desirous of making any representation to the Local Government Board, or of bringing before them any objections respecting this application, may do so by letter addressed to the Secretary of the said Local Government Board, at their offices in Whitehall, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of the Local Board aforesaid, and in forwarding such objections to the Local Government Board the objectors or their agents must state that a copy of the same has been so forwarded to the Local Board aforesaid.

When the Provisional Order has been granted by the Local Government Board, such Order will be advertised in the same local newspaper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his offices in Chelmsford, and with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich, and copies will be supplied to all persons applying for the same at the offices, and on the terms before-mentioned.

Dated this 11th day of November, 1884.

*Charles F. Freeman*, Solicitor for the said Local Board of Haverhill.

In Parliament.—Session 1885.

#### Tilbury and Gravesend Tunnel Junction Railway.

(Alteration of Levels of the Railways Nos. 1 and 3 authorised by the Tilbury and Gravesend Tunnel Junction Railway Act, 1882; Railways to be constructed as Single Lines; Provision for Single Lines; Extension of Time for Compulsory Purchase of Lands and Completion of Works; Release of Deposit made in respect of the Application for the Act of 1882; Provisions for New Deposit; Further Provisions as to Capital; Agreements with South-Eastern, London, Chatham, and Dover, and London, Tilbury, and Southend Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Tilbury and Gravesend Tunnel Junction Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

To alter, amend, or repeal, so far as may be necessary or expedient, all or some of the powers and provisions of "The Tilbury and Gravesend Tunnel Junction Railway Act, 1882" (hereinafter called "the Act of 1882").

To alter the levels shown on the sections of the Railways Nos. 1 and 3 authorised by the Act of 1882, between the commencement and termination of those respective railways described in Clause 5 of that Act, in the manner and to the extent defined on the sections of those railways to be deposited as hereinafter mentioned, subject to such powers of vertical deviation, if any, as may be prescribed by the intended Act, such alterations of levels being referable to the centre lines of those respective railways shown on the plans thereof deposited with the respective Clerks of the Peace for the counties of Essex and Kent with reference to the Act of 1882.

The said intended alterations of levels will be

situate within the parishes and places following, or some of them (that is to say):

Little Thurrock and Chadwell, in the county of Essex, the bed and shore of the River Thames and Northfleet, Gravesend, and Milton-next-Gravesend, in the county of Kent.

To provide, if so determined, for the construction of the several railways authorised by the Act of 1882 as single lines only.

To extend the times limited by the Act of 1882 for the compulsory purchase of lands for and for the completion of the railways and works by that Act authorised.

To extend and apply to the intended Act all or some of the provisions of the Act of 1882.

To release or to provide for the release and application of the deposit with the Chancery Division of the High Court of Justice in England, made or transferred in respect of the application to Parliament for the Act of 1882, and to authorise the Company to make a new deposit applicable to a reduced estimate of works.

To define and regulate the capital of the Company, and to enable the Company to issue preference shares, or shares with other rights or privileges attached thereto, and to borrow by instalments or otherwise, on mortgage or debentures, or by debenture stock, as may be provided by the intended Act.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act or such contracts, agreements, or arrangements as are hereinafter mentioned, and to confer other rights and privileges.

To enable the Company, on the one hand, and the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, and the London, Tilbury, and Southend Railway Company, or any of them, on the other hand, from time to time to enter into and carry into effect, or to vary or rescind contracts, agreements, and arrangements for and with respect to the construction, working, and use of all or part of the railways and works of the Company, and to confirm any agreements which may have been or may be entered into between the Company and the said other Companies or any of them.

And powers will be taken in so far as may be necessary for all, or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following or some of them (that is to say): 6 William IV., chapter 75 and any other Acts relating to or affecting the South-Eastern Railway Company; the 16 and 17 Victoria, chapter 132, and any other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 15 and 16 Victoria, chapter 84, and any other Acts relating to or effecting the London Tilbury and Southend Railway Company; the "Great Eastern Railway Act, 1862," and any other Acts relating to or affecting the Great Eastern Railway Company; 9 and 10 Victoria, chapter 204, and any other Acts relating to the London and North Western Railway Company and any Act relating to the Borough of Gravesend and Milton and the Corporation thereof; the "Thames Conservancy Act, 1857," and any other Acts relating to the Thames Navigation.

And notice is hereby given, that a section in duplicate of the alteration of the levels of the Railways Nos. 1 and 3, authorised by the Act of 1882, together (if need be) with a plan in duplicate of such railways, and an ordnance map with the lines of railway delineated thereon, showing

their general course and direction, will be deposited with the Clerk of the Peace for the county Essex, at his office at Chelmsford, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that a copy of so much of the said section and plan (if need be) as relates to any parish or extra-parochial place will be deposited in the case of a parish with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish, at his residence, and that all such deposits will be made on or before the 29th day of November, 1884, and will be accompanied by a copy of this Notice, as advertised in the London Gazette. And notice is hereby also given, that the plans of the said railways were deposited with the respective Clerks of the Peace for the counties of Essex and Kent, with reference to the Act of 1882.

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 13th day of November, 1884.

*Hargrove and Co.*, 3, Victoria-street,  
Westminster, Solicitors for the Bill.

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

In Parliament—Session 1885.

Great Western Railway.

(Merchandise Rates and Charges.)

(Consolidation and Revision of Tolls, Rates, and Charges; Adoption of Uniform Classification of Traffic; Limitation and Declaration of Terminal Charges; Amendment of Acts.)

**N**OTICE is hereby given, that the Great Western Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885 for an Act for the following purposes, or some of them (that is to say)—

To consolidate, revise, prescribe and declare the tolls, rates, terminal and other charges to be levied, taken, and made by the Company in respect of the Great Western System as defined by the intended Act and the traffic thereon, and in respect of the terminal and other services and accommodation to be rendered, performed, and provided by the Company, and to make other provisions and regulations with regard to such tolls, rates, terminal and other charges, and to grant exemptions from such tolls, rates, terminal and other charges.

To adopt and make applicable upon the Great Western System one uniform classification of the various animals, goods, articles, and things which are or may be carried thereon by the Company, and to limit the liability of the Company for traffic carried by sea or partly by sea.

To define the Great Western 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 and stations, or some of them, viz.:—Aylesbury Joint Station, Bargoed Railways, Barrs Court Station, Hereford, Birkenhead Railway, Bristol Joint Station, Chester Joint Station, Clifton Extension Railway, Halesowen Railway, Hammersmith and City Railway, Junction with the Taff Vale Railway at Merthyr Tydfil, the railways authorized by the Rhymney Railway Act, 1882, Shrewsbury and Hereford Railway, Shrewsbury Joint Station, Shrewsbury and Wellington Railway, Shrewsbury and Welshpool Railway, Sirhowy Railway near Nine Mile Point, Tenbury Railway, Victoria Station and Pimlico Railway, Wellington Station, Weymouth and Portland Railway, West London

Railway, West London Extension Railway, Wrexham and Minera Extension Railway, Yeovil Joint Station, Abboisbury Railway, Abingdon Railway, Bala and Festiniog Railway, Banbury and Cheltenham Direct Railway, Bridport Railway, Buckfastleigh, Totnes, and South Devon Railway, Calne Railway, Coleford, Monmouth, Usk, and Pontypool Railway, Cornwall Railway, Cornwall Minerals Railway, Corwen and Bala Railway, Devon and Somerset Railway, Didcot, Newbury and Southampton Junction Railway, East Gloucestershire Railway, Ely Valley Railway, Ely and Clidach Valleys Railway, Exeter, Teign Valley and Chagford Railway, Faringdon Railway, Forest of Dean Central Railway, Great Marlow Railway, Kington and Eardisley Railway, Leominster and Bromyard Railway, Leominster and Kington Railway, Llanelly Railway and Dock Company, Llangollen and Corwen Railway, Ludlow and Clee Hill Railway, Marlborough Railway, Milford Railway, Minehead Railway, Much Wenlock and Severn Junction Railway, Nantwich and Market Drayton Railway, Newent Railway, Oldbury Railway, Ross and Ledbury Railway, Ross and Monmouth Railway, Staines and West Drayton Railway, Swansea Harbour Railway, Teign Valley Railway, Tiverton and North Devon Railway, Vale of Llangollen Railway, Vale of Towy Railway, Wellington and Severn Junction Railway, Wenlock Railway, West Somerset Railway, Whitland and Cardigan Railway, Witney Railway, Worcester, Bromyard, and Leominster Railway, Wye Valley Railway.

To alter, amend, or repeal the provisions of any Act or Acts relating to the Company, or to any of the other railways included in the definition of the Great Western System, so far as may be necessary to give effect to the purposes of the intended Act.

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.

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.

*R. R. Nelson*, 20, Abingdon-street, Westminster, Solicitor.

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

In Parliament.—Session 1885.

United Telephone Company (Limited).

(Powers to carry Wires for Telephonic Communication over, along, or across any Highways, Streets, Footpaths, or other public places, and any Houses or Lands within one hundred miles of the General Post-office; Powers to Vestries and other Public Bodies and Companies to enter into agreements for facilitating Telephonic Communication; Powers to break up Streets, erect Posts on, and lay or carry Wires for Telephonic Communication under or over any Land, House, Street, or other place within the limits aforesaid; Powers of supervision to Board of Trade or other Public Authority; if so determined, to dissolve the Company and to incorporate the Shareholders of the dissolved Company with other and extended Powers; to authorise the granting of licenses, and for other purposes; Incorporation and amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made by the United Telephone Company (Limited), (hereinafter

called "the Company") to Parliament in the ensuing session for an Act for all or some of the following among other purposes:—

To authorise the Company or the Company to be incorporated by the intended Act (hereinafter called "The New Company"), or their agents, licensees, or other persons, to lay down, suspend, place, erect, and maintain, and at all reasonable times to have access to, pipes, wires, posts, pillars, insulators, conductors, and other works and apparatus connected therewith, in, through, across, along, under and over, highways, streets, roads, lanes, passages, footways, and other places, tramways, railways, canals, docks, basins, waters, rivers, bridges, houses, works, and other buildings within 100 miles of the General Post Office, within the parish of St. Martin-le-Grand, in the city of London, and for such purposes temporarily to break up, open, or otherwise interfere with, such highways, streets, roads, lanes, and other places and properties hereinbefore enumerated therewith, and also any sewers, drains, water or gas mains, and pipes, and all other works in, over, or under such highways, streets, roads, lanes, or other places and properties as aforesaid respectively, as may be necessary or convenient for the full and efficient formation and maintenance of telephonic communication, subject to such conditions, restrictions, and regulations as may from time to time be prescribed by the Board of Trade or other public authority, or otherwise as shall be provided by the intended Act.

To authorise the Company or the new Company to purchase and take upon lease or otherwise, and hold such lands, tenements, hereditaments, premises, rights, privileges, and easements, in or over lands, tenements, and hereditaments, and premises as may be necessary or expedient for offices, stations, or otherwise, to enable the Company to carry out the purposes of the intended Act.

To authorise the Company, or the new Company, on the one hand, and all corporations, trustees, commoners, vestries, local and highway boards, or parochial boards, and other public bodies, officers, or other persons, and all Railway, Canal, and other Companies within the limits aforesaid, on the other hand, to enter into and carry out agreements with respect to the matters aforesaid, or any of them, or which may be proper or requisite for carrying out the purposes of the intended Act, or any of them, upon such terms and conditions as to compensation, supervision, or otherwise, as to the parties to the said agreements shall seem reasonable.

To authorise the Company, or the new Company, for the purposes of the intended Act, to acquire, sell, manufacture under, or otherwise use any patents and licences for the transmission of telephonic communication, and also to grant licences to manufacture under, or use any such patents either within or without the limits aforesaid,

To authorise the Company, or the new Company, for the purposes of the intended Act, to make, levy, and recover rates, rents, and charges, and to grant exemptions from the payment of such rates, rents, and charges.

To enable the Company to make and enforce bye-laws, and to impose penalties for the purposes of the intended Act.

The powers and provisions of the intended Act will be either conferred upon, or be made applicable to, the Company as at present constituted, or if found necessary or desirable the Company will be dissolved and the shareholders

therein re-incorporated, either with or without other persons or bodies as may be provided by the intended Act, and in such event the powers and provisions of the intended Act, as well as the other, or some of the other, powers now exercisable by the Company, or necessary for the carrying out of the objects and purposes of their incorporation, as defined by their Memorandum and Articles of Association, will be conferred upon the new Company, and the said Memorandum and Articles will be cancelled, annulled, or altered.

And the said intended Act will or may incorporate with itself or make applicable to the purposes thereof, with or without modification or amendment, all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Telegraph Act, 1863," and it will confer upon the Company or the new Company all other powers, rights, and privileges, and contain all other provisions necessary for carrying into effect the objects of the intended Act; and it will alter, vary, and extinguish all existing rights and privileges which would be inconsistent with, or in any manner impede or interfere with the attainment of such objects or any of them.

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 14th day of November, 1884.

*Waterhouse, Winterbotham, and Harrison,*

1, New-court, Lincoln's-inn;

*Ashurst, Morris, Crisp, and Co.,* 6, Old Jewry;

*Martin and Leslie,* 27, Abingdon-street, Westminster;

Parliamentary Agents.

Board of Trade.—Session 1885.

Llwynpiod (Carmarthen) Tramways.

Provisional Order.

(Tramways from Dolgwyll Brickworks to Llwynpiod Quarries; Use of Public Road; Tolls; General Powers.)

**A** PPLICATION will be made to the Board of Trade, by or on behalf of "The Patent Slate-Brick and Sanitary Tube Company Limited" (hereinafter referred to as "the Company"), for a Provisional Order under "The Tramways Act, 1870," to be confirmed in the ensuing session, for the purpose, or some of the purposes, following (that is to say):

To authorise the Company to construct and maintain in the parish of St. Peter, in the county of the borough of Carmarthen, and the parish of Abergwilly, in the county of Carmarthen, the following tramways, or some part or parts thereof, with all other necessary and proper works and conveniences, namely:

A tramway (No. 1) commencing in the said parish of St. Peter, on the south-eastern side of the public road from Carmarthen to Lampeter, at the entrance to the Dolgwyll brickworks, southward of the bridge carrying the said road over the river Gwili, continued thence along or by the side of the said road, to and terminating in the said parish of Abergwilly, at a point in the said road opposite the Llwynpiod Quarry, about 50 feet north-west of the bridge appurtenant to the Llwynpiod Quarry, which is carried over the said road.

A tramway (No. 2) wholly in the said parish of Abergwilly, commencing by a junction with the said intended Tramway No. 1, on the westernmost side of the said public road,

at a point 100 feet or thereabouts southward of the said bridge, and terminating at a point on the easternmost side of the said road, 60 feet or thereabouts, from the said bridge.

The said tramways will be laid as a single line throughout.

It is intended to make the said tramways upon such gauge less than 4 feet 8½ inches, as shall be prescribed by the said Order, and it is not intended to run thereon carriages or trucks adapted for use on railways, and it is intended to employ animal power, subject to such conditions as may be defined in the Order.

To empower the Company to enter upon, break up, and open the surface of the road before mentioned, and alter, remove, and otherwise interfere with any bridge, sewer, drain, pavement, and pipes in constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or for the other purposes of the Order.

To enable the Company, for the purposes of the proposed tramways and of the Order, to purchase or acquire by agreement, or take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of traffic upon the same.

To provide for the maintenance and repair of the road along which the proposed tramways rails or plates may be laid.

To provide for the ownership and regulate the use of any paving, metalling, or road materials removed during the construction of any of the proposed works.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works as may be necessary or convenient for the efficient working of the proposed tramways, or for providing access to any quarry, works, stables, or sheds of the Company.

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 given, that on or before the 29th November instant, plans and sections of the proposed works, and a copy of this notice, will be deposited at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of the borough of Carmarthen, at his office Nott-square, Carmarthen; with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery; with the Mayor, Aldermen, and Burgesses, acting by the Council, for the county of the borough of Carmarthen, at the Town Clerk's office, in Hall-street, in the said county of the borough of Carmarthen; with the Vestry of Abergwilly, in the county of Carmarthen; at the Vestry Clerk's office, at Sarnau, in the said parish of Abergwilly, and with the parish clerks of the said parishes of St. Peter and Abergwilly respectively, at their respective residences, and with the clerk of the County Roads Board for the county of Carmarthen, at his office at Llandovery aforesaid.

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 office of Messrs. Heath, Parker, and Brett, 3, New London-street, Mark-lane, London, E.C., Solicitors, and Messrs. Dyson and Company, 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the assistant secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must, at the same time, be sent to the Promoters at the aforesaid offices of Messrs. Dyson and 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 sent to the Promoters or their agents.

Dated this 14th day of November, 1884.

*Heath, Parker, and Brett, 3, New London-street, Mark Lane, E.C., Solicitors.*

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

In Parliament—Session 1885.

Metropolitan Outer Circle Railway.

(Abandonment of Undertaking; Release of Deposit; Dissolution of the Company; Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Metropolitan Outer Circle Railway Company (hereinafter called "the Company"), for an Act to repeal the Metropolitan Outer Circle Railway Act, 1882, and the Metropolitan Outer Circle Railway Act, 1883, to authorize the abandonment and relinquishment of the construction of the railways and works thereby respectively authorized, and to release the Company from all liabilities, penalties, and obligations for the non-completion of such railways and works; to declare null and void and to cancel or rescind all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said railways and works or the land required for the purposes thereof respectively; to provide for the release and the application of the money deposited with the Chancery Division of the High Court of Justice in England in respect of the applications to Parliament for the said Acts, or either of them, and now remaining in the name or custody of Her Majesty's Paymaster-General as security for the completion of the railways and works respectively authorized by the said Acts, together with all interest or dividends which may have become due thereon.

To provide for the distribution of the assets, the winding up of the affairs of the Company, and the dissolution thereof.

To vary and extinguish all rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for the said intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December, 1884.

Dated the 13th November, 1884.

*Hargrove and Co., 3, Victoria-street, Westminster, Solicitors for the Bill.*

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

In Parliament.—Session 1885.

Dee Conservancy and Improvement.

(Constitution of Conservancy Board; Transfer to them of Navigation Powers of the River Dee, of the River Dee Commissioners and others, and of existing Navigation Works; Extension of Conservancy Limits above Wilcox Point in Chester; Constituting Board the Port and Harbour Authority within the Port of Chester; Transfer to them of Powers of the River Dee Pilotage Trust; Conferring further Powers for Improvement of Navigation, and Power to make Bye-laws; Vesting Ferries in Conservancy Board and Powers to Improve same; Construction of new Navigation and other Works; Diversion of Waters into them; Compulsory Purchase of Lands; Power to Purchase parts only of Properties; Powers of Sale, &c., of Lands by Board and Dee Company; Apportionment of Annuities and other Charges on Lands, and Powers to commute same; Acreage Rate; Powers to levy Tolls, Rates, and Duties; Powers to Board to raise Moneys; Powers to Railway Companies to Contribute and make Agreements; Power to Constitute Separate Undertakings; Contracts and Agreements by Conservancy Board, the Dee Company, Corporations, and others as to Works, &c., and Contribution of Funds; Provisions as to Outfall, &c., of Chester Sewage; Power to River Dee Company to Execute all or some of Powers of Bill; Alteration of Constitution, Capital, and Name of Dee Company; Power to Conservancy Board to Acquire all Rights and Property of Dee Company, and Provision for its Consequent Dissolution; Abolition of River Dee Commissioners, Supervisors, and Anchorage Dues; Repeal of Acts as to Statutable Depth of River; Repeal, Amendment, and Incorporation of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Company of proprietors of the Undertaking for recovering and preserving the navigation of the River Dee (hereinafter called "the Company"), for leave to bring in a Bill (hereinafter called "the Bill") for the following purposes, or some of them (that is to say):—

2. To constitute, appoint, and incorporate a Conservancy Board for the improvement, protection, maintenance, and conservancy of the River Dee, and the estuary thereof, and of the navigation thereof, from a point on the said river about 30 yards above the weir or causeway at the old Dee bridge, in the township and parish of St. Mary-on-the-Hill, in the city and county of the city of Chester, down to a point called the Point of Aire, at or near the mouth of the said river on the west shore thereof, in the parish of Llanasa and county of Flint; and also down to another point called Hilbre Point, likewise at or near the mouth of the said river, on the east shore thereof, in the parish of West Kirby, in the hundred of Wirral, in the county of Chester, and including all streams, havens, creeks, bays, and inlets within the limits aforesaid, and to prescribe, define, and regulate the qualification, mode of nomination, appointment, election, retirement, and rotation of members of such Conservancy Board.

3. To transfer to and vest in the Conservancy Board on such terms and conditions as may be prescribed by the Bill, all or some of the powers, duties, rights, privileges, and liabilities with relation to the navigation of the river now vested in the Company or in the River Dee Commissioners or their supervisors respectively, or in the Mayor, Aldermen, and citizens of Chester

(hereinafter called "the Chester Corporation"), or any other Corporation or person under the Acts of Parliament hereinafter mentioned, or any charter, or by prescription or otherwise, and to vest in such Conservancy Board, upon such terms and conditions as aforesaid, all or some of the embankments and other works constructed by the Company for navigation purposes, and also all or some or so much of the banks of the river, and the bed and soil thereof along the line of the existing navigation as may be defined in the Bill.

4. To constitute the Conservancy Board the Harbour Authority of the port and harbour of Chester, and also within the limits aforesaid so far as they may be outside the limits of the said port, and to confer upon the Conservancy Board powers to improve the navigation of the said river, and to make and maintain such embankments, mounds, fences, river walls, dams, cuts, sluices, locks, reservoirs, channels, and other works as may be necessary for the purposes of such improvement, and also to make bye-laws for the regulation, improvement, and management of the said River Dee, and the estuary thereof, and such other rivers, streams, and watercourses, havens, creeks, and inlets as aforesaid, and the traffic thereon; to set out boundaries, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said river, and of all parts of the waters and estuary connected therewith; to remove all obstructions to the free navigation of the said river and estuary, and to prohibit the erection of future obstructions; to impose penalties on all persons placing or continuing obstructions, or throwing, emptying, or depositing ballast in the said river or estuary; to appoint and remove harbour-masters, collectors, and other officers; to place buoys, beacons, perches, and mooring chains in the said river and estuary; to regulate and manage the police thereof, and to regulate the traffic thereon; to compel the removal of wrecks therefrom, and to make, maintain, grant and license basins, docks, harbours, piers, wharves, jetties, quays, and landing-stages, with all proper conveniences for the navigation and improvement of the said river and estuary, and for the safety and convenience of ships, steam-vessels, and other craft navigating the same.

5. To vest in the Conservancy Board the existing ferries across the navigation of the River Dee, and to make further provision for the passage of traffic across the river, and the improvement of the ferries and approaches thereto by the maintenance and establishment of steam ferries, or in such other manner as may be provided by the Bill, and to authorise the Conservancy Board to take tolls and charges for the use of the improved ferries by passengers, animals, and vehicles, and to empower the Quarter Sessions of the county of Flint, and any highway authority of any district including or adjoining the ferries and the approaches thereto, to assume the maintenance and working the said ferries and approaches, and to contribute funds therefor or for the improvement thereof, and to enter into agreements for all or any of those purposes.

6. To transfer to and vest in the Conservancy Board all or some of the existing powers of the trustees for putting into execution the Act 16 Geo. III., cap. 61 (local and personal) relating to the pilotage, buoying and lighting within the port of Chester, whether under that Act, or any Act amending the same, or the Merchant Shipping Acts, and to provide for the extinction and winding up of the trust.

7. To enable the Conservancy Board 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 limits aforesaid the use of any tug-boat not licensed by or being commanded by a master licensed by the Conservancy Board, and to suspend and revoke such licenses.

8. To enable the Conservancy Board to construct and maintain in the counties of Chester and Flint, and the city and the county of the city of Chester, or some or one of them, the several works following, namely:—

Work No. 1.

The diversion of the present channel and course of the River Dee by a new cut situate wholly in the township and parish of St. Mary-on-the-Hill, in the city and county of the city of Chester, commencing at a point on the left bank of the said river about 4 chains measured across the bed of the said river in a southerly direction from the outfall into the said river of the sewage works of the city of Chester, and terminating by a junction with that river at a point on the left bank of the said river opposite the Crane Wharf, and at a distance from the west corner of that wharf of about 4 chains measured in a westerly direction across the bed of the said river.

Work No. 2.

A dock or basin formed by an embankment or dam, with tidal gates therein, commencing at a point on the right bank of the River Dee, in the township and parish of Holy and Undivided Trinity, in the city and county of the city of Chester, about 5 chains south-west of the outfall of the said sewage works measured along the right bank of that river, and extending in an easterly direction across the bed of that river and the adjoining land, and terminating in the same township and parish on the right bank of that river at a point about 4 chains south of the west corner of the Crane wharf measured along the right bank of that river. The said dock or basin will be constructed partly on the bed of the said river, and partly on the land adjoining thereto, both lying to the north-east of the said embankment, and situate in the townships and parishes next mentioned, or one of them, and the Work No. 2 will be made from, through, into or in the said townships and parishes of Holy and Undivided Trinity and St. Mary-on-the-Hill, or one of them.

Work No. 3.

In connection with the said dock or basin a conduit or culvert, with sluices, wholly in the said township and parish of Holy and Undivided Trinity, to carry the sewage from the said sewage works into the said river below the said dock or basin, commencing by a junction with the existing outfall of the said sewage works at a point about 1 chain north-west of the said outfall measured along the same, and terminating at a point about 7 chains south-west of the said outfall measured along the right bank of the River Dee.

Work No. 4.

A training wall in the bed of the River Dee, or the estuary thereof, commencing at the north-westerly end of the existing training wall or stone causeway at a point in or adjoining the township of Kelsterton and parish of Northop, known as the Barrel Perch, and thence proceeding in a north-westerly direction in, over, and upon the bed of the River Dee, or the estuary thereof, to and terminating in the said estuary nearly opposite the outermost extremity of the Spoil Bank of Messrs. Muspratt's Chemical Works at Flint, at a point in the township of Coleshill Fawr, and parish of Holywell, about 2 furlongs and 3 chains from the western muni-

cipal boundary of the borough of Flint (as shown on the ordnance plan) measured in a south-easterly direction from a point on that boundary distant about 3 furlongs and 8 chains from the Pantan Cop measured along that boundary in a north-easterly direction. This work will be made from, through, into, or in the several townships and parishes following, or some of them, in the county of Flint, viz.:—Kelsterton, Leadbrook Major and Leadbrook Minor, Northop, Flint, Coleshill Fawr, and Holywell.

9. To authorise the Conservancy Board to cross, stop up, alter, or divert, either temporarily or permanently, 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 works and of the Bill, and 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.

10. To enable the Conservancy Board within the limits aforesaid, to construct and maintain, remove, alter, lengthen, curtail, raise, or lower all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving-docks, lay-byes, gates, sluices, culverts, sewers, drains, bye-passes, arches, bridges (fixed or opening), sewers, drains, embankments, training walls, causeways, towing-paths, walls, jetties, landing-places, dolphins, moorings, mooring-chains, buoys, perches, beacons, lights, staithe, groins, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, tips, drops, railways, roads, tramways, rails, approaches, works and appliances which may be necessary or convenient for, or incidental to, the before-mentioned works or any of them, or for the navigation of the said river and the traffic thereon.

11. To authorise the Conservancy Board to divert into the intended new cuts, docks, and other works, the waters of the River Dee and the Shropshire Union Canal, and to enter upon, take, and use the bed, channel, and banks of the said river, where the same may be coincident with or intersected by the intended works, and to supersede and discontinue the use for the purposes of navigation, and to fill in and level, or otherwise deal with so much of the present channel or course of the River Dee as lies between the hereinbefore described points of commencement and termination of Work No. 2, as may be rendered unnecessary by the construction of the intended works, or any of them, and to make provision for the vesting in the Conservancy Board, or the Company, or others, of the lands so filled in.

12. To authorise the Conservancy Board, 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) The mills at both ends of the weir at the old Dee Bridge, in the city of Chester, together with the lands, buildings, rights, and appurtenances belonging thereto, and also



the said weir, with the salmon pass and cage adjoining thereto, the whole of which properties are in the townships and parishes of St. Mary-on-the-Hill, and St. Bridget, or one of them, in the said city and county of the city of Chester.

(b) Lands, houses, lock, wharves, warehouses, sheds, workshops, buildings, and part of the bed of the River Dee lying within the following boundaries, viz.: New Crane-street, Sealand-road, an imaginary straight line from the bridge on the Sealand-road, near the sluice house, to a point on the right bank of the said river distant about 8 chains from the outfall of the said sewage works measured in a south-westerly direction from the said outfall, an imaginary straight line from that point across the bed of the said river and adjoining lands to the north-eastern boundary of the Chester Gas Works on the right bank of the said river, the edge of the said bank to the Crane Wharf, and thence to New Crane-street; the whole of which properties are in the said townships and parishes of St. Mary-on-the-Hill and Holy and Undivided Trinity, or one of them.

(c) Lands, forelands, cops, banks, parts of the bed of the River Dee, wharves, houses, and buildings lying within the following boundaries, viz.: an imaginary line about parallel to and on the north and west of and at a distance of about 7 chains from the right bank of the said river from a point about 6 chains from the south-east corner of the said sewage works measured in a north-westerly direction along the south-western boundary fence of the said sewage works to opposite Wepre Gutter, thence to and across the bed of the said river to a point about 3 chains from the outfall of the Wepre Gutter into the said river measured up that gutter, and an imaginary line about parallel to and on the south and east of and at a distance of about 7 chains from the left bank of the said river to opposite to the said south-east corner of the said sewage works, and thence across the river to that corner, and thence along the south-western boundary of those works for a distance of about 6 chains; the whole of which properties are in the townships and parishes of the Holy and Undivided Trinity, Sealand, Saltney, Wepre, Hawarden, and Northop, or some of them, in the county of Flint and the city and county of the city of Chester.

(d) Lands, forelands, cops, banks, wharves, stages, buildings, and parts of the bed of the River Dee or the estuary thereof lying within the following boundaries, viz.: an imaginary straight line from the Powder Magazine in the occupation of Messrs. Hughes and Lancaster, in the township of Sealand and the said parish of Hawarden, near the right bank of the River Dee, to a point distant about 2 furlongs and 3 chains from the junction of the work known as the Broken Bank with the right bank of the said river measured along that bank in a northerly direction; a straight line from that point along the said Broken Bank in a southerly direction and across the bed of the said river, and thence along the left bank of the said river to opposite the said magazine and across the bed of the said river to the said magazine. The whole of which properties are in the townships and parishes of Sealand, Hawarden, Wepre, Golftyn, Northop, or some of them, in the county of Flint.

13. To provide for the conversion of the mills at both ends of the weir at the old Dee Bridge, in the city of Chester, into steam mills, or to other purposes, and to make agreements with the owners or lessees thereof for the conversion of the same or otherwise in relation thereto, and to empower the Conservancy Board to make, maintain and regulate sluices or floodgates in the said weir.

14. To exempt the Conservancy Board 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.

15. To enable the Conservancy Board to hold, mortgage, sell, lease, let, or otherwise dispose of, farm, work, and use lands vested, or to be vested in them, 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, machinery, or other conveniences, belonging to or provided by the Conservancy Board.

16. To enable the Company to hold, mortgage, sell, exchange, lease (either for building, wharfage, or other purposes), let or otherwise dispose of, farm, work and use any lands or other property now belonging to, vested, or to be vested in, or reclaimed, or to be reclaimed, by the Company, and to confirm and sanction all or any previous transactions relative to lands, and to make all necessary provision for the drainage of all or any of such lands.

17. To define the lands which have been reclaimed by works of reclamation by the Company, and which are, after the passing of the Bill, to be held and enjoyed by them in manner to be thereby provided, and to make provision for settling by agreement between all corporations or persons claiming lands adjoining any lands claimed by the Company, on the south or Flintshire side of the river, the boundaries between the same, and the laying out of roads, and in case of disagreement to provide for the settlement thereof by arbitration, and to confer on all such persons as may be under any disabilities power to enter into and carry into effect any such agreement.

18. To make provision for the maintenance of all existing roads, watercourses, and sluices, now repairable by the Company, and to transfer the charge of the maintenance thereof to the townships or parishes in which the same may be situate, and to provide for the laying out, making, and maintenance of roads, watercourses, drains, sluices, and other works in, over, or upon any lands hereafter to be reclaimed by the Company, and for the purposes of the drainage of the same, and the uplands thereof, to use and interfere with all or any works of the Conservancy Board.

19. To exempt and discharge the white sands and the lands already reclaimed, or which shall hereafter be reclaimed, either forthwith or when the said lands respectively shall be sold or otherwise conveyed or alienated, and to exempt and discharge all lands which have hitherto belonged to and have been sold or otherwise conveyed or alienated by the Company, from all liability with respect to the maintenance of the said navigation, and the banks, causeways and other works connected therewith, and the compensation for damage which may have been or may be occasioned by the acts or defaults of the Company or the Conservancy Board, and from the payment of the

two annuities to the Hawarden Embankment Trustees hereinafter mentioned, and the maintenance of two ferries across the River Dee below Chester, and the maintenance and repair of certain roads, and all other general liabilities, absolute or contingent, touching the matters aforesaid, imposed on the said lands or the owners or occupiers thereof, by or in consequence of the acts hereinafter specified, relating to the Company, or by the Bill.

20. To enable the Conservancy Board to redeem or commute both or either of the annuities of 200*l.* and 50*l.* payable by the Company to the Hawarden Embankment Trustees by the payment of a capital sum, or by such other means as the Bill may define, and as may be agreed on between the parties, and to authorise the said trustees to enter into and carry into effect such agreements and to accept any such sum of money or other consideration for the redemption or commutation of the said annuities, and to provide for the investment thereof, and the application of its income, and the appointment and change of trustees of such investment.

21. To enable or to require the Conservancy Board for all or some of the purposes herein specified, or for such purposes as shall from time to time be subsisting, to impose and lay on the owners and occupiers of all or any of the lands already reclaimed from the River Dee, and on the owners and occupiers of all such lands as shall hereafter be reclaimed, an annual acreage or other rate, and that either in addition to or in substitution for the charges, burdens, or liabilities to which such lands may be subject, with usual powers of distress and entry if such rates shall be unpaid, and to provide for the commutation or redemption of all or any part of such acreage or other rate by such owners.

22. To repeal, alter, modify, or transfer to the Conservancy Board, all tolls, rates, town, quay, coal, and ballast, or other rates and dues levied or authorised to be levied upon or in respect of ships, vessels, or other craft, on goods, wares, merchandise, ballast, and other commodities, laden or unladen, entering into or using the said navigation within the limits aforesaid, and all exclusive rights and privileges connected therewith; and also to levy the same, or other rents, tolls, rates, and duties to be prescribed by the Bill, and to compound for tolls, rates, rents, and duties; and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to vary or extinguish all other rights and privileges which may in any manner interfere with the improvement of the navigation of the said river and estuary, or with the powers sought to be conferred by the Bill.

23. To enable the Conservancy Board to raise such funds as may be prescribed by the Bill for the purposes of improving and upholding the said navigation and of the Bill by mortgage or in such other way as may be agreed on or prescribed by the Bill, and to attach to any securities created by such Board any preference or priority; and also to enable the Conservancy Board to apply such funds to the purposes of the Bill.

24. To authorise or require the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Union Railways and Canal Company, the Wrexham, Mold and Connah's Quay Railway Company, the Buckley Railway Company, the Manchester, Sheffield and Lincolnshire Railway Company, and the Cheshire Lines Committee, or any of them, to subscribe to the funds of the Conservancy Board, and to empower all or any of those Companies to enter into traffic and other agreements with the Conservancy Board.

25. To provide for the formation of the intended works into one or more separate undertakings of the Conservancy Board, which may be under separate management, as may be prescribed by the Bill, and that the funds to be appropriated to and the moneys to be borrowed on mortgage of such undertakings respectively, and the revenues to be derived therefrom shall be kept separate as regards each undertaking, and to provide for the keeping of all such separate accounts and for all other such matters as may be necessary or proper for carrying out the objects of the Conservancy Board with respect to such separate undertakings, or undertaking, or as may be defined by the Bill.

26. To empower the Conservancy Board and the Company, or either of them, on the one hand, and the Chester Corporation, the mayor, aldermen and burgesses of the borough of Flint, or either of them, and any other local authority, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended works or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, the execution of works, the levying of tolls, and the exercise of any of the powers of the Bill by the Company or by the Conservancy Board or the Corporations or any other local authority, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements, which have been or may be made with reference to all or any of such matters, and to confer upon the Corporations and every other local authority aforesaid respectively, or any or either of them in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction and maintenance, the levying of tolls, and purchase of lands, and contribution of funds towards the intended undertaking, and to authorise or provide for the vesting in the Corporations, or any such local authority aforesaid, or any or either of them, of the intended works, or any of them or any part or parts thereof respectively, and to enable the Corporations, and any such local authority as aforesaid respectively, for all or any of the purposes of the Bill, to raise further moneys by rates or on mortgage, bond, or debentures, annuities, or otherwise.

27. The Bill will or may authorise the Company to execute and maintain the intended works, or some of them, as part of their own undertaking, and to exercise the powers proposed to be granted to the Conservancy Board, and either independently, and instead of the Conservancy Board, or jointly with the Conservancy Board in such proportions, and upon such conditions, and with such restrictions as the Bill shall define or may be agreed upon between the Company and the Conservancy Board, under the authority of the Bill, and will, or may also enable the Company to subscribe or contribute funds towards the construction and maintenance of the said intended works, or some part or parts thereof, and to guarantee such interest, annual and other payments, in respect of the moneys expended in the construction thereof, as may be agreed upon between the Company and the Conservancy Board; and to apply for the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the Company, or under the control of their Directors, and (if they shall think fit) to raise additional capital by the creation of new shares with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means.



28. To alter, modify, and amend, or repeal, the constitution of the Company, and the powers vested in them by the Acts hereinafter mentioned or any of them, in so far as may be necessary or convenient for the purposes of the Bill or otherwise, and to regulate their present capital by consolidation, increase, reduction, re-arrangement or otherwise, and to confer upon them further capital and other powers with reference to their internal affairs and management, and to raise further money by shares, borrowing, or other means to be prescribed by the Bill, and in the event of the Conservancy Board being formed to change the name of the Company to that of "The Dee Land Company," or to such other name as may be prescribed by the Bill.

29. To authorise the Conservancy Board to acquire by purchase, agreement, or otherwise, the reclaimed lands, and any other property, rights, and privileges of the Company, and also the powers, rights, and privileges of the Company as to future reclamation, and any other powers possessed by the Company; and in case of a purchase of all the Company's properties, rights, and powers, to provide for the winding-up and dissolution of the Company.

30. To repeal all provisions of the Acts hereinafter mentioned relative to the River Dee Commissioners, and the supervisors of the river, and to abolish, extinguish, or modify those offices, and any emoluments or other provision connected therewith, and all other jurisdictions, duties, rights, privileges, tolls, and dues, or otherwise affecting the said river, and to make other provisions in lieu thereof.

31. To abolish all tolls and customs in the nature of anchorage dues leviable by the Chester Corporation within the port of Chester by virtue of any charter or other authority upon all ships and vessels resorting to the port.

32. To repeal the provisions as to the depth to be maintained in the navigable channel of the river as prescribed by the Act 17 Geo. II., cap. 28, or by any other of the Acts hereinafter mentioned, and the means of ascertaining the same, and in lieu thereof to make other provisions if necessary.

33. To authorise the Conservancy Board and the Company, for all or any of the purposes of the Bill, to enter into and fulfil contracts and agreements, and the Bill will or may confirm any such contract or agreement which may have been entered into prior to the passing of the Bill.

34. To incorporate with the Bill all or some of the provisions of the Commissioners Clauses Act, 1847; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Act, 1863, as amended by the Companies Clauses Act, 1869; the Harbour, Docks, and Piers Clauses Act, 1847; the Removal of Wrecks Act, 1877; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by the Lands Clauses (Umpire) Act, 1883, and the Railways Clauses Consolidation Act, 1845, and any other Acts which it may be necessary or expedient to incorporate for effecting the objects of the Bill.

35. To alter, amend, extend, enlarge, or repeal the powers and provisions of the several Acts following, or such of them as may be still in force, and of any other Acts relating to the navigation of the River Dee, namely, 11 and 12 Will. III., being "An Act to enable the Mayor and Citizens of the City of Chester to recover and preserve the Navigation upon the River Dee;" and (local and personal) 6 Geo. II., cap. 30, being "An Act to recover and preserve the Navigation of the River Dee in the County Palatine of Chester;" 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; the Dec Standard Resto-

ration Act, 1851; the River Dee Company (Amendment) Act, 1868, and the local and personal Act 16 Geo. III., cap. 61, relating to pilotage, buoys, and lighting within the port of Chester, also the several local and personal Acts following or some of them relating to the Lower King's Ferry-road in the county of Flint (that is to say, 5 and 6 Will. IV., cap. 4; 1 Vict., cap. 19; 23 and 24 Vict., cap. 32; 5 and 6 Will. IV., cap. 88), and all other Acts, charters, grants, customs, rights and privileges which directly or indirectly affect the River Dee or the navigation thereof, or the ferries and approaches thereto, or the Company, and which may be inconsistent or would interfere with the powers and provisions of the Bill.

36. And notice is hereby further given that on or before the 29th day of November, 1884, duplicate plans and sections showing the lines and levels of the intended works, and the lands and property proposed to be taken for the purposes of the Bill, together with books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and property, 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, in that county; with the Clerk of the Peace for the city and county of the city of Chester, at his office in the said city; and that on or before the same day copies of so much of the said plans, sections, and book of reference, as relates to the several parishes and extra-parochial places in or through which the intended works will be made, or in which any lands or other property intended to be taken are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

37. 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 this 12th day of November, 1884.

*Andrew and Co.*, Palace-chambers, 9, Bridge-street, Westminster, S.W., Solicitors for the Bill.

*Tahourdins and Hargreaves*, 1, Victoria-street, Westminster, S.W., Parliamentary Agents for the Bill.

In Parliament—Session 1885.

Westerham and Oxted Railway.

(Incorporation of Company; Construction of Railway between Westerham in the County of Kent and Oxted in the County of Surrey; Compulsory Purchase of Lands, &c.; Tolls; Running Powers and Facilities over portions of Railways of London, Brighton, and South Coast and South-Eastern Railway Companies, and by those Companies over intended Railway; Working and other Agreements with those Companies; Payment of Interest out of Capital and other alterations or amendments for the purposes of the Bill of "The Companies Clauses Consolidation Act, 1845"; 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 bring in a Bill for-

effecting the purposes, or some of the purposes, following (that is to say):

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the railway and other works hereinafter mentioned, or some part or parts thereof (that is to say):

A railway commencing in the parish of Westerham, in the county of Kent, by a junction with the Westerham Valley Branch of the South Eastern Railway, at a point on the said Westerham Valley Railway, distant 50 yards or thereabouts from the termination of the Westerham Valley Railway at Westerham Station, and terminating in the parish of Oxted, in the county of Surrey, by a junction with the Croydon, Oxted, and East Grinstead Railway at the southern abutment of the railway bridge carrying the last-mentioned railway over the road leading from Oxted Church to Limpsfield; the said railway bridge being immediately to the north of Oxted Station. Which said intended railway and works will be made or pass from, through, or into the several parishes, and other places following, or some of them (that is to say): Westerham, in the county of Kent; and Tatsfield, Titsey, Limpsfield, and Oxted, in the county of Surrey.

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, footpaths, navigations, rivers, bridges, wharves, quays, landing places, subways, pneumatic tubes, streams, water-courses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric and other pipes, and telegraphic and electric apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the Bill, and 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 upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company, and any company or persons for the time being working or using the railway of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls

and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description:

So much of the Croydon, Oxted, and East Grinstead Railway, belonging jointly to the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, as is situated between Oxted Station and Croydon Station, and those stations;

The Westerham Valley Branch of the Railway of the South-Eastern Railway Company;

or some of them, or some part or parts thereof respectively, together with all stations, roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery works, and conveniences of or connected with the said railways, or some of them.

To empower the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, or either of them, and any company or persons for the time being working or using the railways of those Companies, or either of them, or any part or parts thereof respectively, 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 intended railway or any part or parts thereof, together with all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railways, or the part or parts to be run over, upon such terms and conditions, pecuniary and otherwise, and on the payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company, and the London, Brighton, and South Coast Railway Company, or the South Eastern Railway Company, as the case may be.

To empower the Company on the one hand, and the London, Brighton, and South Coast Railway Company and the South-Eastern Railway Company, or one of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, undertakings, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or any or either of them or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the others or other of them, the employment of officers and servants, and the appointment of joint committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To require and compel the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, and each of those Companies, upon such terms and conditions as shall be agreed upon or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "The Regulation of Railways Act, 1873") to or from or over the whole or any part of the railways belonging to them respectively, whether separately or jointly with any others or other of them, or under their respective management or control, to and from the railways of the Company or any of them, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be) to alter and vary the tolls which the Companies aforesaid are now respectively authorised to receive and take upon their respective railways aforesaid, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

To enable the Company, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital, or of any funds of the Company, from time to time, interest or dividends on any shares or stocks of the Company.

To enable the Company, notwithstanding anything to the contrary contained in "The Companies Clauses Consolidation Act, 1845," to pay to any shareholders or classes of shareholders of the Company, on the amount of the calls made in respect of their shares, out of any capital which the Company may by the Bill be authorised to raise by shares, stock, debenture stock, or borrowing, and to create capital with or without special privileges or disabilities for the payment of such interest or dividends.

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 Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Acts, 1863 and 1869"; "The Railways Clauses Consolidation Act, 1845"; "The Railways Clauses Act, 1863"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," as amended by "The Commonable Rights Compensation Act, 1882," and "The Lands Clauses (Umpire) Act, 1883"; "The Regulation of Railways Act, 1868"; and "The Regulation of Railways Act, 1873."

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 Local and Personal Act of 9 and 10 Vic., cap. 283, and all other Acts relating to or in any way affecting the London, Brighton, and South Coast Railway Company, and of the Local and Personal Act 6 and 7 Will. IV., cap. 75, and all other Acts relating to or in any way affecting the South Eastern Railway Company.

And notice is hereby also given, that plans and sections showing the lines, situations and levels of the said intended railway and other works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 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, in the county of Kent, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in the county of Surrey, 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 or through which the said railway and works are intended to be made or will be situate, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in case of any extra parochial place with the parish clerk of the adjoining parish at his residence.

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

Dated this 14th day of November, 1884.

*Geo. Carter Morrison*, Reigate, Surrey,  
Solicitor for the Bill.

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

In Parliament.—Session 1885.

Avonmouth and South Wales Junction  
Railway.

(Incorporation of Company; Construction of Railways in County of Gloucester; Compulsory Purchase of Lands, Tolls, &c.; Running Powers over Railway of Bristol Port Railway and Pier Company; Working and other Agreements with and Transfer of Powers or of Undertaking of Company to Corporation of Bristol and various Railway Companies, and Powers to that Corporation and those Companies; Payment of Interest out of Capital; Amendment and Repeal of Acts, and other Powers.)

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

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, which will be wholly situate in the county of Gloucester, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):

1. A Railway (No. 1) commencing in the parish of Westbury-upon-Trym, by a junction with the railway or sidings formerly belonging to the Bristol Port and Channel Dock Company, and now owned by the Mayor, Aldermen, and Burgesses of the Borough of Bristol (hereinafter called "the Corporation") at a point 7 chains or thereabouts north-westward of the north-west corner of the Avonmouth Lighthouse, and terminating in the parish of Almondsbury by a junction with the railway authorised by the Severn Tunnel Railway Act, 1872, for connecting the Severn Tunnel with the Bristol and South Wales Union Railway, at a point on such authorised railway situate 143 chains or thereabouts south eastward from the point at which the said authorised railway is upon the plans deposited in respect of and referred to in the said Act of 1872,

shown to cross the sea wall on the Gloucestershire side of the River Severn. The said intended Railway No. 1 will be made or pass from, in, through, or into the parishes of Westbury-upon-Trym, Henbury, Compton, Greenfield, Thornbury, and Almondsbury.

2. A Railway (No. 2) wholly in the said parish of Westbury-upon-Trym, commencing by a junction with the proposed Railway No. 1 at a point  $4\frac{1}{2}$  chains or thereabouts northward from the termination at Avonmouth of the Railway of the Bristol Port Railway and Pier Company, and terminating by a junction with the railway of that Company at or near the said termination thereof.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and in either case whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, foot-paths, pipes, sewers, canals, towing paths, navigations, rivers, streams, water courses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and telephonic apparatus within the parishes aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, and other property for the purposes of the intended railways and works, and of the Bill, and easements, rights, or interests in, over, or affecting the same; and, notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take, by compulsion or agreement, part of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon and in respect of the railway stations and works hereinafter mentioned of the Bristol Port Railway and Pier Company, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railway stations and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railway of the Bristol Port Railway and Pier Company, from the point of junction therewith of the proposed Railway No. 2 to the terminus of the said railway of the Bristol Port Railway and Pier

Company at Clifton, in the city and county of Bristol, and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railway.

To empower the Company on the one hand, and the Corporation, the Bristol Port Railway and Pier Company, the Great Western Railway Company, and the Midland Railway Company, or any or either of those bodies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting parties, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways or works of the contracting parties, or any or either of them; the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting parties, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise and empower the Company to sell and transfer or lease their undertaking, or some part or parts thereof, to the Corporation, the Bristol Port Railway and Pier Company, the Great Western Railway Company, and the Midland Railway Company, or one of them, and to enable those bodies, or one of them, to accept a sale, transfer, or lease thereof accordingly, upon and subject to such terms and conditions (pecuniary or otherwise) as have been or may be agreed, and to empower the Company and the said bodies, or any of them, to enter into and carry into effect contracts and agreements, and to sanction and give effect to any agreements made, or to be made between them for those purposes, or any of them; or the Bill, instead of conferring any of the before-mentioned powers upon the Company will or may confer upon the said Corporation, or any of the aforesaid Companies, either alone or jointly with the Company or with one another, the same powers, and will or may enable the aforesaid Companies, or any of them, to apply their corporate funds and to raise further capital by shares or stock, ordinary or preference, and by borrowing, and the Corporation to apply their corporate funds, or any moneys in their hands, and to raise further moneys by rates and on mortgage or bonds or otherwise for the purpose of giving effect to any such contracts and agreements, or of exercising the powers proposed to be conferred upon them by the Bill.

To enable the Company, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of

the provisions of the Local and Personal Acts hereinafter mentioned, or some or one of them (that is to say): "The Bristol Dock Act, 1848," and any other Act or Acts, Charter or Charters, relating to the Corporation; 27 and 28 Vic., cap. 241, and any other Act or Acts relating to the Bristol Port and Channel Dock Company or their undertaking; 25 and 26 Vic., cap. 159, and any other Act or Acts relating to the Bristol Port Railway and Pier Company, or their undertaking; 5 and 6 William IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking.

And Notice is hereby also given, that on or before the 29th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester at his office, at the Shire Hall, Gloucester, 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 or through which the said railways or works, or any part thereof, are or is intended to be made, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence.

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

Dated this 14th day of November, 1884.

*Henry Brittan, Press, Inskip, and Crewdson*, Bristol, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Bexley Heath Railway.

(New Railway near Blackheath; Construction of New Road and Sewer in Parish of Eltham; Compulsory Purchase of Lands; Confirmation of Working and other Agreements with South Eastern Railway Company, and Power to that Company to Contribute Funds; Powers to Sell or Lease Undertaking to the South Eastern Railway Company, and Powers to that Company to Purchase or Lease the same; Running Powers over Portion of South Eastern Railway; Additional Capital; Tolls; Amendment and Incorporation of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1885, by the South Eastern Railway Company (hereinafter in this notice called "the South Eastern Company"), and the Bexley Heath Railway Company (hereinafter in this notice called "the Bexley Company," and which two Companies are hereinafter referred to as "the two Companies"), or one of them, for leave to bring in a Bill to enable the two Companies, or either of them, to exercise and carry into effect all or some of the following among other powers (that is to say):—

To make and maintain the railway, new road, sewer, and 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, drains, culverts, approaches, roads, and other works and con-

veniences connected therewith (that is to say):—

1. A railway wholly in the county of Kent, commencing in the parish of Eltham, by a junction with the Railway No. 1, authorised by "the Bexley Heath Railway Act, 1883" (hereinafter called "the Act of 1883"), at or near a point in the centre line of that authorised railway marked and measured 1 mile 19 chains or thereabouts from the commencement of the said Railway No. 1, according to the mileage shown along the centre line of the said Railway No. 1 on the plans deposited in the month of November, 1882, with the Clerk of the Peace for the County of Kent, and referred to in the Act of 1883 (hereinafter called "the deposited plans of 1883"); passing thence through or into the parish of Kidbrooke, and terminating in the parish of Charlton by a junction with the North Kent Railway of the South Eastern Company at or near a point distant 14 chains or thereabouts, measured along the last-mentioned railway in the direction of Woolwich, from the eastern end of the down platform of the Blackheath Station of the said North Kent Railway.
2. A new road or street, wholly in the said parish of Eltham and county of Kent, commencing at or near the point where the existing public footpath, leading from Well Hall-lane to St. John's Church, Eltham, joins Well Hall-lane, and running thence in an easterly direction to the eastern boundary of the field numbered 33 in the said parish of Eltham on the deposited plans of 1883.
3. A sewer or drain, wholly in the said parish of Eltham and county of Kent, commencing in Well Hall-lane at or near a point distant  $2\frac{1}{2}$  chains or thereabouts to the northward of the centre line of the said authorised Railway No. 1, as shown upon the deposited plans of 1883, and terminating by a junction with the existing main sewer in Eltham-road at or near the road leading across Eltham-green to Eltham Gasworks.

The railway and works will be made or pass from, through or into the several parishes or places of Eltham, Kidbrooke, and Charlton, or some or one of them, and the Bill will or may provide that the said railway shall in all respects and for all purposes be deemed to be part of the undertaking authorised by the Act of 1883. The Bill will or may provide for substituting the proposed railway for the portion of the authorised Railway No. 1 between the proposed junction therewith of the proposed railway in the said parish of Eltham as hereinbefore described, and the commencement of the said authorised Railway No. 1 as described in the Act of 1883, and the Bill will or may authorise the abandonment of so much of the Railway No. 1, authorised by the Act of 1883, as will be rendered unnecessary by reason of the construction of the proposed railway.

To make provision for the repair and maintenance of the said intended new road or street and sewer, or either of them, by the Metropolitan Board of Works, the Board of Works for the Plumstead District, or other proper local authority, or by the same persons, and by the same means as other roads, highways, and sewers in the said parish of Eltham are for the time being legally repairable, or in such other manner as may be provided by the intended Act.

To deviate laterally from the lines of the intended railway, new road, sewer and works, to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to any extent which may be defined by the Bill.

To cross, open, break up, divert, alter, stop up, or interfere with temporarily or permanently all such roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, canals, navigations, rivers, creeks, bridges, sidings, tramways, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, and other pipes, and telegraphic, telephonic, and electric apparatus within the parishes and places aforesaid, or any of them, as is or 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, and to vest in the two Companies, or either of them, the site and soil of any road,

street, or other highway, or place to be stopped up as aforesaid.

To purchase and take by compulsion or agreement, lands (which expression in this notice includes houses and buildings) for the purposes of the railway, new road, sewer, and works, to be authorised by the intended Act in all or any of the several parishes or places aforesaid.

To authorise the purchase of so much of any lands, houses, buildings, or other property as may be required for all or any of the purposes of the intended Act, without being compelled to purchase the whole thereof, and to exempt the two Companies, or either of them, from the provisions of the 92nd section of "The Lands Clauses Consolidation Act, 1845." And it is intended by the Bill to take for or in connection with the proposed sewer certain lands, being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken.

Name (if any) by which the lands are known.	Where the lands are situate.	Quantity within the limits of deviation.			Estimated quantity to be taken.		
		a.	r.	p.	a.	r.	p.
Eltham Green .. ..	In the parish of Eltham, in the county of Kent	0	2	0	0	1	0

To empower the Bexley Company, and all or any other companies, company and persons lawfully working, using, or running over the undertaking of the said Company, or any part thereof, from time to time to run over and use with their engines, carriages and trucks, and with their officers and servants, and for purposes of traffic of every description, the portion of railway and the station hereinafter described or referred to, and all sidings, junctions, signals, telegraphs, points, crossings, roads, approaches, platforms, offices, sheds, engine-houses, water, watering-places, buildings, machinery, works, and conveniences connected with such portions of railways and stations respectively upon such terms and conditions, pecuniary or otherwise, and upon payment of such tolls, rates, and charges, as may from time to time be agreed upon or settled by arbitration, or as may be prescribed in or provided for by the Bill.

The portion of railway and station hereinbefore referred to, are the following:—

So much of the North Kent Railway of the South Eastern Company as lies between the proposed junction therewith of the intended railway, and the Blackheath Station on that railway, and the use of the said Blackheath Station.

To empower the Bexley Company to sell, demise, or lease their undertaking to, and to enable the South Eastern Company to purchase or take on lease, or otherwise to rent the undertaking of the Bexley Company for such period and upon such terms and conditions as have been or may be agreed upon, or as may be specified in or provided for by the intended Bill, and to authorise or confirm any agreement or agreements between the two Companies, for all or any of these purposes, which have been or may be entered into before the passing of the intended Act.

To authorise the South Eastern Company and the Bexley Company from time to time to enter into, and carry into effect, and rescind agreements, contracts, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies,

or either of them, of the authorised railways, and of the said intended railway, new road, sewer and works, and the management, regulation, interchange, collection, and transmission of traffic upon, or coming from, or destined for, the respective railways of the contracting Companies, or either of them, and for all or any of the objects and purposes mentioned in Section 52 of the Act of 1883, or any of them, and to confirm and give effect to any agreement or agreements relating to all or any of the objects and purposes mentioned in this notice which may have been or may be made prior to the passing of the intended Act.

To authorise the South Eastern Company to subscribe and contribute funds towards the making and maintaining of the authorised railways, and the intended railway, new road, sewer, and works, or any or either of them, or any part or parts thereof respectively authorised by the Act of 1883, and proposed to be authorised by the intended Act, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee or otherwise secure to or for the Bexley Company, interest, dividend, annual or other payment on shares or stock, or by way of rent, and the principal and interest of any loan of the Bexley Company for all or any of such purposes, and for the other purposes of the Bill.

To authorise the two Companies, or either of them, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the authorised railways, and the intended railway and works, or any or either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the South Eastern Company to



appoint directors of the Bexley Heath Company.

To empower the two Companies, or either of them, to levy upon or in respect of the railways authorised by the Act of 1883, and of the intended railway, the tolls and charges authorised by the Act of 1883, and to confer exemptions from such tolls, rates, and charges respectively.

The Bill will or may provide that the deposit fund mentioned in the Act of 1883 (section 36), or some part thereof, shall or may be applicable to and for the purposes in whole or in part of the deposit fund in respect of the intended railway, new road, sewer, and works, or some or one of them, or some part or parts thereof respectively, proposed to be authorised by the intended Bill, in such manner and to such extent as the said Bill may prescribe.

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

The intended Act will incorporate all or some of the provisions of "The Lands Clauses (Umpire) Act, 1883," "The Companies Clauses Acts, 1863 and 1869," and "The Railways Clauses Act, 1863." And it will alter, amend, extend, enlarge, or repeal some of the provisions of the following local and personal Acts (that is say): 6 and 7 William IV. cap. 73, and any other Act relating to or affecting the South Eastern Railway Company, and "The Bexley Heath Railway Act, 1883."

Plans and sections in duplicate of the railway, new road, sewer, and works proposed to be authorised by the Bill, showing the lines and levels thereof, and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and houses, and an ordnance map with the line of the intended railway delineated thereon, showing its general course and direction, will be deposited for public inspection with the Clerk of the Peace for the County of Kent, at his office at Maidstone, and that copies of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes of Charlton, Eltham, and Kidbrooke, will be deposited with the Clerk to the Board of Works for the Plumstead District, at his office, at Old Charlton. Each such deposit will be made before the 30th day of November instant, and will be accompanied by a copy of this notice as published in the London Gazette.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, before the 21st day of December next.

Dated the 13th day of November, 1884.

*W. R. Stevens*, 6, St. Thomas'-street, S.E.;

*Dollman and Pritchard*, 3, Lawrence Pountney-hill, London, E.C.;

Solicitors for the Bill.

*R. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W.;

*C. E. Mortimer*, 18, Abingdon-street, S.W.;

Parliamentary Agents.

In Parliament—Session 1885.

Regent's Canal City and Docks Railway.

(Repeal or Amendment of Sec. 201 of the Company's Act of 1882; Payment of Interest or Dividend out of Capital; Further Borrowing Powers; Constitution of Separate Under-

takings; Fusion or Amalgamation of Separate Undertakings; Special Provisions as to Capital and Borrowing Powers, &c.; and as to Exercise of Compulsory Powers of Purchase of Land, &c.; Provisions as to Unauthorized Taking of Water from Canals, &c.; 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 Regent's Canal City and Docks Railway Company (in this notice called "the Company"), for leave to bring in a Bill for the purposes, or some of the purposes, following, that is to say:—

To repeal, amend, or vary section 201 of the Regent's Canal City and Docks Railway Act, 1882 (in this Act called "the Act of 1882"), and to authorize and empower the Company notwithstanding anything contained in the Act of 1882, or in the Companies Clauses Consolidation Act, 1845, to pay interest or dividends to any shareholders or class or classes of shareholders of the Company on the amount of the calls made in respect of their shares, out of any capital which the Company are now or may by the Bill be authorized to raise by shares, stock, debenture stock, or borrowing, and to create further capital with or without special privileges or disabilities for the payment of such interest or dividends.

To constitute or empower the Company to constitute any part or parts of their railway undertaking a separate undertaking or separate undertakings, with separate and distinct capitals, proprietaries, and borrowing powers, or to create separate and distinct classes of capital, and to borrow money on mortgage or otherwise in respect of each class of capital.

To make provision for the fusion or amalgamation of any two or more separate undertakings of the Company, whether already constituted or to be hereafter constituted, and their respective capitals and borrowing powers, upon such terms and conditions and under and subject to such provisions as the Bill may prescribe.

To declare that the separate capital of any separate undertaking of the Company shall, as regards all matters, claims, and proceedings (including the purchase of land and the performance of any agreement entered into or to be entered into by the Company) be deemed to be the capital of the Company solely applicable to or for the purposes of such matters, claims, and proceedings.

To define, classify, and regulate the capital and borrowing powers of the Company, and the rights and priorities as between themselves of the several classes of share, stock, and debenture holders of the Company.

To enable the Company, notwithstanding anything contained in the Act of 1882, or the "Lands Clauses Consolidation Act, 1845," to exercise their power of compulsory purchase of lands and houses under the Act of 1882, notwithstanding that the whole of their capital may not have been subscribed.

To make further provision for preventing the unauthorized taking of water from any of the canals, reservoirs, levels, docks, basins, waterways, watercourses, drains, or feeders of the Company, or any pipes communicating therewith, and to attach penalties to the breach of any such provision, and to empower the Company to demand and recover payment for all or any water so taken.

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 amend or repeal the provisions, or some of

the provisions, of the Act of 1882, the Regent's Canal City and Docks Railway (Various Powers) Act, 1883, and the Regent's Canal City and Docks Railway (Canal Capital) Act, 1883, or some or one of them.

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.

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

**In Parliament.—Session 1885.**

**Maidstone Water.**

(New Works; Diversion of Water from the River Medway; Purchase of Lands, Compulsorily and by Agreement; Additional Lands; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that the Maidstone Waterworks Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

1. To authorise the Company to construct and maintain the following works, wholly in the County of Kent (that is to say):

No. 1. A covered service reservoir (Reservoir No. 1), wholly in the parish of Boxley, to be situate in the north-western corner of the field, numbered 282 on the 25-inch ordnance map of the said parish, and belonging or reputed to belong to the Trustees of the estates of the Right Honourable the Earl of Aylesford, and in the occupation of James William Bensted, and abutting on the road leading from the Pilgrims-road, past Boarley to Sandling.

No. 2. An aqueduct, conduit, or line of pipes wholly in the said parish of Boxley, commencing in and out of a spring of water situate in the north-eastern corner of the wood numbered 298 in the fields, numbered 286 and 300 on the said ordnance map, thence proceeding in a westerly direction past the wood numbered 296 on the said map, and terminating in the south-eastern side of the said Reservoir No. 1.

No. 3. An aqueduct, conduit, or line of pipes wholly in the said parish of Boxley, commencing in and out of a spring situate in the north side of the pond, in or adjoining the farmyard of Boarley Farm, and terminating in the north-western side of the said Reservoir No. 1.

No. 4. An aqueduct, conduit, or line of pipes wholly in the said parish of Boxley, commencing in and out of a spring in the north-westerly corner of the orchard of the said Boarley Farm, numbered 280 on the said ordnance map and terminating in the north-western side of the said Reservoir No. 1.

No. 5. An aqueduct, conduit, or line of pipes wholly in the parishes of Boxley and Maidstone, commencing in and out of the said Reservoir No. 1, and terminating in the parish of Maidstone by a junction with the main pipe of the Company at or near the Flower Pot Inn in the Sandling-road.

No. 6. An aqueduct, conduit, or line of pipes wholly in the parish of Aylesford, commencing in and out of a wood numbered 220A on the said ordnance map adjoining and part of Spring Farm, and terminating in the intended pumping station hereinafter mentioned.

No. 7. An aqueduct, conduit, or line of pipes

wholly in the parish of Aylesford, commencing in and out of a spring known as "the Wellhead," situate about 170 feet west of the occupation road leading from Warren Cottage to Cossington, and terminating by a junction with Work No. 6, at a point in Pratling-street about 100 feet north-east of the north corner of Pratling Mill.

No. 8. An aqueduct, conduit, or line of pipes wholly in the said parish of Aylesford, commencing in and out of a spring about 160 yards west of the Wellhead, and terminating by a junction with Work No. 7, at a point about 280 yards north-west of the northern corner of Cossington ruins.

No. 9. A pumping station at the Forstal, in a field situate between the towing-path on the right bank of the River Medway and the public road leading from Aylesford to Maidstone, and which field is partly in the parish of Aylesford, and partly in the parish of Boxley.

No. 10. An aqueduct, conduit, or line of pipes in the parishes of Aylesford, Allington, and Boxley, commencing in the parish of Boxley, in and out of the said pumping station, and terminating in the said parish of Boxley, by a junction with work No. 5, at or near the southern corner of "The Running Horse" public-house.

No. 11. An aqueduct, conduit, or line of pipes wholly in the parishes of Maidstone and East Barming, commencing in the parish of Maidstone, in or near the towing path on the left bank of the River Medway, about 430 feet west of the south-east corner of the Copse numbered 213 on the said map, and belonging or reputed to belong to, and in the occupation of, James Johnson Ellis, Esquire, and terminating in the parish of East Barming by a junction with a main pipe of the Company at a point about 60 feet west of their existing pumping station.

No. 12. An aqueduct, conduit, or line of pipes commencing in the parish of East Farleigh, in and out of a spring situate in a field numbered 58 on the said map, and belonging or reputed to belong to, and in the occupation of, the said James Johnson Ellis, crossing under the River Medway, and terminating in the parish of Maidstone by a junction with Work No. 11, at its commencement.

No. 13. An aqueduct, conduit, or line of pipes commencing in the parish of East Farleigh, in and out of the spring situate in a field, numbered 57 on the said map, belonging or reputed to belong to, and in the occupation of, the said James Johnson Ellis, crossing under the River Medway, and terminating by a junction with Work No. 11 at a point about 200 feet from its commencement.

No. 14. An aqueduct, conduit, or line of pipes wholly in the parishes of East Farleigh and Maidstone, commencing in the parish of East Farleigh, in and out of a spring situate in the field numbered 53 on the said map, belonging, or reputed to belong, to and in the occupation of, the said James Johnson Ellis, at a point about 540 feet west of the fence between the said fields numbered respectively 57 and 58, thence crossing under the River Medway and terminating in the parish of Maidstone by a junction with Work No. 11, at a point about 340 yards west of its commencement.

No. 15. An aqueduct, conduit, or line of pipes wholly in the parishes of East Farleigh and



Maidstone, commencing in the parish of East Farleigh, in and out of a spring situate in the field numbered 53 on the said map, belonging or reputed to belong to, and in the occupation of, the said James Johnson Ellis, at a point about 270 yards west of the fence between the said fields, numbered respectively 57 and 58 on the said ordnance map, thence crossing under the River Medway and terminating in the parish of Maidstone by a junction with Work No. 11, at a point about 443 yards west of its commencement.

No. 16. An aqueduct, conduit, or line of pipes wholly in the parishes of East Farleigh and Maidstone, commencing in and out of a spring situate in the said field numbered 53, at a point about 530 feet east of the southern end of East Farleigh Bridge, thence crossing under the River Medway, and terminating in the parish of Maidstone by a junction with Work No. 11, at a point about 520 feet east of the northern end of the said bridge.

No. 17. An aqueduct, conduit, or line of pipes, wholly in the parishes of East Farleigh and East Barming, commencing in the parish of East Farleigh, in and out of a spring in the field numbered 50 on the said map, at a point about 130 feet south-east from the southern corner of the said bridge, thence crossing under the River Medway, and terminating in the parish of East Barming by a junction with Work No. 11, at a point therein about 55 feet eastward of the north end of the said bridge.

No. 18. A covered service reservoir (Reservoir No. 2) wholly in the said parish of East Barming, situate in the north-west corner of a field belonging or reputed to belong to the Company, and in the occupation of Stephen Coppard, and abutting on the west side of the road leading from East Farleigh to Aylesford, and near to the County Lunatic Asylum.

No. 19. An aqueduct, conduit, or line of pipes, wholly in the parishes of East Barming and Maidstone, commencing in the parish of East Barming, in and out of the south-east side of the Reservoir No. 2, and terminating in the parish of Maidstone by a junction with the existing main pipe of the Company near to the Fountain Inn.

No. 20. All cuts, adits, culverts, drains, sluices, engines, pumps, tanks, pools, cisterns, approaches, works, and appliances subsidiary to the said proposed works or necessary or convenient for, or in relation to the collecting, conveying, appropriating and using the waters of the said springs.

2. To enable the Company to collect, divert, take, use, and appropriate for the purposes of the said new works, and of their undertaking, all such springs and waters as will or may be interrupted by the proposed works, or as may be found under any lands for the time being, belonging to the Company, or in or over or in respect of which they have any easement, and particularly the several springs hereinbefore mentioned, all which now flow into the River Medway.

3. To enable the Company to deviate from the lines and levels shown on the deposited plans and sections to any extent defined in the Bill.

4. To authorise the Company to lay down and maintain pipes and apparatus in, over and across, and for that purpose to break up, alter, divert, stop up, and interfere with streets, roads, lanes, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, and telegraph apparatus.

5. To enable the Company to acquire compulsorily and by agreement, and to hold lands, ease-

ments, water, and property for the purposes of the Bill, and also in addition thereto, so to acquire the following lands (that is to say): certain lands in the said parish of Boxley, belonging or reputed to belong to the said Trustees of the Right Honourable the Earl of Aylesford, and in the occupation of the said James William Bensted, bounded on the north-west partly by the said road leading from "The Pilgrim's-road" to Sandling and partly by Boarley Cottages, on the south-east by an imaginary line drawn parallel with and at a distance of 760 yards south-east of the said road, on the north-east by the said Pilgrim's-road, and on the south-west by an imaginary line drawn parallel with and at a distance of about 820 yards south-west of the said road, and certain lands in the parish of East Barming, belonging or reputed to belong to and in the occupation of Friend William Samson, bounded on the north by the line of the South-Eastern Railway Company, on the east and south by land of the said Maidstone Waterworks Company, and on the west by an occupation road leading from the River Medway to Scrases Farm.

6. To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes or any of the purposes of the Bill, and for the like purposes, and for the general purposes of their authorised undertaking, to raise additional capital by the creation and issue of new ordinary and preference Shares and Stock, and by borrowing, or partly by one mode, and partly by another.

7. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will amend, enlarge, and repeal the necessary powers and provisions of "The Maidstone Waterworks Act, 1860," "The Maidstone Waterworks Act, 1863," "The Maidstone Water Order, 1873," "The Maidstone Water Order, 1874," "The Maidstone Water Order, 1879," and the Maidstone Waterworks Act, 1882," and any other Act or Order relating directly or indirectly to the Company.

8. The Bill will incorporate with itself, with or without variation, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Plans and sections in duplicate describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, and duplicate plans showing the lands, houses, and other property which may be taken under the powers of the Bill for other purposes, 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 Kent, at his office at Maidstone, 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 works will be made, or in which any lands, houses, and 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.

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.

*John Case and Son*, Solicitors, High-street, Maidstone.

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

In Parliament.—Session 1885.

Metropolitan Board of Works.

(Extending Section 144 of the Metropolis Management Act, 1855; Applications to Parliament and Legal Proceedings by the Metropolitan Board of Works in relation to Water Supply or Water Companies or Undertakings.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the ensuing session for leave to introduce a Bill for the following purposes or some of them: To alter and extend the powers of Section 144 of the "Metropolis Management Act, 1855," and to authorise the Metropolitan Board of Works to promote or oppose in Parliament any Bill or Bills relating to the supply of water in or near the Metropolis, or relating to any Company having powers of such supply or to all or any part of the Undertakings of any such Company, and to prosecute or defend any legal proceedings which the said Board may deem necessary or proper for the public benefit of the inhabitants of the Metropolis, having reference to the supply of water, or to any such Company, and to authorise the payment of the costs and expenses incident thereto out of the Metropolitan Consolidated Fund, or other monies or rates under the control of or leviable by the Metropolitan Board of Works.

If the Bill be introduced as a private Bill, printed copies will be deposited, on or before the 20th December, in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1884.

*J. E. Wakefield*, Clerk of the Board, Metropolitan Board of Works, Spring Gardens, S.W.;

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

In Parliament.—Session 1885.

Brymbo Water.

(Construction of New or Additional Works; Additional Share and Loan Capital; Extension of Limits of Supply; Power to Supply Water in Bulk; Agreements with Corporations, &c.; Acquisition of Works of Wrexham Waterworks Company within District to be supplied; Compulsory Purchase of Lands, Water-rights, and Easements; Additional Land in the County of Denbigh; Diversion and Appropriation of Water; Power to Lease Mills and Lands; Power to Levy Rates, &c.; Amendment, Incorporation, or Repeal of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Brymbo Water Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, maintain, and use the works hereinafter described, or some of them, together with all such drains,

sluices, communication roads, approaches, cuts, aqueducts, mains, pipes, culverts, reservoirs, filter-beds, engines, pumping and other works, machinery, apparatus, buildings, wells, shafts, drifts, adits, tanks, embankments, roads, ways, tunnels, drains, stand-pipes, and other works and conveniences, as may be deemed necessary for collecting, filtering, storing, and distributing water:

1. An aqueduct, conduit, or line of pipes (hereinafter referred to as "Work No. 1"), commencing in the parish of Llanarmon, in the county of Flint, at the south-east corner of the lake called Llynecyfyw, and terminating in the parish of Llandegla, in the county of Denbigh, on the western side of the Nantffrith Reservoir of the Company, at a point therein 80 yards or thereabouts, measured in a south-westerly direction, from the north-west corner of that reservoir:
2. A reservoir (hereinafter referred to as "Work No. 2") wholly situate in the parish of Llandegla, in the county of Denbigh, to be formed by means of an embankment across a stream called or known by the name of the Pen Dinas Stream, commencing at a point in the centre of the said stream 30 chains or thereabouts, measured due south, from the south side of the building in an enclosure numbered 112 on the ordnance map, and in the book of reference thereto as to the township of Trefydd Bychain, in the parish of Llandegla, such embankment thence proceeding in an easterly direction, and also in a westerly direction, across the said stream for a distance of 80 yards or thereabouts on each side of the said point of commencement, and there terminating:
3. An aqueduct, conduit, or line of pipes (hereinafter referred to as "Work No. 3"), wholly situate in the said parish of Llandegla, commencing in the reservoir above referred to as "Work No. 2," and terminating in the Nantffrith Reservoir of the Company, at a point on the west side thereof, 70 yards or thereabouts, measured in a north-easterly direction, from the south-west corner of the said reservoir:
4. An aqueduct, conduit, or lines of pipes (hereinafter referred to as "Work No. 4"), commencing in the township of Esclusham Above, in the parish of Wrexham, in the county of Denbigh, in a stream called or known as Aber Sychnant, at a point therein 20 chains or thereabouts, measured in a southerly direction, from the north corner of an enclosure No. 2 on the ordnance map and the book of reference thereto as to the township of Esclusham Below, and terminating in the Nantffrith Reservoir of the Company, at or near the south-eastern corner thereof:
5. An aqueduct, conduit, or line of pipes (hereinafter referred to as "Work No. 5"), wholly situate in the parish of Llandegla, commencing at a point on Cyn-y-Brain Mountain, 1,500 yards or thereabouts, measured in an easterly direction, from the east side of the Calvinistic Methodist Chapel at Plas-y-Bwlch, and terminating in the intended reservoir above described as "Work No. 2," on the western side thereof:
6. An aqueduct, conduit, or line of pipes (hereinafter referred to as "Work No. 6"), commencing in the township of Uwchy-

mynydd-Uchaf, in the county of Flint, at a point 500 yards or thereabouts, measured in a south-easterly direction, from the south side of the house in the enclosure No. 2460 on the ordnance map, and in the book of reference thereto as to the parish of Llanarmon, in the county of Denbigh, and terminating in the parish of Llandegla, in the county of Denbigh, on the western side of the Nantyffrith Reservoir of the Company, at a point therein 80 yards or thereabouts, measured in a south-westerly direction, from the north-west corner of that reservoir.

The said reservoirs, conduits, and lines of pipes, and other works will be made or will pass from, through, or into, and the lands which will be taken for the purposes thereof are situate in the parishes, townships, or places following, or some of them (that is to say): Llandegla, Esclusham Above, Esclusham Below, Llanarmon, Brymbo, Wrexham, Trefydd Bychain, all in the county of Denbigh, and Llanarmon and Uwchymynydd-Uchaf, in the county of Flint.

To extend the Company's limits of supplying water so as to include the following parishes, townships, and places in the county of Denbigh, that is to say, the borough of Wrexham, and the townships of Broughton, Gwersyllt, Esclusham Below, Stansty, Bersham, and parish of Wrexham.

To authorise the Company to deviate in the construction of the several before-mentioned works, laterally within the limits to be shown upon the plans hereinafter mentioned, and vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned, or as shall be authorised by the Bill.

To lay down and maintain pipes, culverts, and other works and conveniences in, under, over, or across, and to cross, break up, alter, divert, or stop up (either temporarily or permanently) roads, highways, footpaths, streets, public places, bridges, canals, streams, towing paths, wharves, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses, gas, water, and other pipes and telegraph apparatus, in the parishes, townships, extra-parochial and other places before mentioned, or some of them, for all or any of the purposes of the Bill.

To empower the Company to take, impound, collect, appropriate, divert, use, supply, and distribute the waters of the said Lake Llyn-cyfnwy, and also all tributaries, brooks, rivulets, watercourses, and springs which flow into the said lake above the proposed point of abstraction, and also all waters of springs situate at or near, and which will be intercepted by the intended reservoir herein referred to as "Work No. 2," and by the aqueducts, conduits, or lines of pipes herein referred to as Works No. 1, No. 3, No. 4, No. 5, and No. 6, respectively, or one of them, and of any brooks, springs, and streams shown on the plans hereinafter mentioned, or on, in, under, or near the site of, or which can or may be intercepted by means of the proposed works, and on, in, and under the lands to be taken for the purposes thereof and of the Bill.

To make provision with respect to the quantity or amount (if any) of compensation water or otherwise to be given by the Company in respect to the proposed taking and impounding or diverting of waters under the powers of the Bill for the benefit or protection of the owners, lessees, and occupiers of mills and works, and other persons interested in the waters to be so taken, impounded, or diverted.

To purchase and to take on lease, and to take grants or easements of water rights over lands of Sir Watkin Williams Wynn, Baronet, and of Sir William Grenville Williams, Baronet, in the parishes of Llanarmon, Brymbo, Llandegla, and Wrexham, in the counties of Denbigh and Flint.

To purchase by compulsion or agreement, and to take on lease, and also to take grants, or easements of, and other rights and privileges over lands, mills, houses, springs, streams, waters, and other hereditaments in the said parishes, townships, and other places aforesaid, required for the purposes of the said intended works, or any of them, or of the Bill, any the Bill will, or may, vary or extinguish and rights or privileges connected with any such lands, mills, houses, springs, streams, waters, and other hereditaments.

To empower the Company by agreement to purchase, acquire, or take on lease and to hold lands, houses, buildings, and other hereditaments within the parishes aforesaid, or terms, estates, interests, easements, rights or privileges in, over, or affecting the same, and to sell and dispose of, or to let on lease or otherwise from time to time, any works, lands, houses, and property of the Company for the time being, and the Bill will, or may, vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right or privilege in, over, or affecting which the Company may purchase, acquire, or take as aforesaid.

To enable the Company to purchase by agreement or compulsion certain lands, in the township of Brymbo, in the parish of Wrexham, in the county of Denbigh, numbered 283, 284, 285, 287, 288, 289, 290, 292, and 293 on the ordnance map, and in the book of reference thereto as to the said township of Brymbo, for the purposes of the works to be authorised by the Bill, or described therein, and for the general purposes of their undertaking.

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 arrangements.

To supply water for domestic, trading, public, and all other purposes, and to levy, demand, take, collect, and recover rates, rents, remuneration, and charges in respect of such supply of water, and to sell or let meters and fittings, and to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To make proper provisions for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing the waste, illegal use, abstraction, or misuse, or the wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for imposing and recovering penalties in respect of all or any of such matters.

To authorise the Company, for the purposes of the Bill, and for the purpose of making and maintaining filtering beds and other works, and for the general purposes of their undertaking, to raise further money by the creation of new shares or stock in their undertaking, either with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by contribution, and by borrowing on mortgage or bond, or by the creation of

debenture stock, and to apply for such purposes their existing funds and revenues, or any money which may come into their hands, or be under their control.

To enable the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Wrexham, the Wrexham Urban Sanitary Authority, the Wrexham Union Rural Sanitary Authority, the Wrexham Waterworks Company, or any sanitary authority, company, corporation, local board, public body, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the supply by the Company to any such corporation, sanitary authority, company, local board, public body, officers, or persons, of water in bulk or otherwise, for any public, sanitary, trading, or other purposes, and to authorise any or either of such sanitary, local, or other authority, corporation, company, local board, 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 already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

To authorise the Company to purchase and acquire so much of the undertaking of the Wrexham Waterworks Company, and the aqueducts, conduits, mains, pipes, plant, machinery, apparatus, and rights, as relate to or are in anywise used or intended to be used in or about the supply of water in the district authorised to be supplied by the Bill, and to enable the Wrexham Waterworks Company to sell that portion of their undertaking, and to extinguish the rights of the said Wrexham Waterworks Company, and the rights (if any) of any other water company, body, or persons, to supply water within the districts to be defined by the said Bill.

To authorise the Company to continue, maintain, renew, alter, and discontinue any existing waterworks; to erect, provide, and maintain additional and other wells, reservoirs, aqueducts, mains, pipes, meters, buildings, works, and apparatus to supply water within the limits aforesaid.

To authorise the Company to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, authorities, obligations, claims, and demands of the Wrexham Waterworks Company, so far as they may relate to the user and enjoyment of their works and undertaking within the limits aforesaid from the time of purchase of each portion of their undertaking, the supply of water, the levying of rates and charges, and otherwise.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without modification or alteration) all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," also mutatis mutandis such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of roads and lands near the railway during the construction thereof.

To alter, amend, extend, enlarge, or to repeal, as far as may be necessary for the purposes of the Bill, all or some of the provisions of the

Acts of Parliament following, or some of them (that is to say): Local and personal Acts, 32 Vict. cap. 2, and any other Acts relating to or affecting the Company; 27 and 28 Vict. cap. 85, 37 and 38 Vict. cap. 57, 43 and 44 Vict. cap. 70, and any other Acts relating to or affecting the Wrexham Waterworks Company, and all other Acts which may relate to or be affected by the objects of the Bill.

Duplicate plans and sections of the before-mentioned works, showing the situation, lines, and levels thereof, and the lands and other property in, through, or under which the same will be made and maintained, together with a book of reference to the plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of the lands described on the plans and intended to be taken under the powers of the Bill, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Flint, at his office at Mold, in that county, and with the Clerk of the Peace for the County of Denbigh, at his office at Ruthin, in that county; and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to the several parishes or extra-parochial places aforesaid, in which the works are intended to be made, or in which any lands or houses intended to be taken are situate, with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his residence.

Printed copies of the intended 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 12th day of November, 1884.

*Longueville, Jones and Williams, Owestry,*  
Solicitors for the Bill.

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

In Parliament.—Session 1885.

Channel Tunnel (Experimental Works).  
(Powers to the South-Eastern Railway Company and the Submarine Continental Railway Company Limited, or one of them, either alone or jointly, with any other Company, Association, Government, Body, or Person to Maintain, Vary, and Enlarge Existing Works and execute further Experimental and other Works for a Tunnel beneath the Straits of Dover; Appropriation of Soil and Bed of the Straits of Dover; Application of Capital of South-Eastern Railway Company to purposes of Bill; Agreements with the Submarine Continental Railway Company Limited, the Channel Tunnel Company Limited, and other Companies, &c.; Amendment of Section 14 of South-Eastern Railway Act, 1874; Amendment or Repeal of Section 17 of the Railways Clauses Consolidation Act, 1845; Amendment and Repeal of Acts; Memorandum of Association; and other purposes.)

A APPLICATION is intended to be made to Parliament in the ensuing Session of 1885, by the South-Eastern Railway Company (hereinafter in this notice called "the Railway Company"), and the Submarine Continental Railway Company Limited (hereinafter in this notice called "the Tunnel Company"), which Companies together are hereinafter referred to as "the Two Companies," or by one of those Com-

panies, for leave to bring in a Bill for all or some of the following purposes (that is to say):

To enable the two Companies, or one of them, either alone or jointly with any other company, association, government, body, or person, as may be provided by the Bill, to maintain, alter, vary, enlarge, and extend for experimental purposes the existing shafts, borings, headways, driftways, and other works already executed by them, or one of them, upon the foreshore, in the parish of Hougham, in the county of Kent, and in, through, and under the bed of the Straits of Dover, above and below low water mark at or near the Shakespeare Tunnel, near Dover, in the said parish of Hougham, and adjacent thereto, with a view to ascertain and determine the practicability of making and maintaining a tunnel for railway purposes beneath the Straits of Dover between England and France.

To enable the two Companies, or either of them, either alone or jointly, with any other company, association, government, body, or person as aforesaid, to use and appropriate so much of the soil and bed of the Straits of Dover as may be required for the works and purposes aforesaid, and for any of the purposes of the intended Act, and to acquire such other rights, powers, and privileges as may be necessary or convenient for, or in connection with, all or any of the purposes of the intended Act.

To make provision (in the event of the said experimental Channel Tunnel works proving successful, and the practicability of constructing and making the said Channel Tunnel being demonstrated) for vesting in the Lords of the Treasury, or as the intended Bill may prescribe, the sole right of determining the expediency of continuing or prosecuting the permanent works of the Channel Tunnel, and to empower the Lords of the Treasury to sanction and authorise the prosecution, continuance, and execution of the said permanent Channel Tunnel works, subject to such conditions, restrictions, and requirements as the said Lords of the Treasury, or as the Bill may prescribe, and to enable the two Companies, or either of them, either alone or jointly with any other company, association, government, body, or person, to prosecute, continue, and execute such permanent works.

To provide that in the event of the said experimental works proving successful as aforesaid, the two Companies, or either of them, either alone or jointly, with any other company, association, government, body, or person, executing or having executed the same, or any permanent Channel Tunnel works, may, within ten years from the passing of the said intended Act, or within such other period as may be provided by the Bill or Parliament may prescribe, be required to sell and transfer the same to the Lords of the Treasury, or as the Bill may prescribe, upon such terms as may be agreed upon, or failing agreement as may be settled by arbitration.

To make provision for admitting the Channel Tunnel Company Limited, and the London, Chatham, and Dover Railway Company, or either of them, to join and participate in the execution of the said experimental and permanent tunnel works, or either of them, upon such terms as may be mutually agreed upon between the two Companies or either of them, and any other company, association, government, body, or person associated with them in the said undertaking upon the one hand, and the Channel Tunnel Company Limited, and the London, Chatham, and Dover Railway Company, or either of them

on the other hand, or as failing agreement may be settled by arbitration.

To enable the Railway Company to apply to and raise for the purposes of the Bill any money or funds now under their control, or which they are authorised to raise by any other Act, and which may not be required for the purposes to which by that Act such money or funds are authorised to be applied.

To alter and amend section 14 of the South-Eastern Railway Act, 1874, by increasing the amount thereby authorised to be expended for the purposes therein mentioned.

To alter and amend, and if need be to repeal or render inapplicable to the proposed works section 17 of the Railways Clauses Consolidation Act, 1845, and to make other provisions in lieu thereof.

To vary or extinguish all rights and privileges connected with the land and soil beneath the Straits of Dover and the bed of the English Channel, and all other rights and privileges which would in any manner interfere with or impede the objects of the Bill, and to confer all such other rights and privileges as would be conducive to the attainment of all or any of the purposes of the intended Act.

It is proposed by the intended Act to alter, amend, enlarge, extend, or repeal so far as may be necessary all or some of the provisions of the Tunnel Company's Memorandum and Articles of Association, and of the several local and personal Acts following (that is to say):—6 William IV., cap. 75, the South-Eastern Railway (Capital) Act, 1867; the South-Eastern Railway Act, 1874; the South-Eastern Railway Act, 1881; and all other Acts relating to the South-Eastern Railway Company and the Memorandum and Articles of Association of the Channel Tunnel Company Limited; the Channel Tunnel Limited Act, 1875; the Local and Personal Act, 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company.

Printed copies of the proposed Bill 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.

*W. R. Stevens*, 6, St. Thomas's-street, S.E.;  
*R. W. Perks*, 147, Leadenhall-street, E.C.;  
Solicitors for the Bill.

*B. W. Cooper*, 4, Westminster-chambers,  
Victoria-street, S.W.;

*C. E. Mortimer*, 22, Abingdon-street, S.W.;  
Parliamentary Agents.

In Parliament.—Session 1885.

Metropolitan Board of Works (Various Powers).

(New Street from Gray's Inn-road to Saint John-street-road; Steam Ferries across the Thames at Woolwich and Greenwich; Pontoons in the River, Landing Stages, &c.; Regulating use of Pontoons, Landing Places and Works both for Ferry and other purposes; Tolls and charges for such use; Dredging, &c.; Preservation and Maintenance of Open Spaces or Recreation Grounds at Highbury-fields and at Dulwich; Prohibition of Meetings and Music on the said lands; Contribution by the Parish of Saint Mary, Islington, to expenses at Highbury-fields; Agreements between the Board and the Governors of Dulwich College; Transfer of Land at Dulwich to the Board; Bye-laws: Power as to Land at Hackney Downs enclosed at the Grocers' Company's School; Arrangement with the

London School Board as to Land at Plumstead Common; Powers as to Hoardings; Enforcement of Disused Burial Grounds Act; Removal of Bars, Gates, &c., in Streets; Reference of Claims to Arbitration; General Powers; Acquisition of Easements; Variation of General Acts.)

**N**OTICE is hereby given, that the Metropolitan Board of Works (who are in this Notice referred to as the "the Board") 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:—

*New Street from Gray's Inn-road to St. John-street-road.*

To enable the Board to make and maintain with all necessary approaches and works the new street and works hereinafter mentioned, viz.:—

A new street, partly in the parish of St. Andrew, Holborn, and partly in the parish of St. James and St. John, Clerkenwell, in the county of Middlesex, commencing in the parish of St. Andrew, Holborn, opposite to the north-western angle of the Holborn Town Hall, at the junction of Clerkenwell-road and Gray's Inn-road, and terminating in the parish of St. James and St. John, Clerkenwell, in St. John-street-road, about 30 yards to the north-west of the junction of Myddleton-place therewith.

*Steam Ferries.*

To authorise the Board to establish and maintain ferries across the River Thames for foot passengers, horses, carriages, and vehicles of all kinds, by means of vessels or boats propelled by steam or otherwise at Woolwich and Greenwich, or one of those places, and for that purpose to construct, provide, and maintain all necessary approaches, landing-stages, dolphins, bridges, works, and other conveniences, including those hereinafter specified.

*Woolwich Ferry.*

On the northern side of the river, in the parish of Woolwich and county of Kent—

(1.) A landing-place on the river bank parallel to Stanley-road, commencing at a point about 110 yards to the west of the junction of Stanley-road and High-street, opposite the North Woolwich station of the Great Eastern Railway, and terminating about 170 yards to the west of the said junction of Stanley-road and High-street.

(2.) A pontoon in the river opposite the point where the said landing-stage is hereinbefore described as terminating. The said pontoon is intended to be situate about 80 yards from the bank of the river opposite the said point of termination, and to be connected with the said landing-place by a stage or bridges.

On the south side of the river in the same parish and county—

(3.) A pontoon with an approach road leading thereto commencing in High-street, Woolwich, immediately to the eastward of Nile-street, and terminating on the bank of the river immediately to the eastward of the stairs leading down to the river from the said street. The said pontoon is intended to be situate in the river at a distance of about 80 yards from the bank at the termination of the said approach road, and to be connected therewith by a landing-stage or bridges.

*Greenwich Ferry.*

On the north side of the river in the parish of All Saints, Poplar, in the county of Middlesex—

(1.) A pontoon with an approach road leading thereto commencing at the southern end of Barque-street where it joins Wharf-road, continued in a line with Barque-street and terminating near the river bank at a point about 110 yards

eastward of Johnson's draw-dock. The said pontoon is intended to be situate in the river at a distance of about 50 yards from the bank, at the termination of the said approach road, and to be connected therewith by a landing-stage or bridges.

On the south side of the river in the parish of Greenwich, in the county of Kent—

(2.) A pontoon with landing-stages connected therewith, and leading to King William-street at the northern end thereof, such pontoon and landing-stages being upon the site of the existing pier of the Greenwich Pier Company in front of the ground of the Greenwich Hospital.

And in connection with the said last-mentioned work to empower the Board to alter the level of King William-street for a distance of about 30 yards from the end thereof at the gate to the said pier, and of the roadway on the pier within the said gate.

Or the Bill may enable the Board at the points at Woolwich and Greenwich above-mentioned to construct and maintain other landing-places, stages, works, and appliances, either in addition to or substitution for those above-mentioned, so far as may be necessary to enable the traffic at the said ferries to be raised and lowered between the boats and the landing-places by slipways or hoists or other machinery worked by steam, hydraulic, or other mechanical power.

To enable the Board to work and regulate the said ferries, or one of them, between the pontoons or landing-stages at Woolwich and Greenwich respectively above mentioned, and to place and maintain chains across the river for controlling and guiding such vessels or boats.

To provide for and regulate the use by steam and other vessels of any piers or landing-places or other works acquired or constructed by the Board in connection with the intended ferries; for such purposes on payment of such toll or charge, gross, annual or other sum, and generally on such terms and conditions as may be defined by the intended Act.

And to empower the Board to make and levy charges and tolls in respect of such use.

To enable the Board to dredge or deepen the river at or near the site of the said ferries, or either of them, and to place and maintain such staging, piling, coffer-dams, and other works in the river, at or near the site of the said ferries, as they may deem necessary or expedient, and to interfere with the banks and bed of the said river, and to enable the Board to make and enforce bye-laws and regulations for controlling the traffic, resorting to the said ferries, both on the vessels used at the ferries and the landing-stages and other works connected therewith, and the approaches thereto, and for the regulation and conduct of vessels of all kinds using any of the said landing-stages, pontoons, or other works.

To make provision for the protection of the vessels used at the said ferries, and other vessels passing up and down the river from collision, and to authorise the framing of regulations for the control of vessels passing up and down the river at the site of the said ferries, either by the Board or the Conservators of the River Thames, or in such manner as may be defined in the Bill, and to provide for the enforcement of such regulations by penalties and distraint of vessels.

*Highbury Fields.*

To enable the Board to purchase and acquire by compulsion or agreement certain lands at Highbury, in the parish of St. Mary, Islington, in the county of Middlesex, commonly called Highbury Fields, and to confirm or give effect to any agreement or agreements between the Board



and the owner or owners of the said lands as to the purchase and acquisition of the said lands.

To provide for the maintenance and preservation by the Board of the said lands as an open space or recreation ground, and the enclosure and fencing thereof so far as the Board may deem expedient.

To empower and require the vestry of the said parish of St. Mary, Islington, to contribute one-half of the costs and expenses of, and incidental to, the purchase of the said lands, and to provide all necessary machinery to secure the payment of such contributions by the said vestry out of rates leviable within the said parish, or out of moneys to be borrowed on the security thereof.

And to enable the Board to extinguish and acquire by agreement or compulsion all leasehold and other estates, interests, and rights (if any) in, over, or affecting the said lands.

And to enable the Board to advance to the Vestry of Islington such sum or sums of money as they may require for the purposes of their contribution.

#### *Dulwich College Land.*

To enable the governors of Alleyn's College of God's Gift, at Dulwich, to grant, and the Board to accept, certain lands in the parish of Canberwell, and county of Surrey, lying between Dulwich Common-road on the south, Lordship-lane and Court-lane on the north-east, and College-road on the west, and to confirm or give effect to any agreement or agreements which may be made between the Board and the said governors with reference thereto, and to provide for the laying out, maintenance, and preservation of the same lands or any part or parts thereof as a public park, open space, or recreation ground for public use.

And to enable the Board to extinguish all rights in, over, or affecting the said piece of land which might interfere with such use.

Or to transfer the said lands to and vest them in the Board.

And to enable the Board to extinguish and acquire all leasehold and other estates, interests, and rights (if any), in, over, or affecting the said lands.

#### *Bye-laws and Regulation of Lands.*

To incorporate and make applicable to the said lands and open spaces at Highbury and Dulwich all powers with respect to the making and enforcing of bye-laws conferred on the Board with reference to parks and open spaces by the "Metropolitan Board of Works Act, 1877," and to enable the Board to make and enforce, by penalties, such other bye-laws with reference to the said lands (if any) as they may deem expedient.

To enable the Board to prohibit the use of the said lands at Highbury and Dulwich, or either of them, or any part or parts thereof, for the purpose of public meetings or assemblies, and to prohibit, regulate, or limit the playing of music thereon.

#### *Hackney Downs.*

To confer on the Board certain powers over and with reference to a piece of land in front of the School of the Grocers' Company at Downs Park-road, in the parish of Hackney, in the county of Middlesex, which piece of land was enclosed by the Grocers' Company in connection with the said school, and over and with reference to other land adjoining thereto.

To provide for the extinguishment of all common, lammas, or other rights (if any) in, over, or affecting the said land, or any part or parts thereof, and to enable the Board if need be to acquire the same by compulsion.

To provide for the alteration of the existing wall enclosing the said piece of land, and for the substitution of a dwarf wall and railing, and for the laying out and ornamentation of the said piece of land.

To confirm, if need be, the title of the said land or part thereof to the Grocers' Company, and to enable them to hold the same freed and discharged from all such rights as aforesaid, and to provide for the admission of the public under regulations and bye-laws made by the Board to the use of the said land or part thereof on such days or between such hours as may be defined in the Bill, or as may be agreed upon between the Board and the Grocers' Company.

To confer on the Board all necessary powers for the maintenance of order and the enforcement of bye-laws, rules, and regulations, during the times when the said land will be open for public use.

#### *Plumstead Common.*

To authorise and provide for the transfer from the School Board for London to the Board of a strip of land in the parish of Plumstead and county of Kent, lying between Farm-lane and Plumstead Common Road, which or part of which the School Board have acquired or are authorised to acquire under the Education Department Provisional Order Confirmation (London) Act, 1884, part of which land now forms or recently formed part of Plumstead Common, and part of which land adjoins thereto, and to vest the said strip of land in the Board as part of Plumstead Common, and to authorise and provide for (if needful) the holding by the School Board for the purposes of their new school adjoining the said land of certain other small pieces of land abutting on Farm-lane and Plumstead Common Road, now or formerly part of the said common, freed and discharged from any common or other rights affecting the same, and to amend, so far as may be necessary for that purpose, the Plumstead Common Act, 1878, and any other Act relating to Plumstead Common, and to constitute the said strip of land so to be vested in the Board part for all purposes of Plumstead Common.

#### *Disused Burial Grounds.*

To enable the Board to enforce the provisions of the "Disused Burial Grounds Act, 1884," so far as it relates to the metropolis, and to take any proceedings which may be necessary for that purpose.

#### *Removal of Gates and Bars in Streets.*

To enable the Board to take down and remove any bar, gate, rail, or other obstruction placed upon or across any street, way, or thoroughfare in the metropolis, which is lighted or paved by the Vestry or District Board of Works having control of the street, way, or thoroughfare, and to throw open such street, way, or thoroughfare for public traffic of all kinds, or of such kinds as may be defined by the Board, and to enable the Board to exercise such powers either with or without the consent of the proprietor of the estate or property on which such bar, gate, rail, or other obstruction shall be situate, or of any person or persons who may now be entitled to maintain the same.

The Bill may provide for the appointment of an arbitrator or arbitrators, or a standing arbitrator, with powers to determine and adjudicate upon such claims (if any) for compensation in respect of removing any bar, gate, rail, or other obstruction, as may be defined in the intended Act.

To authorise and enable the Board on the one hand, and any such proprietor on the other hand, to enter into and carry into effect any agreement or agreements as to the taking down or removal



of any such bar, gate, rail, or other obstruction, upon such terms and conditions as may be agreed upon between them.

To provide for the making of a contribution or contributions towards the costs and expenses of and incidental to the removal of any such bar, gate, rail, or other obstruction, by the Vestry of the parish or District Board of the district in which the same may be situate, or by any other Vestry or District Board, if the Board shall consider that any other parish or district ought to contribute towards the said expenses, and to enable the Board to apportion among such vestries and district boards the amount to be contributed by them respectively.

*General.*

To enable the Board on the one hand, and the owners or persons interested in any land or property abutting on the said new street or works on the other hand, to enter into and carry into effect agreements as to the vesting in such owners or other persons of any land including any portion of any existing street or thoroughfare which the Board may deem not to be required for the carriage or footways of the new street, or other works, in consideration either of a money payment, or of the conveyance to the Board of other land or property, and generally on such terms and conditions as may be agreed upon between them.

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 that whether or not such houses and buildings, or any part thereof, may be required to be taken for the purposes thereof.

In connection with the proposed new street and works to make junctions and communications with, and to widen any existing streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended new street or works, and to alter the line or levels of any existing streets, roads, or ways, public or private, and to stop up, divert, alter, and appropriate, either temporarily or permanently, all or any of the streets, courts, passages, and places, sewers, steps, areas, drains, tubes, wires, and pipes, and remove electric and telephone wires and apparatus within the limits shown on the plans hereinafter mentioned; to deviate from the lines and levels of the intended street and works, and to construct all such subways, sewers, drains and works as are necessary or incident to the proposed new street and works, and to carry the said intended street across the property of the New River Company and the Metropolitan Railway, without being required to purchase the same.

To purchase by compulsion or agreement all such houses, lands, and other property, as may be required for the purposes of, or in connection with, the proposed new street and works, and as will be included within the limits of deviation to be shown upon the said plans; and also to acquire easements in, over, or through any such houses, lands, or other property, or on or over the River Thames, and the banks, bed, soil, and foreshore thereof, for any of the purposes of the Bill, whether for permanent or temporary work or purposes, and to use temporarily any land or property required for any work without being compelled to purchase the same; and to vary and extinguish any such easements, rights, and privileges (including rights of ferry), as may be necessary in the attainment of any of the objects of the Bill.

To confer on the Board further powers as to the erection of hoardings and other works during the execution of any works by the Board,

whether authorised by the intended Act, or any former Act.

To enable the Board to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Board 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 lands.

To enable the Board and their officers to enter, survey, and value at any time lands and buildings shown on the deposited plans.

To enable the Board to delegate to any committee or committees any of the powers of the intended Act.

To enable the Board to sell, convey, lease, exchange, and otherwise dispose of any lands, houses, and property, or any easement, right, or privilege in, under, through, or over the same, which may be acquired or vested in them under the powers, and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials.

To prohibit the breaking up or interference with any of the new works hereinbefore mentioned, or the approaches thereto, for laying down any gas, water, or other main or pipe, or other work, except with the consent of the Board, and subject to such terms and conditions as to payment and otherwise as the Board may determine.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Board, and to vary the provisions of "The Lands Clauses Consolidation Act, 1845," relating thereto.

To provide for the maintenance, repair, and lighting of the streets or roads, approaches, and other works above mentioned, or some of them, and to charge the same upon the rates leviable within the parishes or districts in which they are respectively situate.

To make provision as to the costs and expenses of and incidental to making and maintaining the works to be authorised by the intended Act, and to enable the Board to defray the same as part of their expenses in carrying into execution the purposes of "The Metropolis Management Act, 1855," and the Acts amending the same, and to apply for the purposes aforesaid moneys raised by means of Metropolitan Consolidated Stock, and to make provisions for the demanding and levying of rates, and for the collection and recovery thereof.

To incorporate with the Bill, so far as may be deemed necessary, and with such exceptions, variations, and modifications as the Board may think fit, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Lands Clauses (Umpire) Act, 1883," and "The Railways Clauses Consolidation Act, 1845," and to adapt and make applicable to the provisions of the intended Act, and to the intended works the provisions, or some of the provisions, of the last-mentioned Act which apply to railways, and especially to alter and vary (if thought expedient) the provisions of "The Lands Clauses Consolidation Act, 1845," relating to the settlement of questions of disputed compensation, 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, vary, or extinguish other rights, easements, and privileges.

The Bill will or may amend and enlarge the powers and provisions of "The Metropolis Management Act, 1855," and the Acts amending the same, and any local Acts relating to the Board.

Plans and sections describing the situation, lines and levels of the proposed new street and works, and plans showing the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, 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 Middlesex, at his office at the Sessions House, Clerkenwell Green; with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish, and a copy of the Notice will be deposited as follows, that is to say:—

So far as relates to the parish of St. Andrew, Holborn, with the Clerk to the Board of Works for the Holborn District, at his office at the Town Hall in Gray's Inn-road, W.C.

So far as relates to the parish of Saint James and Saint John, Clerkenwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, 58, Rosoman-street, Clerkenwell, E.C.

So far as relates to the parish of Woolwich, with the Vestry Clerk of that parish, at his office at the Town Hall, Woolwich.

So far as relates to the parish of All Saints, Poplar, with the Clerk to the Board of Works for the Poplar District, at his office, 117, High-street Poplar, E.

So far as relates to the parish of Greenwich with the Clerk to the Board of Works for the Greenwich District, at his office, 141, Greenwich-road, S.E.

So far as relates to the parish of Saint Mary, Islington, with the Vestry Clerk of that parish, at his office, at the Vestry Hall, Upper-street, Islington, N.

So far as relates to the parish of Camberwell with the Vestry Clerk of that parish, at his office at the Vestry Hall, Peckham-road, Camberwell, S.E.; and

So far as relates to the parish of Hackney, with the Clerk to the Board of Works for the Hackney District, at his office at the Town Hall, Hackney, E.

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 sixth day of November, 1884.

*J. E. Wakefield*, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, London, S.W.

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

In Parliament.—Session 1885.

Guiseley, Yeadon, and Rawdon Railway.

(Incorporation of Company; Construction of Railway from Otley and Ilkley Branch of Midland Railway to Rawdon; Purchase of Land, Tolls, Running Powers over part of Railway and agreements with Midland Railway Company; Amendment of Acts, &c.)

**N**OTICE 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 incorporate a Company and to enable the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railway hereinafter mentioned or some part thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works, and conveniences connected therewith, that is to say:—A railway commencing by a junction with the Otley and Ilkley Branch of the Midland Railway at a point about 210 yards measuring northwards along that branch railway from the bridge carrying the road called Cockshaw-lane or Coach-road over the said branch railway at Guiseley Mill, and terminating at the northern side of Green-lane at a point about 125 yards measured in an easterly direction from the junction of that lane with the Kirkstall, Otley, and Shipley-road, which intended railway will be made or pass from, in, through, or into the townships of Guiseley, Yeadon, and Rawdon, all in the parish of Guiseley and West 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 plan hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the section hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

3. To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, reservoirs, streams, bridges and railways within the parish and townships aforesaid or any of them as it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended works or any of them, or of the Bill.

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 railway and works and of the Bill, and easements or rights in or over or affecting lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory or premises.

5. To declare (if so thought expedient) that the intended railway shall be a light railway within the meaning of the Regulation of Railways Act, 1868.

6. To enable the Company to levy tolls, rates and duties upon or in respect of the intended railway and works, and upon or in respect of the portion of railway, station, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company and any company or persons for the time being working or using the railway of the Company or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such

tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, so much of the Otley and Ilkley branch of the Midland Railway as lies between the junction therewith of the intended railway and the Guiseley station on the said branch railway, together with that station and all other stations, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking-offices and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portion of railway and station.

8. To empower the Company on the one hand and the Midland 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 contracting Companies or either of them of their respective railways and works or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and to authorise the appointment of joint committees for carrying into effect every or any of such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To enable the Company to pay interest or dividends on any of their shares or stock out of capital, and to alter with regard to the Company the provisions of the Companies Clauses Consolidation Act, 1845, in this respect and with respect to the paying up of capital of the Company and the exercise of borrowing powers.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

11. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):—7 and 8 Vict., cap. 18, 24 and 25 Vict., cap. 139, and all other Acts relating to or affecting the Midland Railway Company or their Undertaking.

12. And notice is hereby also given, that on or before the 29th day of November instant a plan and section of the railway and works proposed to be authorized by the Bill showing the line and levels thereof, with a book of reference to such plan, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield in that Riding, and that on or before the said 29th day of November a copy of so much of the said plan, section, and book of reference as relates to each parish in or through which the said railway or works or any part

thereof is or are intended to be made or will be situate, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof at his residence.

13. 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 12th day of November, 1884.

*Bond, Barwick and Peake*, Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1885.

North Metropolitan Tramways (No. 1).

(New Tramways in Clerkenwell-road, Theobald's-road, and Gray's-inn-road; Agreements with Vestries, District Boards, and others; Provisions as to Manufacture and Sale of Rolling Stock; 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 North Metropolitan Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1 and Tramway No. 1A, a double line, commencing respectively in Old-street by junctions with the existing tramways of the Company, at or near the western end of that street, and passing thence in a westerly direction across Goswell-road into and along, and terminating respectively in Clerkenwell-road, at or near the junction of that road with Saint John-street.

Tramways No. 2 and No. 2A, a double line, commencing respectively by junctions with Tramways No. 1 and No. 1A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction across St. John-street, into and along, and terminating respectively in Clerkenwell-road, opposite the Holborn Town Hall.

Tramway No. 3 and Tramway No. 3A, a double line, commencing respectively by junctions with Tramways No. 2 and No. 2A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction across Gray's Inn-road into and along Theobald's-road, and terminating opposite the entrance to the Fire Engine Station at the western end of that road.

Tramway No. 4, a single line, commencing by a junction with Tramways No. 3 and No. 3A at the terminations thereof, as hereinbefore described, and passing thence in a westerly direction for a distance of 1 chain, and terminating at or near the eastern side of Southampton Row.

Tramway No. 5 and Tramway No. 5A, a double line, commencing respectively in Clerkenwell-road by junctions with Tramways No. 2 and No. 2A, at the terminations thereof, as hereinbefore described, and passing into and in a southerly direction along Gray's-inn-road, and terminating in that road about 2 chains from the southern end thereof.

Tramway No. 6, a single line in Gray's-inn-road, commencing by a junction with Tramways No. 5 and No. 5A at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, for a distance of  $1\frac{1}{2}$  chains, and there terminating.

The said intended tramways will pass from, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them, namely, St. Luke, Middlesex, Charterhouse, St. James and St. John, Clerkenwell, the Liberty of Saffron-hill, Hatton Garden, Ely Rents and Ely-place, St. Andrew, Holborn, St. George the Martyr, and St. George, Bloomsbury, all in the county of Middlesex.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet  $8\frac{1}{2}$  inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways is animal power.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turnouts, and other places as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works or buildings of the Company.

To authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove and otherwise interfere with, streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this notice, for the purposes of constructing, maintaining, repairing, removing, altering or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

To enable the Company to levy tolls and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of

any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company to manufacture, provide, sell, and let tramway rolling-stock, and tramway and other carriages and vehicles, and the harness, fittings, and appliances of every description connected with the equipment, working, and use of tramways, and to use for that purpose any works, manufactories, buildings and appliances, staff, officers, and servants belonging to or employed by them, and to empower the Company to subscribe towards and to take and hold shares in the capital of and to exercise the rights of shareholders in any other Company which may have been or may be at any time incorporated, formed, or constituted for the purposes of such manufacture, supply, sale, or letting, or other similar objects, and to authorise agreements between the Company and any other tramway company, or any person with reference to the sale, hire, or supply of any such rolling-stock, carriages, harness, fittings, and appliances, for the use of such other company or person, or with reference to any of the matters aforesaid.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing, and to authorise the Company to apply to the like purposes, and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, "The North Metropolitan Tramways Act, 1869," and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes and other places, from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette will, on or before the same day, be deposited for public inspection, as follows, that is to say: as regards the parish of St. Luke, Middlesex, with the Vestry Clerk of that parish at the Vestry Hall in the City-road; as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish at his office, 54, Rosoman-street, Clerkenwell; as regards the liberty of Saffron-hill, Hatton Garden, Ely Rents, and Ely-place, and the parishes of St. Andrew, Holborn, and St.

George the Martyr, with the clerk of the Board of Works for the Holborn District, at his office at the Holborn Town Hall, Gray's Inn-road; as regards the parish of St. George, Bloomsbury, with the clerk of the Board of Works for the St. Giles District, at his office, 197, High Holborn; and as regards the extra parochial place of the Court-house, with the Vestry Clerk of the adjoining parish of St. James and St. John, Clerkenwell, at his office, 58, Rosoman-street, Clerkenwell.

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 14th day of November, 1884.

*Hugh C. Godfray*, 101, Finsbury Pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1885.

Portpatrick and Wigtownshire Railways.

(Transfer of Undertakings to the London and North Western, the Midland, the Caledonian, and the Glasgow and South Western Railway Companies; Vesting Undertakings in those Companies, or in a Joint Company or Joint Committee to be incorporated and appointed for the purposes of the Act; Defining Rights and Powers of Joint Company or Committee; Guarantee of Dividends to Shareholders of the Portpatrick Railway Company and of the Wigtownshire Railway Company; Provision for Dissolution of Portpatrick and Wigtownshire Railway Companies; Additional Money and other Powers to the London and North Western, the Midland, the Caledonian, and the Glasgow and South Western Railway Companies; Money Powers to the Joint Company or Joint Committee; Tolls, Rates, and Duties; Running Powers to the four Companies and the Joint Company or Joint Committee over portions of Caledonian and Glasgow and South Western, and over Portpatrick and Wigtownshire Railways; Powers to contribute to Steamboats; Powers to compound as to Town Dues or Petty Customs at Stranraer; Terminating Working Agreement with Caledonian Railway Company; Agreements with and Contribution to Superannuation Funds of the four Companies; Amendment or Repeal of Acts.)

**N**OTICE 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 the purposes following, or some of them (that is to say):—

1. To empower the Portpatrick Railway Company and the Wigtownshire Railway Company (hereinafter called "the Selling Companies"), or one of them, on the one hand, and the London and North Western Railway Company, the Midland Railway Company, the Caledonian Railway Company, and the Glasgow and South 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, lease, or transfer and vesting of the undertakings of the selling Companies or Company, 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, leased, 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 selling Companies, or Company, and the purchasing Companies, 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 selling Companies or Company, and the purchasing Companies for effecting the purposes aforesaid, or any of them.

2. To provide for the vesting of the undertakings of the selling Companies or Company in the purchasing Companies, or in a joint committee to be appointed by the purchasing Companies; to provide for the incorporation of the purchasing Companies into a Company for the purpose of holding, maintaining, working and managing the same, under the name of the Portpatrick Joint Railway Company (hereinafter called the "Joint Company"), or such other name as may be prescribed by the intended Act, and generally for carrying out the purposes of any such agreements, or of the intended Act, or, if so determined, to provide for the incorporation of the joint committee for those purposes, and to confer upon the Joint Company or Joint Committee all necessary powers and authorities for holding, maintaining, working, and managing the undertakings of the selling Companies or Company, and to enable the purchasing Companies, or the Joint Company or Joint Committee to raise money by borrowing or otherwise, for the purposes of the intended Act.

3. To enable the purchasing Companies or the Joint Company or Joint Committee, to have and exercise all or some of the rights, powers, and privileges of the selling Companies or Company, including the powers to raise capital by shares and by loans, and to issue debenture stock, and either subject to or exonerated from all or any of the debts, liabilities, contracts, agreements, and engagements of the selling Companies or Company existing at the time of the passing of the intended Act.

4. To provide for such guarantees of interest or dividend on the existing shares of the selling Companies or Company as may be agreed on, or to provide for the cancelling of the shares or stocks of the selling Companies or Company, and to enable the purchasing Companies, or the Joint Company or Joint Committee, to issue new shares or stock in lieu thereof, with or without a preference or guaranteed dividend, or other rights, powers, or privileges attached thereto; to enable the purchasing Companies, or Joint Company or Joint Committee to pay off the mortgage debt or debentures of the selling Companies or Company, or to apportion the same among the purchasing Companies.

5. To apportion the amount of all costs and expenses connected with the undertakings of the selling Companies or Company, and the interest on money borrowed, and the annual payments to the shareholders of the selling Companies or Company, among the purchasing Companies, in such proportions as may be defined by the intended Act; and to enable the purchasing Companies, or the Joint Company, or Joint Committee, to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; and to do and perform all other things in relation to the undertakings of the selling Companies, or Company, which the selling Companies or Company might have done or performed before the passing of the intended Act.

6. To enable the purchasing Companies respectively, for the purposes of any agreement,

or of the transfer of the undertakings of the selling Companies or Company to the purchasing Companies, or to the Joint Company or Joint Committee, or for the purposes of the intended Act, to apply their corporate funds and revenues, and, if need be, to raise further money by the creation and issue of new, ordinary, or preference stock or shares, or by borrowing, or by all or any of those modes.

7. To dissolve, if so deemed expedient, or to provide for the dissolution of the selling Companies or Company, at the date of the passing of the intended Act, or at such other date as may be prescribed thereby; to enable the purchasing Companies to appoint the Directors of the Joint Company, and to amend, so far as regards the Joint Company, "The Companies Clauses Consolidation (Scotland) Act, 1845."

8. To enable the purchasing Companies, or one or more of them, or the Joint Company or the Joint Committee, to run over and use with engines and carriages of every description, such portions of the railways of the selling Companies and of the Caledonian and Glasgow and South Western Railway Companies, situate in the counties of Cumberland, Dumfries, and Wigtown, and in the county of Stewartry of Kirkcudbright, together with such of the stations, sidings, watering-places, booking-offices, and conveniences upon and connected with the portions of railways so run over and used, as may be specified in the intended Act, upon such terms and conditions, and subject to such payments, rents, tolls, charges, and other considerations as may be agreed upon between the respective Companies, or the Joint Company or the Joint Committee, or as may be prescribed by the intended Act; and if necessary or expedient to alter and vary the tolls, rates, and duties now authorised to be taken on the portions of railways so to be run over and used by the Companies respectively owning the same, and to enable the Companies exercising such running powers, or the Joint Company or the Joint Committee, to levy tolls, rates, and duties on the portions of railways so run over and used, or any part thereof.

9. To confer on the purchasing Companies, or the Joint Company or the Joint Committee, powers to contribute to and hold shares in the undertaking of any steamboat Company owning steamboats running between Stranraer and any port in Ireland, and to make all necessary agreements in regard thereto.

10. To enable the purchasing Companies, or the Joint Company or the Joint Committee and the Town Council of Stranraer, to contract and agree for leasing or for paying a gross annual or other sum by way of composition for the town dues or petty customs at Stranraer, now leviable by the Town Council, or to agree for the purchase or redemption of such dues and customs.

11. To provide for the termination of the existing working agreement between the Portpatrick Railway Company and the Caledonian Railway Company at the commencement of the intended Act, or at such other period as may be agreed upon, and to make all necessary provisions consequent thereon.

12. To authorise the Joint Company or the Joint Committee to enter into and carry into effect agreements with the Superannuation Fund Associations of any of the purchasing Companies with respect to the officers and servants of the Joint Company or the Joint Committee, and to contribute towards such Superannuation Fund Associations, and to authorise such Associations, or any of them, to

enter into and carry into effect any such agreements.

13. To make provision for the payment of the costs, charges, and expenses of and incidental to the preparing for, obtaining, and passing of the intended Act.

14. To vary and extinguish all rights and privileges which would interfere with any of the objects of the intended Act, and to confer other rights and privileges.

15. To alter, amend, or repeal all or some of the provisions of "The Portpatrick Railway Act, 1857," "The Portpatrick Railway Act (No. 1), 1864," "The Portpatrick Railway (Steamboats) Act, 1864," the Act (public and general) 31 and 32 Vict., cap. 81; "The Portpatrick Railway Act, 1877," and all other Acts relating to the Portpatrick Railway Company; "The Wigtownshire Railway Act, 1872," "The Wigtownshire Railway Act, 1877," and all other Acts relating to the Wigtownshire Railway Company; the Act (local and personal) 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; the Act (local and personal) 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; "The Caledonian Railway Act, 1845," and all other Acts relating to the Caledonian Railway Company; "The Glasgow and South Western Railway Consolidation Act, 1855," and all other Acts relating to the Glasgow and South Western Railway Company; "The Girvan and Portpatrick Junction Railway Act, 1865," and all other Acts relating to the Girvan and Portpatrick Junction 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 14th day of November, 1884.

*C. H. Mason*, 9, Great George-street, Westminster;

*Beale, Marigold, Beale, and Groves*, 28, Great George-street, Westminster;

*George Jackson*, Glasgow;

*Thomas Brunton*, Glasgow;

*James M'Kenzie*, Stranraer;

*Will. M'Clure*, Wigtown;

Solicitors for the Bill.

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

In Parliament.—Session 1885.

North Metropolitan Tramways (No. 2). (New Tramways in St. John-street-road, St. John-street, Clerkenwell-road, Goswell-road, Mare-street, Hackney, and the Lower Clapton-road; Agreements with Vestries, District Boards, and others; Provisions as to Manufacture and Sale of Rolling Stock, &c; 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 North Metropolitan Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, and maintain, work and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1 and Tramway No. 1A, a double line, commencing respectively in High-street, Islington, by junctions with the existing tramways of the Company, at or near the southern end of that street, and passing thence in a southerly direction into and



along and terminating in St. John-street-road, about  $2\frac{1}{4}$  chains south of the end of Owen's-row.

Tramway No. 2, a single line, commencing by a junction with Tramways No. 1 and No. 1A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction for a distance of half a chain or thereabouts, and there terminating.

Tramway No. 3 and Tramway No. 3A, a double line, commencing respectively in St. John's-street-road by junctions with Tramway No. 2 at the termination thereof, as hereinbefore described, and passing thence in a southerly direction along and terminating respectively in the same road, about 1 chain north of the junction therewith of Corporation-row.

Tramway No. 4 and Tramway No. 4A, a double line, commencing respectively by junctions with Tramways No. 3 and No. 3A at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction into and along and terminating in St. John's-street, about 2 chains south of the end of Aylesbury-street.

Tramway No. 5, a single line, commencing by a junction with Tramways No. 4 and No. 4A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, for a distance of about three-quarters of a chain, and there terminating.

Tramway No. 6, and Tramway No. 6A, a double line, commencing respectively in St. John-street by junctions with Tramway No. 5 at the termination thereof, as hereinbefore described, and passing thence in a southerly direction along and terminating in the same street, about 1 chain south of the junction therewith of Clerkenwell-road.

Tramway No. 7 and Tramway No. 7A, a double line, in St. John-street, commencing by junctions with Tramways No. 6 and No. 6A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, and terminating about  $1\frac{1}{4}$  chains north of the urinal in the same street, opposite the end of St. John's-lane.

Tramway No. 8, a single line, commencing by a junction with Tramways No. 7 and No. 7A, at the terminations thereof, as hereinbefore described, and passing thence in a southerly direction, and terminating at or near the urinal last before mentioned.

Tramway No. 9 and Tramway No. 9A, a double line, commencing respectively in St. John-street by junctions with Tramways No. 7 and No. 7A, at the commencement thereof, as hereinbefore described, and passing thence in an easterly direction into and along Clerkenwell-road, and terminating in Old-street by junctions with the existing tramways of the Company, at or near the western end of that street.

Tramway No. 10, a passing place, 4 chains in length, in Goswell-road, commencing and terminating by junctions with the existing tramway of the Company at points respectively 3 chains north and 1 chain south of Compton-street.

Tramway No. 11, commencing in Mare-street, Hackney, by junctions with the existing tramways of the Company where that street is crossed by the North London Railway, and passing thence for 1 chain as a double line, and thence for 3 chains as a single line, into and along, and terminating in, Amhurst-road east.

Tramway No. 12, a siding  $1\frac{1}{2}$  chains in length in Lower Clapton-road, commencing

by junctions with the existing tramways of the Company at a point about  $1\frac{1}{2}$  chains south of the drinking fountain at the end of the Lea Bridge-road, and terminating at the said drinking fountain. Three quarters of a chain of the said tramway will be a double line, and three quarters of a chain will be a single line.

The said intended tramways will pass from, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them, namely: St. Mary, Islington, St. James and St. John, Clerkenwell, St. Sepulchre, Charterhouse, St. Luke, Middlesex, and St. John at Hackney, all in the county of Middlesex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway:—

Tramways No. 6 and No. 6A in St. John-street, on both sides thereof, between Albemarle-street and a point 4 chains north of that street.

Tramway No. 10, in Goswell-road, on the west side thereof, for the whole length of the tramway.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways is animal power.

To authorise the Company, from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other places, as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

To enable the Company to levy tolls and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the



same, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways; and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company to manufacture, provide, sell, and let tramway rolling stock and tramway and other carriages and vehicles, and the harness, fittings, and appliances of every description connected with the equipment, working, and use of tramways, and to use for that purpose any works, manufactories, buildings, and appliances, staff, officers, and servants belonging to or employed by them, and to empower the Company to subscribe towards, and to take and hold shares in the capital of and to exercise the rights of shareholders in any other Company which may have been, or may be at any time incorporated, formed, or constituted for the purposes of such manufacture, supply, sale, or letting, or other similar objects, and to authorise agreements between the Company and any other Tramway Company, or any person, with reference to the sale, hire, or supply of any such rolling stock, carriages, harness, fittings, and appliances for the use of such other Company or person, or with reference to any of the matters aforesaid.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing; and to authorise the Company to apply to the like purposes and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend so far as may be necessary, "The North Metropolitan Tramways Act 1869," and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this Notice as published in the London Gazette will, on or before the same day, be deposited as follows, that is to say: as regards

the parish of St. Mary, Islington, with the Vestry Clerk of that parish at his office, at the Vestry Hall, Upper-street, Islington; as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish at his office, 58, Rosoman-street, Clerkenwell; as regards the parish of St. Sepulchre, with the clerk of the Board of Works for the Holborn District at his office at the Holborn Town Hall, Gray's-inn-road; as regards the parish of St. Luke, Middlesex, with the Vestry Clerk of that parish at the Vestry Hall in the City-road; as regards the parish of St. John, at Hackney, with the clerk of the Board of Works for the Hackney District, at his office, at the Town Hall, Hackney, and as regards the extra-parochial place of the Charterhouse, with the Vestry Clerk of the adjoining parish of St. James and St. John, Clerkenwell, at his office, at 58, Rosoman-street, Clerkenwell.

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 14th day of November, 1884.

*Hugh C. Godfray*, 101, Finsbury-pavement,  
E.C., Solicitor for the Bill.

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

In Parliament—Session 1885.

North Metropolitan Tramways (No. 3).

(New Tramways in Bethnal Green Road; Agreements with Vestries, District Boards, and Others; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885, by the North Metropolitan Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, and maintain, work, and use the tramways hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

Tramway No. 1 and Tramway No. 1A, commencing in High-street, Shoreditch, by junctions with the existing tramways of the Company, at or near the western end of Bethnal Green-road, and passing thence into and along Bethnal Green-road, into and terminating in Cambridge-road by junctions with the existing tramways of the Company, at or near the eastern end of Bethnal Green-road.

The said intended tramways will pass from, through, or into, or be situate in the several parishes or places of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, in the county of Middlesex.

It is proposed to lay the said tramways in Bethnal Green-road, between Fuller-street and Church-row, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the foot-path on both sides of the street and the nearest rail of the tramway.

Each of the said tramways will consist of a single pair of rails, on the gauge of four feet eight and a half inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways is animal power.

To authorise the Company, from time to time,

and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other places, as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-sheds, or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes and apparatus, within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company, for all or any of the purposes of their undertaking to purchase or acquire, by compulsion or agreement, lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

To enable the Company to levy tolls and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same; and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, or charges.

To empower the Company, on the one hand, and the several vestries, district boards of works, and other bodies having respectively the control or management of any streets or roads along which the tramways are intended to be laid, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways; and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, and to raise further capital by new, ordinary, or preference shares, and by borrowing; and to authorise the Company to apply to the like purposes and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as

may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, "The North Metropolitan Tramways Act, 1869," and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this Notice, as published in the London Gazette, will, on or before the same day, be deposited as follows (that is to say):—As regards the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office at the Town Hall, Old-street; and as regards the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish, at his office in the Vestry Hall, Church-row, Bethnal Green.

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 14th day of November, 1884.

*Hugh C. Godfray*, 101, Finsbury-pavement, E.C., Solicitor for the Bill.

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

#### Mossley Improvement.

(Extending Limits to Micklehurst, and Parts of the Borough of Stalybridge, and the Hamlets of Standrick Hill, and Luzley, and Alt Hartshead, and Taunton; Sanitary and Improvement Provisions; Provisions with reference to Roads in Micklehurst, &c., included within the District; Burial Board; Streets and Buildings; Sewers, Drains, Sewerage, &c.; Nuisances; Cleansing Rivers, Brooks, &c.; Offensive Trades, &c.; Infectious Diseases, &c.; Markets and Fairs; Fires; Omnibuses and Hackney Carriages; Cabmen's Shelters; Telegraph Wires; Traction Engines; Matters of Police; Dancing Places, &c.; Objectionable Practices and Exhibitions; Nuisances and Annoyances; Unlicensed Theatres; Brothels; Mad Dogs; Stolen Goods; Sale of Coal; Employment of Children; Private Street Works; Incorporating Parts of "Municipal Corporations Act, 1882;" Establishing Uniformity of Rates; Levying of Rates, &c.; Borrowing Money; Corporation Stock; Price of Gas for Public Lighting; Repair of Main Roads within the District; Appointment of Officers; Deputies; Extending Time for Recovery of Private Improvement Expenses, &c.; Provisions as to Penalties and Damages; Bye-Laws for Various Purposes; Rights and Privileges; Incorporation, Repeal, &c., of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, for an Act to extend the limits of the Local Board District or (as the case may be) Municipal Borough of Mossley, so as to include within the same a portion of the borough

of Stalybridge, in the township of Stayley, in the parish of Mottram, in Longdendale, in the county of Chester, and the hamlets of Micklehurst, in the township of Tintwistle, in the said parish of Mottram, in Longdendale and Standrick Hill, and Luzley, and Alt, Hartshead, and Taunton, in the parish of Ashton-under-Lyne, in the county of Lancaster, or some part or parts thereof respectively, all which said portion of Stalybridge, and hamlets, or part or parts of hamlets, are hereinafter referred to as "the added districts," and to confer upon the Local Board of Mossley, or (as the case may be) the Mayor, Aldermen, and Burgesses of the Borough of Mossley (hereinafter in either case referred to as "the Promoters"), all usual, necessary, proper, or useful rights, powers, privileges, and authorities to be had, exercised, and enjoyed within and throughout the said district or borough of Mossley as so extended (hereinafter in either case referred to as "the district") for the local government thereof, and for the improvement of the sanitary condition and well-being of the same, and for all municipal and sanitary purposes.

And it is proposed to extinguish or otherwise transfer to or vest in the Promoters all property within the added districts of the Corporation of Stalybridge, and of the surveyors of highways within those districts, and all or certain of the powers, rights, authorities, duties, and liabilities of such Corporation and surveyors with respect to the roads and highways and the levying of rates within the added districts, and to exempt the added districts from all liability with respect to the repair of roads or highways beyond the limits of the district, and from all rates of every description, whether for repair of highways or for sanitary or other purposes whatsoever beyond the district, and to make provision for the collection and recovery of any such rates made prior to the passing of the intended Act.

Also to constitute the Promoters the Burial Board within and throughout the whole of the district, and to vest in the Promoters all the property, rights, powers, privileges, and authorities had, used, exercised, or enjoyed within the district of any existing Burial Board.

Also to make provision with respect to streets, highways, and buildings within the district, whether now existing or hereafter to be laid out or constructed, and to confer upon the Promoters powers, rights, authorities, and duties with respect to the laying out, making, altering, stopping up, or diverting of streets, roads, courts, and other ways and places, public or private, and the erection, construction, elevation, dimensions, alteration, removal and repair of houses for habitation or for trade or other purposes, and of rooms and places therein, and of other buildings, constructions, open spaces, and works, whether in connection with or detached from houses, and for regulating the occupation and use thereof respectively, and in making and enforcing regulations for establishing and maintaining the proper sanitary condition thereof and the personal safety of individuals using the same: Also to make provision and confer powers upon the Promoters with respect to sewers and drains, vaults and other underground constructions, and of projections above ground, and the construction, removal, repair, use, and preservation thereof in proper state and condition, and for the complete and effectual paving, flagging, cleansing, scavenging, sewerage, and drainage of the district, and every part thereof, and the public and private streets,

ways, houses, and buildings therein, and to enact other provisions of a sanitary character, and also with respect to repairs, and with respect to damage done by mining operations, and with respect to waste land and naming streets, and for the prevention and removal of nuisances, and cleansing, scouring, and improving and keeping cleansed and free from obstruction and extraneous substances the bed and course of all or any rivers, brooks, ditches, drains, pools, reservoirs, and watercourses, within and adjoining the district, and for the regulation, suppression, or removal of offensive trades, occupations, or employments, the sale or possession of unwholesome food and the like, and otherwise dealing with matters affecting the health, well-being, or enjoyment of the inhabitants within the district.

Also to make provision with respect to infectious and other diseases, and persons suffering therefrom, and for prevention as far as practicable of the causes or spread of disease, and with respect to the retention in buildings and disposal of dead bodies.

Also to authorise the Promoters to purchase all or any existing market rights within the district, or any part thereof, and to establish and hold markets and fairs, and to continue existing markets and fairs within the borough, and to confer upon the Promoters all usual, proper, and convenient powers with reference to markets and fairs, and with reference to slaughter-houses and the slaughtering of animals, and for the regulation and use of and other matters in connection with or in relation to markets and fairs and slaughter-houses, and to authorise the Promoters to take and levy tolls, rates, rents, stallages, and other dues and payments in relation to markets, fairs, and slaughter-houses, and to let the same, and to erect residences for market inspectors and other officers, and refreshment-rooms with suitable accommodation for the convenience of the public, with power to let the same.

Also to make provisions for the extinguishment and prevention of the spread of fires, and for the regulation, inspection, and licensing of omnibuses and hackney carriages of every description, and their drivers, and otherwise in relation thereto, and for the establishment and regulation of cabmen's shelters, and for licensing, regulating, and otherwise in relation to the fixing, placing, or attaching of telegraphic wires, tubes, and apparatus, and for restricting and regulating the use of traction engines: Also, to make provisions with respect to matters of police and the appointment and duties of police constables, especially in relation to markets and fairs, places for public dancing and other entertainments, premises licensed for the sale of intoxicating liquors, and for the prohibition, suppression, or prevention of indecent, immoral, or objectionable practises and exhibitions, and of nuisances and annoyances of any description, and to give further powers to the Promoters, and to Justices and police constables, with reference to advertising or notice boards, unlicensed theatres, and places, brothels, mad dogs, the possession of stolen goods, and the sale of coals, and to make applicable within the district, without reference to the amount of population, the provisions of Part 9 of "The Municipal Corporations Act, 1882."

Also to make provision with respect to the employment of children, and with respect to private streets, roads, and places, and any works to be undertaken or done by the owners, or occupiers, or promoters in or in relation thereto, and the ascertaining, fixing, apportionment,

charging, raising, and recovery of the expenses of or arising out of any such works, and with respect to the repair of any such streets, roads, or places, and the adoption thereof, or of parts thereof, as public streets, roads, or places.

Also to make provision for uniformity of rates throughout the district, and for that purpose to authorise the Promoters to make an independent valuation of all rateable property within the district, and to make, assess, and levy rates upon the basis of such valuation and otherwise, and to levy tolls, rates, and duties, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to borrow money, by mortgage or otherwise, on the security of the rates, tolls, dues, and property of the Promoters for street works, for sewerage purposes, for a destructor and mortuary, for the purchase and establishment of gasworks, for the purposes of a town-hall, and all or any of the purposes of the intended Act, and to create and issue for the raising of any such moneys, or for the conversion of any existing or future debts of the Promoters, district or Corporation stock, with all usual incidents in relation thereto or connected therewith.

Also to make provision with respect to coroners' inquests, and to fix and regulate the price to be charged by the Stalybridge Gas Company for public lighting within the district, and to provide for the repair of main roads within the district, and to make provision with respect to the appointment of officers and their deputies, and to extend the time limited by law for the summary recovery of private improvement expenses, and any rates or rents payable to the Promoters, and to impose penalties for various offences, and to authorise the Promoters to make bye-laws, rules, and regulations with respect to cemeteries, traction engines, velocipedes, and other matters, and with respect to all or any of the purposes of the intended Act, and to make provision for the recovery of damages and penalties, and other matters of a legal or quasi-legal character, and to vary or extinguish all existing rights and privileges which might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to incorporate with the intended Act all or certain of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses (Umpire) Act, 1883," and "The Markets and Fairs Clauses Act, 1847," and to amend certain of the provisions of "The Stalybridge Gas Acts, 1855, 1867, and 1884," so far as relates to public lighting within the district, and to amend or repeal as far as necessary some of the provisions of "The Stalybridge Improvement Act, 1828," and "The Stalybridge Extension and Improvement Act, 1881," or any other Act or Acts relating to the Corporation of Stalybridge.

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 November 12th, 1884.

Josh. Hyde, Mossley, Solicitor for the Bill.  
Sherwood and Co., 7, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Great Western Railway.

(Railways in the Counties of Devon and Glamorgan; Widening of Bridge near Bristol; Conversion into Open Cutting of Tunnel near

Bristol; Roads, Footpaths, Bridges, and Rights of Way in the Counties of Warwick, Somerset, Monmouth, Glamorgan, and Carmarthen; Alteration of Levels at Briton Ferry of South Wales and South Wales Mineral Railways and Sidings; Additional Lands in the Counties of Wilts, Gloucester, Somerset, Monmouth, Glamorgan, and Carmarthen; Amendment of Section 92 of "The Lands Clauses Consolidation Act, 1845;" Provisions as to the Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands on the Railways of the Company; Extension of Time for the Purchase of Lands for and for Construction of Railways Nos. 1, 2, and 3, authorised by "The Great Western Railway (No. 2) Act, 1882;" Revival of Powers for the Purchase of certain Lands on the Helston Railway, and Extension of Time for the Construction of that Railway; Power to the Company to Subscribe to the Capital and Debenture Debt of the Staines and West Drayton, Newent and Abbotsbury Railway Companies, and to appoint Directors; Agreements with these Companies and other Railway Companies; Release of the Deposit made in respect of the Tiverton and North Devon Railway; Provisions as to Cancellation of Capital, representing the Debenture Debt of the Vale of Towry Railway Company; Company may Issue Stocks in Lieu of the Bristol and Portishead Rent Charge authorised by "The Great Western and Portishead Railway Companies Act, 1884," and may Establish Savings Banks; Further Provisions with reference to the Superannuation Funds of the Company; Extending certain Provisions of "The Companies Clauses Act, 1845," to the Debenture Stock of the Company, and Altering the Times for the Payment of Dividends thereon; Authorising Agreements between Company and other Companies as to the Guarantee Fund of the Company, and Enlargement of Powers in relation thereto; Power to Company and Helston Railway Company to apply Corporate Funds; Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for all or some of the following purposes, that is to say:—

To enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways, bridges, roads, and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, that is to say:—

1. A Railway (No. 1) commencing in the parish of Landkey, in the county of Devon, by a junction with the Devon and Somerset Railway, at or near the mile-post on that railway indicating  $41\frac{1}{2}$  miles from Norton Junction, and terminating in the parish of Tawstock by a junction with the North Devon Railway of the London and South Western Railway Company, about 30 chains south-eastward of the booking office at that Company's Barnstaple Junction Station, on their said North Devon Railway, which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.:—Landkey, Barnstaple, Bishop's Tawton and Tawstock, all in the county of Devon.

2. A Railway (No. 2) commencing in the parish of Landkey, in the county of Devon, by a junction with the Devon and Somerset Rail-

way, at or near the mile-post on that railway indicating  $41\frac{3}{4}$  miles from Norton Junction, and terminating in the parish of Pilton by a junction with the Ilfracombe Railway of the London and South Western Railway Company, at or near to where the quay line joins the said Ilfracombe Railway, which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.:—Barnstaple, Landkey, Pilton and Bishop's Tawton, all in the county of Devon.

3. A Railway (No. 3), to be wholly situate in the parish of St. Bride's Minor, in the county of Glamorgan, commencing by a junction with the Company's Ogmore Branch Railway, at or near the junction therewith of the Garw Branch Railway, and terminating by a junction with the Company's Pencoed Branch Railway about 2 chains eastward of the east end of the bridge which carries that railway over the River Ogmore.

4. A Railway (No. 4) commencing in the parish of Neath, in the county of Glamorgan, by a junction with the Company's South Wales Railway at or near the level crossing of the said railway at the northern side of the Melyn Crythan Tin Works, and terminating by a junction with the Company's Swansea and Neath Railway, in the parish of Cadoxton-juxta-Neath, about 10 chains eastward of the mile-post on the said railway indicating 7 miles from Swansea, which intended railway will pass from, in, through or into the several parishes, townships, extra-parochial or other places following, or some of them, viz.:—Neath, Lantwit-juxta-Neath, Briton Ferry, and Cadoxton-juxta-Neath, all in the county of Glamorgan.

To enable the Company to widen the bridge which carries the railway of the Company over the River Avon, about  $2\frac{1}{4}$  chains westward of the mile-post on the said railway indicating  $117\frac{1}{4}$  miles from Paddington, and which bridge is situate partly in the parish of St. George, in the county of Gloucester, and partly in the parish of Brislington, in the county of Somerset.

To enable the Company to convert into an open cutting, the tunnel on their railway which is situate in the parish of Brislington, in the county of Somerset, and is called or known as No. 1 Tunnel, and which extends from a point about 4 chains westward of the mile-post on the said railway indicating  $116\frac{3}{4}$  miles from Paddington to a point about  $\frac{3}{4}$  of a chain eastward of a mile-post on such railway indicating 117 miles from Paddington, and to widen the said portion of railway, and which open cutting and widening will be wholly situate in the said parish of Brislington, in the county of Somerset.

To enable the Company to stop up and discontinue the portions of roads and footpaths, and to make the new roads, footpaths, and other works hereinafter described, that is to say:—

So much as lies between the boundaries of the Company's property of the footpath in the parish of Harbury, in the county of Warwick, which crosses the railway of the Company on the level at a point about 2 chains northward of the mile-post on the said railway, indicating 101 miles from Paddington, and in lieu thereof to make and maintain a footpath to commence by a junction with the existing footpath where it enters the Company's property, on the south-western side of their railway, and to terminate by a junction with the road which is carried over the said railway by a bridge about 5 chains south-eastward of the said level crossing, and to be situate wholly in the said parish of Harbury.

So much as lies between the boundaries of the Company's property of the footpath in the parish of Knowle, in the county of Warwick, which crosses the railway of the Company on the level, and is situate about 13 chains northward of the mile-post on the said railway indicating  $116\frac{3}{4}$  miles from Paddington, near Kingswood Station.

So much as lies between a point about 6 chains eastward of the mile-post on the railway of the Company indicating  $116\frac{3}{4}$  miles from Paddington, and a point about  $4\frac{1}{4}$  chains westward of the said mile-post of the footpath in the parish of Brislington, in the county of Somerset, which runs parallel with the said railway between those points, and in lieu thereof to make a footpath wholly in the said parish between the same points about 1 chain northward of the existing footpath.

So much as lies between the boundaries of the Company's property of the road in the parish of Brislington, in the county of Somerset, which passes under the railway of the Company about  $4\frac{1}{4}$  chains eastward of the mile-post on the said railway indicating  $117\frac{1}{4}$  miles from Paddington, and in lieu thereof to make a bridge under the Company's railway in the said parish of Brislington, at a point about 2 chains westward of the said mile-post.

So much as lies between the southern boundary of the Company's property and Albion-road, Pontypool, of the footpath in the parishes of Panteg and Trevethin, in the county of Monmouth, which crosses the railway of the Company on the level about 1 chain westward of the mile-post on that railway, indicating 48 miles from Swansea, and in lieu thereof to make a new footpath wholly in the said parishes, or one of them, commencing by a junction with the existing footpath which passes under the railway of the Company about 10 chains westward of the said mile-post on the said railway indicating 48 miles from Swansea, and terminating at Limekiln-road, immediately to the westward of the slaughter-house on the same road.

So much as lies between the boundaries of the Company's property of the road in the parish of Aberystroth, in the county of Monmouth, which crosses the Company's Ebbw Vale Branch Railway on the level immediately adjoining the mile-post on the said branch indicating  $16\frac{1}{2}$  miles from Newport, and in lieu thereof to make and maintain a new road commencing by a junction with the existing road at a point about 2 chains south-eastward of the said mile-post, and terminating at a point about 5 chains northward of the said mile-post, and which new road will be wholly situate in the said parish of Aberystroth.

So much as lies between the boundaries of the Company's property of the road in the parish of Aberystroth, in the county of Monmouth, which crosses the Company's Ebbw Vale branch on the level at a point about  $6\frac{1}{4}$  chains south-eastward of the mile-post on the said branch indicating  $14\frac{3}{4}$  miles from Newport, and in lieu thereof to make and maintain a new road commencing by a junction with the existing road, at a point about  $1\frac{1}{2}$  chains eastward of the said mile-post, and terminating by a junction with the existing road at a point 7 chains south-eastward of such mile-post, and which new road will be wholly situate in the said parish of Aberystroth.

So much as lies between the boundaries of the Company's property of two footpaths, or alleged rights of way in the parish of Risca, in

the county of Monmouth, one of which formerly crossed the railway between Pontyminster Foundry and the Risca Passenger Station, and the other at the Pontyminster Foundry, and in lieu thereof to grant to the public a right of way over the road, footpath, and subway constructed by the Company, and which road extends from a point about  $13\frac{1}{2}$  chains eastward of the said Risca Passenger Station to a point about  $1\frac{1}{4}$  chains eastward of the mile-post on the said railway indicating  $5\frac{1}{4}$  miles from Newport, and which footpath leads from the subway under the railway near the said foundry.

So much as lies between the boundaries of the Company's property of the road in the parish of Llanhilleth, in the county of Monmouth, which crosses the railway of the Company on the level, about 2 chains southward of the mile-post on the said railway, indicating 14 miles from Newport, and in lieu thereof to make and maintain a new road wholly in the said parish, commencing by a junction with the said road at a point about  $2\frac{1}{2}$  chains southward of the said mile-post, and terminating by a junction with the road from Crumlin to Aberbeeg, about 8 chains north-eastward of the mile-post on the said railway indicating  $13\frac{1}{2}$  miles from Newport.

So much as lies between the boundaries of the Company's property of the road in the parish of Llanharan, in the county of Glamorgan, which crosses the Ely Valley Railway on the level at a point about 5 chains north-westward of the mile-post indicating 2 miles from the junction of the said railway with the Company's South Wales Railway, and in lieu thereof to make and maintain a new road commencing by a junction with the existing road at a point about 2 chains westward of the said level crossing, and terminating at a point about 6 chains eastward of such level crossing, and which new road will be wholly situate in the said parish of Llanharan.

So much as lies within the boundaries of the Company's property of the road in the parish of Bettws, in the county of Glamorgan, which crosses the Company's Garw Branch Railway on the level about  $1\frac{1}{4}$  chains northward of the Pontycymmer Station on the said railway, and in lieu thereof to make and maintain a new road, commencing by a junction with the said existing road, in the parish of Llangeinor, at a point about  $1\frac{1}{2}$  chains northward of the Pontycymmer Arms public-house, and terminating by a junction with another existing road at a point about 2 chains westward of the said level crossing, and which new road will be situate in the parishes of Llangeinor and Bettws, in the county of Glamorgan.

So much as lies within the boundaries of the Company's property of the road in the parish of Llangeinor, in the county of Glamorgan, which crosses the Company's Garw Branch Railway, on the level at or near the "Chapel Crossing," and in lieu thereof to make and maintain a new road, commencing by a junction with the existing at a point about  $2\frac{1}{2}$  chains south-eastward of the said crossing, and terminating in a field in the parish of Bettws at a point about  $1\frac{1}{2}$  chains south-eastward of the bridge carrying the footpath over the River Garw near the said level crossing, and which new road will be situate in the parishes of Llangeinor and Bettws, in the county of Glamorgan.

So much as lies within the boundaries of the Company's property of the road, in the parish of Briton Ferry, in the county of Glamorgan, called or known by the name of Church-street, which crosses the railways of the Company on

the level at Briton Ferry, and in lieu thereof to make and maintain a new road, wholly in the said parish of Briton Ferry, commencing by a junction with the existing road at a point about  $2\frac{1}{2}$  chains westward of the centre of the said level crossing, and passing under the Company's railways, and terminating by a junction with Villiers-street, Railway-terrace, Charles-street, and road to Vernon Tin Works, at a point upon each of the said roads about  $2\frac{1}{2}$  chains from the centre of the said level crossing, and for the purposes of such new road to raise and alter the levels and works of the sidings leading to the east side of the Company's dock at Briton Ferry between a point about 5 chains northward and another point about 5 chains southward of the said crossing, and which alterations of levels and works will be wholly situate in the parish of Briton Ferry, in the county of Glamorgan.

So much as lies between the boundaries of the Company's property of the road in the parish of Briton Ferry, in the county of Glamorgan, called or known by the name of Regent-street which crosses the Railways of the Company and of the South Wales Mineral Railway Company on the level at Briton Ferry, and in lieu thereof to make and maintain a new road wholly in the said parish of Briton Ferry, commencing at Regent-street aforesaid, at a point about 5 chains westward of the said South Wales Mineral Railway, and passing over the said railways by means of a bridge, and terminating at the eastern end of the road which immediately adjoins, and is situate on the northern side of the English Baptist Chapel at Briton Ferry, which chapel adjoins the turnpike road from Aberavon to Neath.

So much as lies within the boundaries of the Company's property of the road in the said parish of Briton Ferry, called or known by the name of Regent-street, which crosses the railways of the Company and the South Wales Mineral Railway Company on the level at Briton Ferry, and in lieu thereof to make and maintain a new road wholly in the said parish of Briton Ferry, commencing at Regent-street aforesaid, at a point about 2 chains westward of the said South Wales Mineral Railway, and passing under the said railway and the South Wales Railway of the Company, and terminating in Regent-street about 3 chains eastward of the said last-mentioned railway, and for the purposes of such new road to raise and alter the levels and works of so much of the South Wales Railway of the Company as lies between a point about 7 chains southward and another point about 6 chains northward of the said level crossing, and so much of the levels and works of the South Wales Mineral Railway as lies between a point about 7 chains southward and another point about 5 chains northward of the said level crossing, and which alterations of levels and works will be wholly situate in the parish of Briton Ferry, in the county of Glamorgan.

So much of the footpath in the parish of Llandeibie, in the county of Carmarthen, as crosses the station-yard, sidings, and railway of the Llanelly Railway and Dock Company at the Llandeibie station of that Company, and also so much of the said footpath as extends for a distance of about 4 chains south-eastward of the eastern boundary of the Llanelly Railway and Dock Company's property measured along the said footpath, and in lieu thereof to make and maintain a new footpath wholly in the said parish, commencing by a junction with the existing footpath at the point last above described, and terminating by a junction with the



public carriage road which crosses the said railway on the level near to and northward of the said Llandeibie Station, at a point thereon about 2 chains eastward of the eastern gate of the said level crossing.

To enable the Company to purchase by agreement or compulsion lands (which expression in this notice includes houses and buildings) for the purposes of the railways, bridges, roads, and works to be authorised by the intended Act or described therein, and for the general purposes of their undertaking, and also to purchase by agreement or compulsion, for any of the purposes of the intended Act, and for the general purposes of their undertaking, and works connected therewith, and for providing increased accommodation, the lands following, that is to say:—

Certain lands in the parish of Wootton Bassett, in the county of Wilts, on the northern side of the Company's railway and adjacent thereto, and extending for a distance of about 21 chains westward of the goods-shed of the Company at Wootton Bassett.

Certain lands in the parish of Dauntsey, in the county of Wilts, on the northern side of the Company's railway and adjacent thereto, and lying between the mile-post on the said railway indicating 85½ miles from Paddington, and a point about 10 chains eastward of the said mile-post.

Certain lands in the parish of Saint George, in the county of Gloucester, on each side of the Company's said railway, and adjacent thereto, and extending on the south side from the western side of the River Avon for a distance of about 14½ chains westward thereof, and on the northern side for a distance of about 11½ chains eastward from the mile-post on the said railway indicating 117½ miles from Paddington.

Certain lands in the parish of Brislington, in the county of Somerset, on each side of the Company's said railway and adjacent thereto, and extending on the northern side thereof for a distance of about 24½ chains eastward of the River Avon, and on the southern side of the said railway for a distance of about 27 chains eastward of such river.

Certain lands in the parish of Brislington, in the county of Somerset, on the northern side of the Company's said railway and adjacent thereto, and extending from the eastern end of the tunnel on the said railway, known as No. 1 Tunnel, to a point about 15 chains eastward thereof.

Certain lands in the parish of Saint George, the county of Gloucester, that is to say:—

- (a) On the eastern side of the Company's Bristol and South Wales Union Railway and adjacent thereto, and situated between the northern side of the Midland Railway Company's Bristol and Gloucester Railway and the south-western side of the Upper Easton-road.
- (b) The properties known as Nos. 45 and 46, Cattybrook-street.
- (c) On the eastern side of the said railway and adjacent thereto, and extending for a distance of about 5½ chains northward from a point about 1¼ chains northward of the mile-post on the said railway indicating 1½ miles from Bristol.

Certain lands in the parish of Almondsbury, in the county of Gloucester, on the southern side of the Company's Severn Tunnel Railway now in course of construction, and adjacent thereto, and extending for a distance of about 36 chains eastward and about 16 chains west-

ward of the door of the booking office at Pilning Station, on the Company's Bristol and South Wales Union Railway.

Certain lands in the parishes of Stapleton and Horfield, in the county of Gloucester, on both sides of the Company's Bristol and South Wales Union Railway and adjacent thereto, and extending from a point in the said parish of Stapleton, about 4 chains north-westward of the mile-post on that railway indicating 3¼ miles from Bristol, to a point in the said parish of Horfield, about 12 chains north-westward of the same mile-post.

Certain lands in the parish of Llanhilleth, in the county of Monmouth, on the eastern side of the Company's Western Valleys Railway, and extending for a distance of about 1½ chains northward, and about 16 chains southward of the mile-post on the said railway indicating 14 miles from Newport.

Certain lands in the parish of Llanhilleth, in the county of Monmouth, on each side of, under and adjoining the Company's Western Valleys Railway, and on part of which lines of rails of the Company are now laid, and which land is bounded on the south side by the public road leading from Pontypool to Newbridge, on the west by the River Ebbw, on the east partly by the Monmouthshire Canal and partly by the Crumlin Viaduct Works, and on the north by lands belonging or reputed to belong to Mrs. Rosa Juliana Harriett Nurse, and extending from the said southern boundary a distance of about 230 yards.

Certain lands in the parish of Risca, in the county of Monmouth, on the southern side of the Company's Western Valleys Railway, and partly adjacent thereto, and extending from a point opposite the subway at Pontymister Foundry in an easterly direction for a distance of about 120 yards to a point about 66 yards eastward of the mile-post on the said railway indicating 5½ miles from Newport, and also certain other lands in the said parish on the northern side of the approach to the said subway, bounded on the east by the said Pontymister Foundry, on the south by the said approach road to the subway, and on the north and west by land belonging to William George Rees, Esquire, and others.

Certain lands in the parish of Gellygaer, in the county of Glamorgan, on the south side of the Company's railway, from Quaker's Yard to Hereford, and adjacent thereto, and situate on the west side of the bridge carrying the turnpike road leading from Caerphilly to Merthyr over the said railway, and extending for a distance measured along the said railway of about 7 chains westward from the said bridge.

Certain lands in the parishes of Llanharan and Llantrissant, in the county of Glamorgan, on the north-eastern side of the Ely Valley Railway and adjacent thereto, and extending for a distance of about 35 chains northward of the south-eastern end of the goods shed on the South Wales Railway at the Company's Llantrissant Station, and certain other lands in the said parish of Llanharan, and county of Glamorgan, on the western side of the Ely Valley Railway and adjacent thereto, and extending for a distance of about 15 chains, measured along the said Ely Valley Railway in a southerly direction, from the road which passes under that railway about 4½ chains southward of the mile-post thereon indicating ½ a mile from the junction of the Ely Valley Railway with the South Wales Railway at Llantrissant.

Certain lands in the parishes of Llangeinor and Bettws, in the county of Glamorgan, on the



eastern side of the Company's Garw Branch Railway and adjacent thereto, and extending for a distance of about 30 chains southward from the southern end of the platform at Llangeinor Station on the said railway.

Certain lands in the parishes of Llangeinor and Bettws, in the county of Glamorgan, on the western side of the Company's Garw Branch Railway and adjacent thereto, and extending for a distance of about 12 chains southward and about 10 chains northward from the junction of the Llest Colliery Siding with the said Garw Branch Railway.

Certain lands in the parishes of Bettws and Llangeinor, in the county of Glamorgan, on the western side of the Company's Garw Branch Railway and adjacent thereto, and extending for a distance of about 22 chains southward and about 2½ chains northward from the southern end of the platform of the Pontycymmer Station on the said railway.

Certain lands in the parish of Llandeilo-fawr, in the county of Carmarthen, on the north-western side of the railway of the Llanelly Railway and Dock Company and adjacent thereto, and extending from the turnpike road leading from Neath to Llangadock, which passes over the Brynamman Branch of the said Company's railway about 2 chains eastward of the Brynamman Station of the said Company, and extending for a distance measured along the said railway of about 16 chains westward from the said road.

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the intended Act, or some of them, the provisions contained in Section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company or Companies acquiring the same from liability to take the whole of any house or other building or manufactories if they take any part thereof.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act.

To authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers within or adjoining the aforesaid lands, houses, and buildings, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, houses, and buildings.

To make provision for the repair of all or any of the new roads, streets, footways, and highways to be constructed under the authority of the intended Act, or some part or parts thereof, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate; are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act, and to authorise the Company and the trustees, county, local, or highway boards or other bodies or persons having the charge, management, or control of such roads, streets, footpaths, or highways, to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them, or incident thereto, or as to the construction or contribution towards the costs of any such roads, streets, footpaths, or highways, or other matters relating thereto, and if so

agreed to delegate to such trustees, county, local, or highway boards, bodies or persons the power of constructing all or any of such roads, streets, footpaths, or highways, or some part or parts thereof.

To vest in and appropriate for the purposes of the Company or of the respective Companies over whose lines or line such roads or footpaths at present pass, the sites of the portions of roads and footpaths proposed to be stopped up, or as the case may be, of so much thereof respectively as is situate within the limits of the property of the Company, or of such other Companies respectively.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, and also for the use of the other works, conveniences, and accommodation connected with all of the said railways, and to grant exemptions from such tolls, rates, dues, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not, be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, to enable the Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company may think proper, and so far as necessary to alter, amend, and extend the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous land, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company.

To extend the time limited by "The Great Western Railway (No. 2) Act, 1882," for the purchase of lands for and the construction and completion of the Railways Nos. 1, 2, and 3 thereby authorised, and the works connected therewith, and to confer further powers on the Company in relation thereto.

To revive and extend the powers granted by "The Helston Railway Act, 1880," for the purchase of lands required for the construction of the railway authorised by that Act—to extend the time limited by the said Act for the construction and completion of the said railway, and to confer further powers on the Helston Railway Company with reference to the purchase of lands for and the construction of the said railway.

To authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Staines and West Drayton, Newent, and Abbotsbury Railway Companies, or either of them, and to authorise the Company to appropriate such portion of their capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Companies respectively with reference thereto, and to appoint certain of the directors of the said Companies respectively.

To empower the Company and any of the Companies hereinbefore mentioned, to make and enter into and carry into effect contracts or agreements with respect to all or any of the matters aforesaid.

To provide for the transfer and release, upon

the application of the Company, or of the Tiverton and North Devon Railway Company, or of any party or parties to be named or referred to in that behalf in the Bill, of the sum of £3,243 4s. 9d., Bank £3 per Cent. Annuities, which annuities represent the sum of £3,250 deposited, as mentioned in the 45th and 46th sections of "The Tiverton and North Devon Railway Act, 1875," and for payment of the dividends and interest thereon, and that such annuities, dividends, and interest shall be paid or transferred to the Company, or to the Tiverton and North Devon Railway Company, or to any other party or parties to be named in the Bill, and to make all necessary provisions with respect thereto.

To make provision as to the cancellation of the whole or any portion of the capital representing the debenture debt of the Vale of Towy Railway Company, and as to the interest payable thereon, and to enable the Company and the London and North-Western Railway Company to enter into and carry into effect contracts and agreements with reference thereto.

To enable the Company to issue stock or stocks of the Company in lieu of or exchange for "The Portishead Railway Rent Charge," authorised to be created by "The Great Western and Portishead Railway Companies Act, 1884," and to extinguish such rent charge.

To authorise and empower the Company to establish Savings Banks and to receive by way of deposit or otherwise from any of the officers, clerks, servants, workmen or apprentices of the Company, or any members of their respective families, money at interest or otherwise, and to declare or define the profits or assets of the Company, upon which any such money and any interest thereon shall be a charge, or to make other provision for securing the repayment thereof, and to provide (if thought expedient) for the investing the same from time to time, and to authorise from time to time the making and enforcing of bye-laws, rules, and regulations for the management of any such Banks, and respecting the appointment, liability and discharge of trustees, and the rate of interest on and the withdrawal and repayment of money deposited, and any incidental matters.

To confer further powers upon the Directors of the Company and the Committee of Management of the Superannuation Funds of the Company, as the case may be, as to the admission of officers and clerks of the Company who are not now members of those funds to be members thereof; and as to the rules, benefits and payments of, to, or from the said Superannuation Funds, and generally in relation to such funds.

To extend and enlarge the provisions contained in the 18th, 19th, and 20th sections of "The Companies Clauses Consolidation Act, 1845," with respect to shares to the debenture stock of the Company from time to time existing, and to make provision as to the calculation and payment of the interest thereon.

To enable the Company, and any other company or companies who are jointly with the Company owners of any line or lines of railway or stations, to enter into and carry into effect agreements by which the Company and such other company or companies jointly may accept as security for the officers, clerks, and servants jointly employed by them the Guarantee Fund of the Company, and to enlarge and extend the powers of the Company with reference to such Guarantee Fund accordingly, and to make all necessary provisions with reference to the objects aforesaid, or some of them.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or either of such means.

To enable the Holston Railway Company to apply their corporate funds to the purposes of the intended Act, and to raise for the general purposes of their undertaking additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and to alter or vary the conditions of issue of the present authorised shares or stock of the said Company by giving a preference or priority thereto, or to part thereof, and by the creation and issue of debenture stock, and by borrowing, or either of such means.

To alter, amend, and extend, or repeal, all or some of the powers and provisions of the several Acts hereinbefore mentioned in this notice, and also of the several Acts (local and personal) following, or some of them, that is to say:—Acts relating to the Company and their undertaking, viz.: 5 and 6 Will. IV., cap. 107; 27 and 28 Vic., cap. 306; 45 and 46 Vic., caps. 148 and 214; 47 and 48 Vic., cap. 235, and any other Act or Acts relating to that Company.

Act relating to the South Wales Mineral Railway Company and their undertaking, viz.: (Local and Personal) Act 16 and 17 Vic., cap. 197, and any other Act or Acts relating to that Company.

Act relating to the Staines and West Drayton Railway Company and their undertaking, viz.: (Local and Personal) Act 36 and 37 Vic., cap. 128, and any other Act or Acts relating to that Company.

Act relating to the Newent Railway Company and their undertaking, viz.: (Local and Personal) Act 36 and 37 Vic., cap. 227, and any other Act or Acts relating to that Company.

Act relating to the Abbotsbury Railway Company and their undertaking, viz.: (Local and Personal) Act 40 and 41 Vic., cap. 211, and any other Act or Acts relating to that Company.

Act relating to the Tiverton and North Devon Railway Company and their undertaking, viz.: (Local and Personal) Act 38 and 39 Vic., cap. 165, and any other Act or Acts relating to that Company.

Acts relating to the Vale of Towy Railway Company and their undertaking, viz.: (Local and Personal) Act 17 and 18 Vic., cap. 150; 31 and 32 Vic., cap. 37, and any other Act or Acts relating to that Company.

Act relating to the London and North-Western Railway Company and their undertaking, viz.: (Local and Personal) Act 47 and 48 Vic., cap. 207, and any other Act or Acts relating to that Company.

Act relating to the Helston Railway Company and their undertaking, viz.: (Local and Personal) Act 43 and 44 Vic., cap. 48, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 29th day of November, in the present year, as follows (that is to say): As regards the lands and works in the county

of Devon, with the Clerk of the Peace for the County of Devon, at his office at Exeter. As regards the lands and works in the county of Glamorgan, with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff. As regards the lands and works in the county of Gloucester, with the Clerk of the Peace for the County of Gloucester, at his office at Gloucester. As regards the lands and works in the county of Somerset, with the Clerk of the Peace for the County of Somerset, at his office at Wells. As regards the lands and works in the county of Warwick, with the Clerk of the Peace for the County of Warwick, at his office at Leamington. As regards the lands and works in the county of Monmouth, with the Clerk of the Peace for the County of Monmouth, at his office at Usk. As regards the lands and works in the county of Carmarthen, with the Clerk of the Peace for the County of Carmarthen, at his office at Llandovery. As regards the lands in the county of Wilts, with the Clerk of the Peace for the County of Wilts, at his office as Marlborough.

And that a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, together with a copy of this notice, published as aforesaid, will be deposited on or before the same day, with the parish clerk of each such parish, at his residence. And in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

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

Dated this 8th day of November, 1884.

*R. R. Nelson*, Solicitor, 20, Abingdon-street, Westminster.

#### In Parliament.—Session 1885.

##### Mersey Railway.

(New Railways and Subways in Liverpool and Birkenhead; Additional Lands; Purchase of Parts of Properties only; Stopping up Streets and Appropriation of Sites; Underpinning; Ventilating Shafts; Tolls, Rates and Charges; Additional Capital; Agreements with Corporations of Liverpool and Birkenhead, and Mersey Docks and Harbour Board; Amendment of Acts.)

**N**OTICE is hereby given, that the Mersey Railway Company (hereinafter called "the Company") intend to apply to Parliament in Session 1885 for an Act to enable them to make and maintain the railways, subways, and other works hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):

- (1.) A railway (No. 1), wholly in the parish of Liverpool, in the county of Lancaster, commencing by a junction with the Mersey Railway, now in course of construction at a point under Lord-street, 145 yards or thereabouts, measured in a westerly direction along that street, from the junction of White-chapel and Lord-street, and terminating at the junction of Marble-street with Hood-street.
- (2.) A railway (No. 2), wholly in the said parish of Liverpool, commencing by a junction with the Mersey Railway aforesaid, at a point under the quay wall of the Old Quay Wharf, 20 yards or thereabouts, measured in a north-westerly direction from the centre of the entrance lock to the Manchester Dock, and terminating in or under Water-street,

at a point about 13 yards west of its junction with Back Goree.

- (3.) A railway (No. 3), wholly in the said parish of Liverpool, commencing by a junction with the Mersey Railway aforesaid, at a point under the quay wall of the Old Quay Wharf, 24 yards or thereabouts, measured in a north-westerly direction, from the centre of the entrance lock to the Manchester Dock, and terminating in or under Water-street, at a point 13 yards or thereabouts west of its junction with Back Goree.
- (4.) A railway (No. 4), wholly in the said parish of Liverpool, commencing by a junction with Railways Nos. 2 and 3 at the termination thereof as before described, and terminating at or near the junction of Barton-street with Waterloo-road.
- (5.) A railway (No. 5), wholly in the said parish of Liverpool, commencing by a junction with Railway No. 4 at the termination thereof as before described, and terminating by a junction with the railway of the Mersey Docks and Harbour Board, at a point 20 yards or thereabouts south of the centre of the Waterloo Docks gate, opposite Sligo-street.
- (6.) A railway (No. 6), commencing in the extra-parochial chapelry of Birkenhead, in the county of Chester, by a junction with the railway authorised by the Mersey Railway Act, 1884, in Beckwith-street, at about 30 yards south of the junction of that street with Livingstone-street, and terminating in the county and extra-parochial chapelry aforesaid, by a junction with the railway of the Mersey Docks and Harbour Board, at a point 70 yards or thereabouts north of the junction of Price-street with Corporation-road, which said Railway No. 6 will pass in or through the extra-parochial chapelry of Birkenhead and the township of Cloughton-cum-Grange, in the parish of Bidston.
- (7.) A railway (No. 7), wholly in the said extra-parochial chapelry of Birkenhead, commencing by a junction with Railway No. 6, in Corporation-road, 80 yards or thereabouts west of the junction of Cleveland-street with Corporation-road, and terminating at about 60 yards south of the junction of Corporation-road with Duke-street.
- (8.) A railway (No. 8), wholly in the townships of Tranmere and Higher Bebington, in the parish of Bebington, in the county of Chester, commencing by a junction with the Mersey Railway, now in course of construction, at a point directly opposite the centre of Orchard-road, and terminating by a junction with the Birkenhead Joint Railways, at or near the bridge which carries Rock-lane over the said Joint Railways.
- (9.) A subway (No. 1) or tunnel approach for the use of foot passengers only, wholly in the said parish of Liverpool, from the junction of Drury-lane with Water-street to the station of the Mersey Railway in James'-street.
- (10.) A subway (No. 2) or tunnel approach for the use of foot passengers only, wholly in the said extra-parochial chapelry of Birkenhead, from the Shore-road, opposite the Lairage to the station of the Mersey Railway at Hamilton-street.
- (11.) A deviation of Corporation-road with the tramways thereon, between Cavendish-street and Patten-street, all in the said extra-parochial chapelry of Birkenhead.

To purchase compulsorily or by agreement for

the station or other purposes of their undertaking the additional lands following (that is to say):

Lands in the said parish of Liverpool, bounded on the east by Great Howard-street, on the west by Waterloo-road, on the north by Barton-street, and on the south by Robert-street.

Lands in the said extra-parochial chapelry of Birkenhead, consisting of two separate pieces, one lying between Corporation-road, Price-street, and Cavendish street, the other between Corporation-road, Cleveland-street, and Duke-street.

And to stop up and appropriate for the purposes of their said undertaking the sites of Galton-street, Greenock-street, Glasgow-street, and Paisley-street, all in the parish of Liverpool aforesaid.

The intended Act will authorise the Company to exercise the powers and effect the objects following, viz.:—

To deviate laterally from the lines, and vertically from the levels of the said intended railways, subways, and works shown on the plans and sections to be deposited as hereinafter mentioned to a greater extent, where necessary, than is allowed by "The Railways Clauses Consolidation Act, 1845."

To appropriate or use any street, square, road, or lane traversed by the intended railways and subways, and also to acquire compulsorily or by agreement an easement only through or under the same, and also through or under any houses or buildings, to cross, divert, alter, or stop up, temporarily or permanently, any streets, roads, highways, railways, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary or expedient in constructing or maintaining the intended railways, subways, and other works.

To purchase by compulsion or agreement lands, houses, and other property, and to acquire easements in, under, or over lands for the purposes of the intended railways, subways, and other works; and also to purchase and take by compulsion or agreement any vaults, cellars, out-buildings, or offices attached or belonging to any house, building, manufactory, or premises, and any subsoil or property under the same, without being subject to the obligation contained in the 92nd section of "The Lands Clauses Consolidation Act, 1845."

To sell, mortgage, lease, or otherwise dispose of any land, buildings, or other property purchased or acquired under the powers of the intended Act, and to appropriate to building or other purposes any lands under which the railways or subways may be constructed, and which may not be required for any of the purposes of the Company.

To vary or extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or other property, or the portion or portions thereof purchased by the Company, which would interfere with the construction and maintenance of the intended railways, subways, and other works.

To underpin, support, or otherwise secure any houses or buildings which might be rendered insecure, or be likely to become insecure by reason of the construction or working of the intended railways and subways, or of any works of the Company, and which houses and buildings the Company do not require for the purposes of their undertaking.

To make and maintain openings for the purposes of ventilation from any of their railways or subways, into any public road, square, open space, or other public place, and to erect

thereon chimneys, shafts, or other suitable works for the ventilation of their several railways, subways, and other works, at such spots as shall be agreed upon between the Company, and the local authority having control of such road, square, open space, or public place, or failing agreement as shall be decided by arbitration.

To levy tolls, fares, rates, and charges for and in respect of the use of the intended railways, stations, and works, and the conveyance and accommodation of traffic, and to alter, increase, and regulate the tolls, fares, rates, and charges now authorised to be demanded, levied, and charged by the Company, and to confer, vary, or extinguish exemptions from the payment of tolls, fares, rates and charges.

To apply any capital or funds raised or authorised to be raised by the Company to the purposes of the intended Act, and to raise additional capital for such purposes, and also for the general purposes of their undertaking by preferential or ordinary shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock.

The intended Act will enable the Company and the Corporation of Liverpool, and the Corporation of Birkenhead and the Mersey Docks and Harbour Board, to make and carry into effect agreements with respect to the appropriation and occupation for the purposes of the Company's undertaking of lands or property vested in or under the control and management of the said Corporations and Board, and with respect to the construction of railways, works, and buildings in or over the same and with respect to the construction of approaches and accesses to and communications through any property acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

The intended Act will vary or extinguish all rights and privileges which may interfere with its objects, and it will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such modifications as may be deemed expedient, and it will amend and enlarge some of the powers and provisions of the 29 and 30 Vic., cap. 139, and any other Act or Acts relating to or affecting the Mersey Railway Company; the Wirral Railway Certificate, 1883, and the Wirral Railway Act, 1884; 35 and 36 Vic., cap. 127, and any other Act or Acts relating to or affecting the Seacombe, Hoylake, and Deeside Railway Company; 28 and 29 Vic., cap. 20, and any other Act or Acts relating to or affecting the city or borough of Liverpool; 30 and 31 Vic., cap. 92, and any other Act or Acts relating to or affecting the borough of Birkenhead; 20 and 21 Vic., cap. 162, and any other Act or Acts relating to the Mersey Docks and Harbour Board.

Duplicate plans and sections describing the lines, situations, and levels of the intended railways, subways, and works, and the lands and other property which may be taken under the powers of the intended Act, together with a book of reference to such plans, an ordnance map, with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for

the county of Lancaster, at his office at Preston; and with the Clerk of the Peace for the city of Liverpool, at his office in Liverpool; and with the Clerk of the Peace for the county 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 railways, subways, and works will be made, or in which any lands 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 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 15th day of November, 1884.

*Baxters and Co., 5 and 6, Victoria-street, Westminster;*  
*Gill and Archer, 14, Cook-street, Liverpool.* } Solicitors.  
*William Bell, 27, Great George-street, Westminster, Parliamentary Agent.*

In Parliament.—Session 1885.

Selby Dam Drainage,

(Repeal of Drainage Act, 1805: Dissolution of the Trustees appointed under that Act: Incorporation of Commissioners: Definition of district: Transfer to Commissioners of the property and obligations of the trustees: Purchase of lands by agreement: New drainage works: Maintenance of existing drains and works: Levying of rates in proportion to benefits under an award: Chief Commissioner: Borrowing of money: Extinction of existing tolls, rights and privileges: Confirm agreement with the Ecclesiastical Commissioners: Contracts: Bye laws: Penalties: Voting Powers: Qualification, election and retirement of Commissioners: Incorporation of General Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect the following or some of the following among other purposes, that is to say:—

To repeal wholly or partially the Act passed in the 45th year of the reign of George the Third, 1805, entitled

“An Act for draining and improving certain  
 “Low Grounds and Carrs within the  
 “Parishes, Townships, and Places of Selby,  
 “Brayton, Thorp Willowby, Hambleton,  
 “Wistow, Scaln Park, Cawood, Sherburn,  
 “Lennerton, Rest Park, South Milford, and  
 “Barkston Ash, in the West Riding of the  
 “County of York,”

and any other Act or Acts relating to the drainage of such Low Grounds and Carrs.

To dissolve the Trustees appointed under the powers of that Act for putting into execution the powers and authorities of the said Act and to constitute and incorporate a Board of Commissioners to be entitled “The Selby Drainage Commissioners” (hereafter referred to as “the Commissioners”) with perpetual succession and a common seal. For the more effectual drainage of the said Low Grounds and other Lands in the Parishes, Townships, or Places of Selby, Brayton, Thorpe Willoughby, Hambleton, Wistow, Scaln Park, Cawood, Sherburn, Lennerton, Rest Park, South Milford, Barkston, Monkfryston, Lumby, Church Fenton, Little Fenton, Biggin, Ulleskelf, and Ryther in the West Riding of the County of York, and which said Lands are for the better

definition thereof delineated upon a map hercin-after referred to.

To transfer to the said Commissioners all the lands, houses, buildings, cuts, channels, drains, water-courses, dams, sluices, cloughs, works, and property of every other description, together with the duties, obligations, and liabilities belonging or appertaining to the Trustees aforesaid.

To authorise the said Commissioners to appropriate or set apart, any of the existing drains or works as public drains, and to maintain, repair, cleanse, scour, enlarge, widen, deepen, strengthen or close up any existing cuts, channels, drains, watercourses, dams, sluices, cloughs, and other works, and to construct and maintain on any or the lands within the Parishes, Townships and Places aforesaid any new cuts, channels, drains, watercourses, dams, sluices, cloughs, and other works which may be necessary for the effectual draining thereof, and to do all such other acts and things as may be necessary for or incidental to the purposes of the intended Act.

To purchase and hold lands by agreement or take on lease any lands or easements over or under the same within the Parishes, Townships, and Places aforesaid so far as may be necessary for any of the purposes aforesaid.

To appoint an Engineer or Surveyor as a special Commissioner to make an award and therein to prescribe which of the existing drains and works shall be taken over by the said Commissioners and set apart as public drains, and also the new drains and other works to be constructed under the powers of the intended Act for the general benefit of the district, and to define the proportionate benefits conferred upon the several lands and apportion the amount upon which they shall thereafter be respectively assessed.

The said award when ratified by the Commissioners under their common seal to be final and binding upon all persons liable to be rated for the purposes of the said intended Act within the Parishes, Townships, and other Places aforesaid.

To levy rates upon all the owners, lessees and occupiers of the lands within the said several Parishes, Townships, and other Places in proportion to the benefits conferred as defined by the award, and pending the making of the said award and the construction of the works prescribed therein to levy a rate on account.

To borrow money on the security of the rates by mortgage or bonds, and to provide for the redemption of such mortgages or bonds by annual payments over a term of years or otherwise, as may be determined by the Bill.

To vary or extinguish all rights and privileges that may interfere or be inconsistent with the objects and purposes of the said intended Act.

To confirm any agreement already made or hereinafter to be made with the Ecclesiastical Commissioners for the sale and purchase of certain lands, buildings, drains, and hereditaments, situate in the Parishes, Townships, or Places of Cawood, Biggin, Rest Park, Lennerton, Sherburn, and Barkston, in the West Riding of the County of York.

To enter into Contracts and Agreements in perpetuity with the owners or occupiers for the time being of any adjoining lands for the discharge of the waters from their lands into any of the drains of or belonging to the Commissioners, upon such terms and conditions as may be agreed upon, and to prohibit such owners or occupiers from discharging the waters from their lands into the drains of the Commissioners without the Commissioners' consent.

To enable the Commissioners to make bye-laws for all or any of the purposes specified in the

Commissioners' Clauses Act, 1847, and for such other purposes as may be necessary for the protection of their rights and interests, that is to say:—

To prohibit the cutting of any tunnel, drain, or watercourse into, through, or under, or making any connection with or in any way injuring any cuts, channels, drains, watercourses, sluices, cloughs, or other works belonging to or under their control.

To prohibit the discharging of any sewage or other offensive matter into or fouling the water, or obstructing the flow thereof in any of the cuts, channels, drains, watercourses, sluices, cloughs, and other works of or belonging to the said Commissioners.

To prevent the defacing, injuring or removing any placards, notices, notice boards, fences, or boundaries set up by the authority of the said Commissioners, and belonging to them or under their control.

To impose penalties for the infraction or non-observance of such Bye-laws, and provide for the recovery of the same and application thereof.

The Bill will prescribe the qualification and manner of electing the Commissioners, and also the scale of voting by the Owners, Lessees and Occupiers of the lands liable to be rated for the purposes of the said intended act and provide for their retirement; and it will incorporate with itself the whole or some of the clauses and provisions of the Railway Clauses Act, 1845, the Lands Clauses Acts, 1845, 1860, and 1869, and the Commissioners Clauses Act, 1847.

And notice is hereby further given, that an Ordnance Map and duplicate thereof, shewing the lands proposed to be rated under the powers of the intended Act, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his Office in Wakefield, and a copy may be seen at the Offices of Messrs. Weddall, Parker, and Parker, Selby.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1884.

*Baxters and Co., 5 and 6, Victoria-street, Westminster.*

*Weddall, Parker, and Parker, Selby.*

In Parliament.—Session 1885.

*Ilfracombe Railway.*

(Incorporation of Company; Construction of Railway to Ilfracombe; Power to the Great Western Railway Company to subscribe or to guarantee Interest on Debentures or Debenture Stock and Dividends on Capital, and to enter into Working and Traffic Agreements; Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith respectively, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A railway commencing in the parish of South Molton, in the county of Devon, by a junction with the Devon and Somerset Railway, at a point thereon at or near the mile post on the said railway representing  $34\frac{1}{2}$  miles from Norton Junction, and terminating in the parish of Ilfracombe-

in the county of Devon, at the southern side of the High-street of Ilfracombe, about 2 chains westward of the point where Springfield-road joins the said street, and which railway will be made in, and pass through or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—South Molton, North Molton, East Buckland, Filleigh, Charles, High Bray, Bratton-Fleming, Challacombe, Kentisbury, Paracombe, East Down, West Down, Bittadon, Berrynarbor, Combe Martin, and Ilfracombe, all in the county of Devon.

To enable the Company to cross, stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, footpaths, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter or divert, by reason or for the purposes of the intended railway and works, or any of them, or of the intended Act.

To levy tolls, rates, duties, and charges upon and in respect of the intended railway and works, and to grant exemption from the payment of tolls, rates, duties, and charges.

To enable the Company to purchase lands and houses by compulsion or agreement for the purposes of the intended railway and works, or of the intended Act, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in anywise impede or interfere with the construction, maintenance, and use of the intended railway and works, and to confer, vary, and extinguish other rights and privileges.

To authorise the Great Western Railway Company (hereinafter referred to as the Great Western Company) to contribute to, and hold shares in, the undertaking of the Company, and to guarantee interest on debentures or debenture stock, and dividends on the capital of the Company, and to authorise the Great Western Company for these purposes to raise additional capital by the creation and issue of new, ordinary, or preference shares or stock, and by borrowing upon mortgage, or by the creation and issue of debenture stock, or by one or more of those modes, or to apply for the purposes of such contribution or guarantee any capital or funds belonging to, or authorised to be raised, by the said Great Western Company, which may not be required for the purposes for which the same were respectively authorised to be raised, and to enable the Great Western Company to vote or appoint parties to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them.

To enable the Company on the one hand, and the Great Western Company on the other hand, to make and carry into effect agreements with reference to the construction, use, and working of the railway of the Company, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the railway of the Company, the guarantee of a minimum amount of traffic to be passed over the same, or the contribution of funds towards or guarantee of interest or dividends on the capital of the Company, and the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, contribution, or guarantee, and supply; to make provision by compulsion or agreement for the



interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the undertaking of the Company and the undertaking of the Great Western Company, or either of them the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed for on account of any of the aforesaid matters; and to confirm or to vary any contract or agreement which may have been or may be entered into relating to any of the aforesaid matters, as may be required or as may be prescribed by the intended Act.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, or such contracts, agreements, or arrangements, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal all or some of the powers and provisions of the Acts (local and personal) relating to the Great Western Railway Company and their undertaking, viz., 5 and 6 Wm. IV, cap. 107, and any other Act or Acts relating to that Company.

And notice is hereby further given, that on or before the 29th day of November, 1884, plans and sections of the intended railway, and of the lands and houses proposed to be taken for the purposes thereof, or of the intended Act, with a book of reference to such plans, and a published map, with the line of the intended railway delineated thereon, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Devon, at his office at Exeter, in that county; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, townships, extra-parochial and other places through which the intended railway will pass, and in which the lands or houses are situate, together with a copy of this notice as published in the London Gazette, will, on or before the 29th day of November, 1884, be deposited for public inspection with the parish clerk of each such parish, at his residence, and so far as relates to any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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, 1884.

Dated this 12th day of November, 1884.

In Parliament.—Session 1885.

Banbury and Cheltenham Direct Railway.  
(Abandonment of certain Authorised Railways and Release of Deposits; Further Provisions as to Discharge of Arrears of Interest on certain Debenture Stocks and other Debts and Liabilities, and as to Application of Revenues; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, by the Banbury and Cheltenham Direct 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 abandon and relinquish the construction of the new railway No. 2, authorised by "The Banbury and Cheltenham Direct Railway Act, 1873," and the new railway authorised by "The Banbury and Cheltenham Direct Railway Act, 1877," and the

branch railways or sidings authorised by "The Banbury and Cheltenham Direct Railway Act, 1883," and to repeal all or some of the provisions of the said Acts, relating to the said railways or any of them, and to release the Company from all liabilities, penalties, or obligations for not completing the said railways, and to provide for the repayment of the money deposited in the Chancery Division of the High Court of Justice, as security for the completion of the said railways or one of them.

To amend and extend "The Banbury and Cheltenham Direct Railway Act, 1883," and to empower the Company to appropriate, issue, and apply 1877 and 1883 debenture stocks, and 1883 preference stock, or one of them, or such amounts as may be prescribed or authorised by the intended Act, in or towards paying, satisfying, or adjusting all or some of the outstanding arrears of interest on their 1873 and 1877 debenture stocks respectively, and such of the other outstanding claims against the Company, on capital and revenue account, as the intended Act may prescribe, and to enable and require all companies, bodies, corporations, and persons entitled to such arrears of interest, and having any such claims and demands, to accept such debenture or preference stock in satisfaction of such interest, claims, and demands.

To empower the Company to apply and expend the whole or part of their gross receipts in or towards the completion of their authorised works or otherwise, on capital account, and to make provision as to the repayment out of capital of any moneys expended, which would otherwise have been available and applicable for or towards the payment of dividends or interest or other charges on revenue account.

To vary or extinguish all existing rights and privileges which it may be necessary to vary or extinguish in giving effect to the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter and amend or repeal, so far as may be necessary for the purposes aforesaid, the provisions of the Acts hereinbefore mentioned, and of "The Banbury and Cheltenham Direct Railway Act, 1873," and all other Acts relating to the Company.

And notice is hereby further given, that before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1884.

*J. Billingsley Looker*, 8, Drapers'-gardens,  
Throgmorton-street, E.C.;  
*Walter Webb and Co.*, 23, Queen Victoria-street, E.C.;

Solicitors for the Bill.

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

Board of Trade.—Session 1885.

Lyndhurst Gas and Water Company Limited.  
(Application to Board of Trade for powers to construct Gas Works and Waterworks, and to manufacture and supply Gas; and to supply Water within the parishes of Lyndhurst and Minstead, in the county of Southampton).

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade by the Lyndhurst Gas and Water Company Limited, which said Company is in this notice called "the Company," for a Provisional Order, pursuant to the "Gas and Waterworks Facilities Act, 1870," for authority to construct and maintain gasworks and waterworks, and to manufacture and supply gas and to supply water to the



parishes of Lyndhurst and Minstead, in the county of Southampton.

To authorize the Company upon part of the land hereinafter described to erect, construct, maintain, continue, repair, enlarge, renew, and use gasworks and works connected therewith, with all necessary buildings, gas holders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products, and at such works to manufacture, store, and sell gas, coke, culm, tar, oil, pitch, asphaltum, ammoniacal liquor, and other residual products arising or resulting from the manufacture of gas or matters connected therewith, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies.

The land hereinbefore referred to is a piece or parcel of land situate in the parish of Lyndhurst, in the county of Southampton, belonging, or reputed to belong, to Her Majesty's Commissioners of Woods, Forests, and Land Revenues in the right of the Crown, and bounded on the north, south, and west sides respectively by other lands belonging, or reputed to belong, to the said Commissioners, and on the east side by land belonging, or reputed to belong, to Frederick Smith, and which land is part of a piece or parcel of land forming the eastern angle of a piece or parcel of land numbered 115 on the 25-inch Ordnance Survey map of the parish of Lyndhurst.

To empower the Company to make and maintain, with all necessary approaches, embankments, roads, filtering beds, wells, drains, sluices, culverts, mains, pipes, engines, and all works and conveniences necessary for the supply of water as aforesaid, the waterworks and other works herein-after mentioned, or some of them or some part or parts thereof respectively, all in the county of Southampton, that is to say:—

- (a) A well, pumping station, with pumping engines, engine and boiler houses, tanks, and other works, buildings, and fences, to be situate in and upon the above-named land, forming the eastern angle of the said piece or parcel of land numbered 115 on the said Ordnance Map.
- (b) An aqueduct or line of pipes situate wholly in the parish of Lyndhurst, and commencing at the pumping station hereinbefore described, and terminating in the high road leading from Lyndhurst to Romsey, at a point on the said road at the angle of the junction of Pike's Hill-road with the said road leading from Lyndhurst to Romsey.
- (c) All such other branch and distribution mains, works, and conveniences connected therewith and required for the supply of the district proposed to be included within the limits of supply as defined by the Order.
- (d) A reservoir or tank 15 feet square, or thereabouts, to be constructed on a piece or parcel of land 50 feet square, or thereabouts, belonging or reputed to belong to the said Commissioners, and situate at or near a point 650 feet, or thereabouts, measured in a straight line due south of the north-west corner of the grave yard to the church called Christ Church, at Emery Down, in the said county.
- (e) A line of mains or pipes, and all works connected therewith, commencing at and carried from the said reservoir or tank in a north-easterly direction through land belonging or reputed to belong to the said Commissioners, and terminating in the public road in Emery Down village, in the said county, at or near to the north-east corner of

the said grave yard to the said church called Christ Church.

To authorize the Company to acquire by agreement and hold lands for the purposes of their undertaking, and to authorize the Company from time to time for the purpose of laying down, repairing, and maintaining any mains, pipes, culverts, and other works, to break up and interfere with such streets, roads, highways, lanes, bridges, rivers, and other public and private passages and places, and also to interfere with any sewers or drains in or over the same, so as to enable the Company to carry on the business usually carried on by gas and water companies.

To empower the Company to take, collect, and thence distribute any water which may be obtainable by them from the well and pumping-station hereinbefore described, as well as the waters of any springs and streams, or any waters, on or near the site of the proposed well and works, or which may be from time to time in or under any lands for the time being belonging to the Company.

To authorize the Company to enter into and carry into effect contracts and agreements with all corporations, local boards, public bodies, commissioners, and other authorities, and all persons whomsoever, for the supply of gas and water, upon such terms and conditions as they shall think fit.

To authorize the Company to manufacture, purchase, or hire gas and water meters and gas and water apparatus and to sell or let the same, and to levy rates, rents, and charges therefor, and for the gas and water supplied by them, and to alter existing rates or rents, and to confer, vary, or extinguish exemptions from payment of rates and rents, to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Order.

The Order will incorporate with itself such parts of "The Railways Clauses Consolidation Act, 1845," as relates to the temporary use and occupation of lands, and such other matters as may be deemed expedient.

On or before the 29th day of November, 1884, a map of the lands proposed to be used for the manufacture of gas and of residual products arising therefrom, a plan of the proposed gasworks, and a plan and section of the proposed waterworks, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Southampton, at his office, at Winchester, in that county; and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next printed copies of the draft Provisional Order may be obtained at the offices of Henry Frederick Kite, 11, Queen Victoria-street, London, and Frederick Gale, 19, Parliament-street, Westminster, upon payment of the sum of one shilling for each copy; and copies of the said Order if and when made by the Board of Trade will be deposited for public inspection at the before mentioned office of the Clerk of the Peace for the county of Southampton, and may be obtained upon application at the offices of Henry Frederick Kite or Frederick Gale before mentioned at the said price of one shilling each.

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the proposed application, may do so by letter addressed to the Assistant Secretary of the Railway Department

of the Board of Trade, on or before the 15th day of January 1885, provided that at the same time they also send a copy of the said objection to Frederick Gale, at his offices, 19, Parliament-street, Westminster aforesaid.

Dated this 19th day of November, 1884.

*H. F. Kite*, 11, Queen Victoria-street, London, E.C., Solicitor.

*Frederick Gale*, 19, Parliament-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1885.

Worcester and Broom Railway.

(Incorporation of Company; Construction of Railways from Worcester to Broom; Compulsory Purchase of Lands; Tolls; Running Powers over the Evesham, Redditch and Stratford-upon-Avon Junction Railway; the East and West Junction Railway; the Stratford-upon-Avon, Towcester and Midland Junction Railway, and Portions of the Northampton and Banbury Junction Railway, and of the Great Western Railway, and use of Stations on those Railways; Working and other Agreements with the Great Western Railway Company, the Midland Railway Company, the Evesham, Redditch and Stratford-upon-Avon Junction Railway Company, the East and West Junction Railway Company, the Stratford-upon-Avon, Towcester and Midland Junction Railway Company, and the Northampton and Banbury Junction Railway Company; Amendment of Acts, &c.)

**A**PPPLICATION is intended to be made to Parliament in the Session 1885, for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

Railway No. 1, commencing in the parish of Claines, in the county of Worcester, at or near the south-east end of the field called the Flag Meadow field, belonging to the Six Masters Charity, and in the occupation of Henry Brooke Hill, and which field is bounded on the north-east side by the Worcester and Birmingham Canal; on the south-east by the Lace Factory-walk, and on the south-west by Flag Meadow-walk, and terminating in the parish of Bidford, in the county of Warwick, by a junction with the Evesham, Redditch, and Stratford-upon-Avon Junction Railway, at or near the bridge carrying the road from Broom to Bidford over the railway, such bridge being situate about 3 furlongs, measured along the said railway east of its point of crossing of the river Arrow, and which railway will be made and pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following (that is to say):—Claines, Hindlip, Warndon, St. Martin's, Worcester, Tibberton, Spetchley, Bredicot, Crowle, Broughton Hackett, Churchill, Upton Snodsbury, Grafton Flyford, North Piddle, Naunton Beauchamp, Flyford Flavell, Kington. Abberton, Inkberrow, Rous Leuch. Abbott's Morton, in the county of Worcester; Salford Priors, Bidford, in the county of Warwick.

Railway No. 2, wholly in the parish of Claines,

in the county of Worcester, commencing by a junction with the Great Western Railway, at the bridge carrying that railway over the Astwood-road, at a point about one chain north-east of the mile-post on that railway, denoting 121½ miles from London, and terminating by a junction with the said intended railway No. 1, at a point in the Blackpole-road, situate about 8 chains, measured along the said road in a north-easterly direction from the lodge at the entrance-gate to the Grange, in the occupation of Colonel William Stallard.

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 in the sections hereinafter mentioned.

To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates and duties upon or in respect of the intended railways and works, and upon the portion of railway stations and works which it is proposed to authorise the Company to run over, work and use as hereinafter mentioned, and to alter the tolls, rates and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties respectively.

To empower the Company, and any company or persons for the time being, working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways and stations hereinafter mentioned (that is to say):—

- (a.) The Evesham, Redditch and Stratford-upon-Avon Junction Railway.
- (b.) The East and West Junction Railway.
- (c.) So much of the Northampton and Banbury Junction Railway as lies between its Junction with the said East and West Junction Railway at Greens Norton and the junction with the aforesaid Northampton and Banbury Junction Railway, authorised to be made by the Stratford-upon-Avon, Towcester and Midland Junction Railway Company at Towcester.
- (d.) The Stratford-upon-Avon, Towcester and Midland Junction Railway.
- (e.) So much of the Great Western Railway

as lies between the proposed Junction therewith of Railway No. 2, and the Shrubshill Station of the Great Western Railway Company, including the said station, and all other stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with, the said railways and portions of railways and stations.

To empower the Company on the one hand, and the Great Western Railway Company, the Midland Railway Company, the East and West Junction Railway Company, the Evesham, Redditch and Stratford-upon-Avon Junction Railway Company, the Northampton and Banbury Junction Railway Company, the Stratford-upon-Avon, Towcester and Midland Junction 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, and rescind contracts, agreements and arrangements with respect to the construction, working, use, management and maintenance by the contracting Companies, or either of them, of their respective railways, stations, and works, or any part or parts thereof respectively; and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for the railways and stations of the contracting Companies, or either of them; the supply and maintenance of engines, stock and plant; the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants; and to authorise the appointment of joint-committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements or arrangements aforesaid; and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions of the several local and personal Acts of Parliament following (that is to say), 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 27 and 28 Vic., cap. 76, and all other Acts relating to the East and West Junction Railway Company, the Evesham, Redditch and Stratford-upon-Avon Junction Railway Act, 1873, and all other Acts relating to the Evesham, Redditch and Stratford-upon-Avon Junction Railway Company, the Northampton and Banbury Junction Railway Act, 1863, and all other Acts relating to the Northampton and Banbury Junction Railway Company, the Easton Neston Mineral, and Towcester, Roade and Olney Junction Railway Act, 1879, the Stratford-upon-Avon, Towcester and Midland Junction Railway Act, 1882, and all other Acts relating to the Stratford-upon-Avon, Towcester and Midland Junction Railway Company.

Notice is hereby also given, that on or before the 29th day of November, 1884, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a Book of Reference to such plans, and a copy of this Notice as published in the London Gazette will be deposited for

public inspection with the Clerk of the Peace for the county of the city of Worcester, at his office at Worcester, with the Clerk of the Peace of the county of Worcester, at his office at Worcester, and with the Clerk of the Peace of the county of Warwick at his office at Leamington 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 a Book of Reference as relates to each parish and extra-parochial place, in or through which the said railway and works, or any part thereof, are or is intended to be made or will be situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 10th day of November, 1884.

*George Davis, Son and Co.*, 3, Post's-corner, Westminster, S.W., Solicitors for the Bill.

*C. J. Hanly and Co.*, 2, Princes-street, Great George-street, Westminster S.W., Parliamentary Agents.

In Parliament.—Session 1884–1885.

Hadlow Valley Railway.

(Incorporation of Company; Powers to construct Railways from the London Chatham and Dover Railway at Boro' Green to the South Eastern Railway at Tunbridge; Compulsory Purchase of Lands; Tolls, &c.; Running Powers over Railways of the South Eastern and London Chatham and Dover Railway Companies; Agreements with, and Provisions affecting, those Companies; Payment of interest or dividend out of the Capital or other Funds of the Company; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session (1885), for an Act to incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, channels, sewers, drains, roads, buildings, yards, and other works and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the parish of Wrotham, in the county of Kent, by a junction with the Sevenoaks and Maidstone Branch of the London Chatham and Dover Railway, at or near the east side of the bridge carrying the public road over that branch railway at Boro' Green Station, and terminating in the parish of Tunbridge, in the same county, at a point on the north fence of the South Eastern Railway, distant 850 yards or thereabouts eastward of the bridge carrying the main road over the said South Eastern Railway at Tunbridge Station.

The said intended Railway (No. 1) and works connected therewith, will be made or pass from, through, or into, or be situated within the parishes, townships, and places of Wrotham, Ightham, Boro' Green, Plaxtole, Shipbourne, West Peckham, Hadlow

East Peckham, and Tunbridge, or some of them, in the county of Kent.

2. A Railway (No. 2) wholly in the said parish of Tunbridge, commencing at the termination of the said Railway (No. 1) and terminating by a junction with the South Eastern Railway, at a siding on the north side of that railway distant 725 yards or thereabouts eastwards of the bridge carrying the main road over the South Eastern Railway at Tunbridge Station.

The intended Act will or may 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 works to the extent shewn on the plans hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To empower the Company to cross, open, or break up, divert, alter, discontinue, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and other apparatus within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, stop up, or interfere with for the purposes of the intended works, or any of them, or of the intended Act, and to extinguish all rights of way and other rights over or affecting, and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of any such turnpike and other roads, lanes, highways, streets, and footpaths.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the intended Act, and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken; and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement a part or parts only of any land, building, or other premises without being required or compelled to purchase the whole of such land, building, or premises; and to vary and extinguish all rights and privileges connected with such lands, buildings, and property or such parts thereof so purchased or taken as aforesaid.

To take for or in connection with the intended railways and works and other the purposes aforesaid, certain lands being or reputed to, or which may be commons or commonable land, of which the following are the particulars and estimated quantities proposed to be taken, viz.:—

Waste land by the side of the highway, in front of the "Kentish Rifleman" public-house at Dunk's Green, in the said parish of Shipbourne, about one acre of which is within the limits of deviation, and about 26 poles of which will be required for the purposes of the railway.

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

railways and works, and upon, for, and in respect of the portions of railways of the South Eastern Railway Company, and the London Chatham and Dover Railway Company respectively, to be run over and used as hereinafter mentioned, under the powers of the intended Act; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

The intended Act will or may empower the Company and all Companies and persons lawfully working or using their railways or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and payment of such tolls, rates, and charges, as may be agreed upon or settled by arbitration, or provided for by the intended Act, the portions of railway following, viz.:—

- a. So much and such parts of the Railways of the South Eastern Railway Company as are situated between the junction of the intended Railway (No. 2) therewith in the parish of Tunbridge and Tunbridge Wells and Sevenoaks respectively, including the stations at those places:
- b. So much, and such parts of the Sevenoaks and Maidstone Branch of the London Chatham and Dover Railway as are situated between the junction with the Maidstone Branch of the intended Railway (No. 1), in the parish of Wrotham and Swanley Junction, including the station there:
- c. So much and such parts of the Sevenoaks and Maidstone and Maidstone and Ashford Branches of the London Chatham and Dover Railway as are situated between the junction of the intended Railway No. 1 in the parish of Wrotham with the said Maidstone Branch and Maidstone and Ashford, including the stations at those places.

Together with all terminal and other stations on such railways respectively, and all 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 of or connected with the aforesaid portions of railways respectively.

To require and compel the South Eastern Railway Company and the London Chatham and Dover Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to receive, book through, and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854), to or from or over the whole or any part of the railways belonging to them or under their management or control, from and to the railways of the Company, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of such traffic.

To empower the Company on the one hand, and the South Eastern Railway Company and the London Chatham and Dover Railway Company or one of them, on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements with respect to the 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 of the South Eastern Railway Company, and the London Chatham and Dover Railway Company, or one of them, shall be made.

The alteration, reconstruction, use, management and maintenance of any of the stations, platforms, sidings, works, and conveniences of the South Eastern Railway Company and the London Chatham and Dover Railway Company, or one of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the South Eastern Railway Company and the London Chatham and Dover Railway Company, or one of them.

And the intended Act will or may provide for the settlement, by arbitration or otherwise, of any difference which may from time to time arise between the Company and the South Eastern Railway Company and the London Chatham and Dover Railway Company, or one of them, touching any of the matters aforesaid.

The intended Act will or may authorise the Company on the one hand, and the South Eastern Railway Company and the London Chatham and Dover Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements for or with respect to the construction, use, working, management, and maintenance of the intended railways and works, or any part or parts thereof, the supply of engines, carriages, stock, plant, and machinery, and of officers and servants for the conveyance and conduct 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, regulation, collection, accommodation, transmission, and delivery of traffic coming from or destined for the undertakings of the contracting Companies, the levying, fixing, collection, payment, apportionment, division, appropriation, and distribution of the tolls, rates, charges, profits, receipts and revenues levied, taken, or arising from that traffic, the sums or considerations, whether the annual or in gross, and the rents, payments, contributions, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the contract or agreement relates; and the intended Act will or may sanction or confirm any such contract or agreement which previous to the passing thereof may be made with respect to any of the matters aforesaid.

To authorise the Company to transfer or lease, either in perpetuity or for a limited period, the whole or any part of their undertaking, works, lands, property, rights, powers, and privileges, to the South Eastern Railway Company and the London Chatham and Dover Railway Company, or either of them, either before or after the completion of the intended railway and works, and to confer upon and vest in the South Eastern Railway Company and the London Chatham and Dover Railway Company, or in one of those Companies, all the powers, rights, and privileges, duties, liabilities, and obligations of the Company, whether with reference to the purchase of land, the construction of works, the levying of tolls, rates, and charges, or otherwise, at such times and for such considerations, and upon such terms and conditions, pecuniary and otherwise, as may

be agreed upon, and to authorise the South Eastern and the London Chatham and Dover Railway Companies to accept such transfer or take such lease, and to exercise, enjoy, perform, and fulfil all such powers, rights, privileges, duties, liabilities, and obligations.

To enable the Company, notwithstanding anything to the contrary contained in "The Companies Clauses Consolidation Act, 1845," to pay interest or dividends on any shares or stocks of the Company to any shareholders or classes of shareholders of the Company, on the amount of the calls made in respect of their shares, out of any capital which the Company may by the intended Act be authorised to raise by shares, stock, debenture stock or borrowing, and to create capital, with or without special privileges or disabilities, for the payment of such interests or dividends.

The intended Act will or may vary or extinguish, exclude or modify, all rights, powers, and privileges, or jurisdictions inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges. The intended Act will incorporate all or some of the provisions of the following Acts, or some or one of them: "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," and "The Lands Clauses (Umpire) Act, 1883," "The Companies Clauses Consolidation Acts, 1845, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Railways Companies Act, 1867," "The Regulation of Railways Act, 1868," and "The Regulation of Railways Act, 1873."

The intended Act will or may alter, amend, enlarge, or repeal some of the powers and provisions of the local and personal Acts 16 and 17 Vic., cap. 132, 19 and 20 Vic., cap. 125, 22 and 23 Vic., caps. 45 and 54, 23 and 24 Vic., cap. 177, 25 and 26 Vic., cap. 166, and of the other Acts relating to or affecting the London Chatham and Dover Railway Company, 6 Wm. IV., cap. 75, 6 and 7 Vic., cap. 52, and of the other Acts relating to or affecting the South Eastern Railway Company, and the 26 and 27 Vic., cap. 216, and all other Acts relating to or affecting the Hadlow Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended railways and works with a book of reference to such plans, an ordinance 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 with the clerk of the peace for the county of Kent at his office at Maidstone, 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 or any part thereof will be made to pass, together with a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the 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 10th day of November, 1884.

Higginson and Vigers, 3, Westminster-chambers, Victoria-street, Westminster Abbey, S.W., Solicitors.

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

In Parliament.—Session 1885.

South Eastern Railway (Various Powers).

(New Railways, Widenings of Railways, and Works in Kent and Surrey; New Pier and Extension of Pier and Harbour Works at Folkestone, and Extension of Limits of Harbour; Deviation of East London Railway at New Cross; Alteration of Levels of Roads at Beckenham and Reigate; Diversion of the River Ravensbourne and New Cut; Diversion of Streets in Lewisham and St. Paul, Deptford, in the county of Kent; Additional Lands in City of London, and in Kent and Surrey; Agreement with Landowners and others for Widening Caterham Branch Railway; Compulsory Purchase of Lands; Extension of time for purchase of Lands and completion of Railways and Works under various Acts relating to the South Eastern Railway in the counties of Kent, Surrey, and Middlesex, and in the City of London; Extension of time for purchase of Lands for, and completion of Caterham and Godstone Valley Railway; Extension of time for completion of Works of Woodside and South Croydon Railway; Extension of Time for purchase of Lands for and completion of Loose Valley Railway and Godstone Village Extension Railway; To Amend Sections 27 and 46 of the South Eastern Railway (Various Powers) Act, 1884, and Section 39 of the Local and Personal Act 9. and 10 Vic., cap. 305; Agreements with Company or Urban Sanitary Authority of Folkestone; Agreements with reference to the Works and Traffic at Port Victoria, and the tolls, &c., arising therefrom; Agreements with owners, &c., for widening Caterham Railway; Power to contribute, &c., to Bexley Heath and Lydd Railways, and to Winter Garden at Tunbridge Wells; Amendment or exemption from provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Power to take part only of certain properties in the parish of Saint Mary, Lambeth, in the county of Surrey, authorised to be taken by South Eastern Railway (New Lines and Widenings) Act, 1882, and of certain Properties in the parishes of Frindsbury and Strood, in the county of Kent, authorised to be taken by the South Eastern Railway Act, 1881; Agreements with the Metropolitan Railway Company and with the Metropolitan Board of Works, Vestries, and District Boards; Levying of Tolls, &c.; Money Powers; Incorporation and amendment of Acts, and other purposes.)

**A**PPPLICATION is intended to be made to Parliament in the ensuing session of 1885, by the South Eastern Railway Company (in this notice called "the Company") for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To empower the Company to make and maintain the new railways and the widenings (including in that term the laying down of additional lines of rails), of the portions of their existing railway, and the deviation railways, and other works hereinafter respectively described with all necessary and convenient stations, station enlargements, sidings, approaches, works and conveniences connected therewith, that is to say:

- (1) A railway wholly in the county of Kent commencing in the parish of Saint Nicholas, in the city of Rochester, by a junction with the railway authorised by the South Eastern Railway Act, 1881, Section 12, Sub-

section 2, and therein described as "The Rochester and Chatham Extension," at a point on the centre line shown on the plans deposited in respect of and referred to in that Act, situate 1 mile and 4 chains or thereabouts, measured from the commencement of the said authorised railway according to the mileage marked and measured on the said centre line, passing from the said parish into and through the parish of Saint Margaret, in the city of Rochester, and thence into that part of the parish of Chatham which is within the said city of Rochester, and thence to that other part of the said parish of Chatham which is without the said city, and terminating in the said parish of Chatham, in the county of Kent, at or near the junction of Dann's-alley and High-street.

- (2) A railway wholly in the parish and township of Folkestone, in the county of Kent, commencing by a junction with the main line of the Company at a point 2 chains 65 links or thereabouts from the eastern end of the down platform in Cheriton Arch Station measured in the direction of Dover along the said main line and terminating by a junction with the Harbour Branch Railway of the Company at a point one chain or thereabouts from the south side of Radnor-street measured along the said branch railway in a southerly direction.

- (3) A railway wholly in the county of Kent, commencing in the parish of Cheriton by a junction with the Hythe and Sandgate Branch Railway of the Company at or near the western face or end of the engine shed in the Sandgate Station, passing through the said parish of Cheriton into the parish of Folkestone and terminating in the parish of Folkestone by a junction with the main line of the Company at or near a point 10 chains or thereabouts from the western end of the up platform at Shorncliffe Station, measured in a westerly direction along the said main line of railway.

- (4) A railway wholly in the county of Kent, commencing in the parish of New Romney, in the liberty of the town and port of New Romney, by a junction with the Railway No. 3, authorised by the Lydd Railway Extension Act, 1882 (section 4, sub-section 3), at its termination, passing thence through the said parish of New Romney, into and through the parishes of Saint Mary's, Dymchurch, Burmarsh, Aldington, and West Hythe; in the liberty of Romney Marsh, thence passing into and through the parishes of West Hythe and Saint Leonard Hythe, in the municipal borough of Hythe, and terminating in the parish of Saint Leonard Hythe, at the south-eastern corner of the old gasworks in Portland-road, belonging to the Hythe and Sandgate Gas Company.

- (5.) Widening No. 1. So much of the Company's railways in the parish of Lewisham, in the county of Kent, as lie on the down side thereof between a point on the down side of the Dartford Loop Railway No. 2, situate 6 chains and 20 links or thereabouts from the western side of Manor-lane, measured along the railway in the direction of London, and a point on the Company's Tunbridge and Dartford Line Railway No. 1, situate 8 chains and 50 links or there-



abouts from the northern side of Loampit Vale measured along the railway in the direction of London.

- (6) Widening No. 2. So much of the Company's railway in the parishes of Lewisham and Saint Paul, Deptford, in the county of Kent, on the up side thereof, as lies between a point in the said parish of Lewisham on the northern side of Loampit Vale and a point upon the Company's railway in the said parish of Saint Paul, Deptford, 3 chains or thereabouts from the eastern side of George-street, measured along the said railway towards Saint John's Station.
- (7) Widening No. 3. So much of the Company's railway on the down side thereof in the parish of Saint Paul, Deptford, in the county of Kent, as lies between a point situate  $5\frac{1}{2}$  chains or thereabouts from the northern side of Saint John's-road, measured along the said railway towards New-cross Station and a point upon the said railway situate  $1\frac{1}{2}$  chains or thereabouts from the northern side of Florence-road, measured along the said railway in the direction of New-cross Station.
- (8) Widening No. 4. So much of the said Company's line of railway in the parishes of Saint Paul, Deptford, in the county of Kent, and Saint Paul, Deptford, in the county of Surrey, on the up side thereof, as lies between a point in the said parish of Saint Paul, Deptford, in the county of Kent, situate 4 chains or thereabouts from the northern side of Florence-road, measured along the said railway in the direction of New Cross Station, and a point in the parish of Saint Paul, Deptford, in the county of Surrey, on the Company's Greenwich and Bricklayer's Arms Junction Railway, situate 2 chains or thereabouts from the Grand Surrey Canal Junction, measured along the said railway towards Bricklayer's Arms Station.
- (9) Deviation Railway.—In connection with the said widening No. 4 a diversion of the East London (South Eastern Up-Line Junction) in the parish of Saint Paul, Deptford, in the county of Kent, by the construction of a deviation railway commencing in the parish of Saint Paul, Deptford, in the county of Kent, by a junction with the said East London (South Eastern Up Junction Line) at Trundley's-lane aforesaid, and terminating by a junction with the said widening No. 4 at a point in the parish of Saint Paul, Deptford, in the county of Kent, immediately opposite the existing Up-Line Junction of the East London Railway with the Company's railway on the London side of New Cross Station.
- (10) A railway wholly in the parish of Croydon, in the county of Surrey, commencing by a junction with the Company's Mid-Kent Addiscombe Railway at a point about 35 chains or thereabouts in a north-easterly direction from the Addiscombe-road passenger station of that railway, measured along the said railway, and terminating by a junction with the Woodside and South Croydon Railway, at the northern end of the platform of the new station now in course of construction on that line at its termination at South Croydon.
- (11) A railway wholly in the said parish of Croydon, in the county of Surrey, commencing by a junction with the railway

hereinbefore lastly described 8 yards or thereabouts east of a point on the centre line of the main line of the London, Brighton, and South Coast Railway, which point is situate about 160 yards north of the northern end of the down main line platform of the South Croydon Station of the said London, Brighton, and South Coast Railway, and terminating about 35 yards north of the said down main line platform.

- (12) A railway wholly in the parish of Coulsdon, in the county of Surrey, commencing by a junction with the main line of the London, Brighton, and South Coast Railway, at or near a point opposite to the northern end of the up platform at Caterham Junction Station, and terminating by a junction with the Caterham Railway, at a point 400 yards or thereabouts from the southern side of the Croydon and Godstone-road, measured along the Caterham Branch Railway, in the direction of Kenley.

To empower the Company to execute the works and acquire the lands (in which term in this notice, houses and buildings are included) and exercise the powers following, that is to say):—

- (a) The stopping up and discontinuance of the occupation level crossing situated immediately south of the new Beckenham Station of the Company, in the parish of Beckenham, in the county of Kent, and the substitution in lieu thereof of a communication by means of a new road, leading from a point in the Copers Cope-road, directly opposite Brackley-road, and thence by a bridge across the said railway to a point in the Leonard-road opposite to King's Hall-road.
- (b) The alteration of the levels of the public road known as London-road, in the parish of Reigate, in the county of Surrey, between a point thereon  $5\frac{1}{2}$  chains or thereabouts south of its junction with York-road and a point  $1\frac{1}{2}$  chains or thereabouts north of its junction with Somer's-road, and the carrying of the said road over the Company's Railway by means of a bridge, and the deviation and raising and making of all consequent alterations in the levels of York-road, Somer's-road, Birkheads-road, and the public road or highway leading from the London-road to the Company's station at Reigate, on the up side, and of any other adjoining roads.

The Bill will provide for the discontinuance of the use, so soon as the said bridges (a) and (b) are made and opened for traffic, of the respective existing crossings on the level of the respective railways, at the places hereinbefore specified, and for the extinguishment of all rights of way over such level crossings respectively.

- (c) The diversion of the present channel and course of the River Ravensbourne, wholly in the parish of Lewisham, in the county of Kent, by a new cut or channel commencing at a point 2 chains or thereabouts north-west of the bridge which carries the Mid-Kent Railway over the said river, and terminating by a junction with that river at the northern boundary of the enclosure No. 231A on the Ordnance map ( $\frac{1}{2500}$  scale) for the parish of Lewisham.
- (d) A diversion wholly in the parish of Lewisham and county of Kent of so much of the public road known as Morley-road



as lies between its junction with Lewisham-road and a point  $3\frac{1}{2}$  chains or thereabouts from the south side of Lewisham-road, measured along the said Morley-road.

- (c) A diversion of Porson-street in the parish of Lewisham, in the county of Kent, commencing on the eastern side of the railway bridge at Park's-bridge junction, and terminating at the intersection of Hanover-street with Porson-street aforesaid.
- (f) A diversion of the public road in the parish of Saint Paul's, Deptford, in the county of Kent, known as Alpha-road, and which connects Florence-road with the south-western end of Florence-street.

To authorise the Company to construct and maintain in the parish and township of Folkestone, in the county of Kent, and in the bed of the English Channel adjoining that parish and county, the following works (that is to say):—

- (a) A western pier or breakwater in continuation of the horn or sea wall leading from the Folkestone Harbour mouth to the new deep-water landing pier, such pier or breakwater to commence at the termination of the said horn or sea-wall, and to be continued thence for a distance of 200 yards or thereabouts, measured in a southerly direction from the south side of the said existing new pier, and from thence to be continued in a south-easterly direction for 75 yards or thereabouts, and thence running due easterly for a distance of 400 yards or thereabouts, and terminating at that point in a head.
- (b) A new pier or breakwater partly in the said parish and township of Folkestone and partly in the bed of the English Channel, commencing on the seashore at or about highwater mark ordinary spring tides, at a point 730 yards or thereabouts to the eastward of the present east pier and extending thence in a direction south by east for a distance of 380 yards or thereabouts, and thence in a direction south-west by south for a distance of 550 yards or thereabouts, and terminating at that point in a head.
- (c) An extension of the existing main outfall sewer in the parish and township of Folkestone, belonging or reputed to belong to the mayor, aldermen, and burgesses of the borough of Folkestone, such extension being wholly in the said parish and township of Folkestone, to commence at the present termination of the said existing sewer at or near the eastern pier or breakwater of Folkestone Harbour, continuing thence in an easterly direction beneath the foreshore, and terminating at or near Copt Point.
- (d) All proper embankments, piling, walls, piers, groynes, sluices, jetties, dolphins, moorings, buoys, beacons, quays, wharves, landing stages, tramways, staiths, drops, cranes, lifts, machinery, apparatus, and appliances.

To extend the limits of the existing harbour by including within the extended limits the lands, foreshore, bed of the English Channel, and waters to be included within or between the intended new piers or breakwaters hereinbefore described, or as may be provided by the intended Bill, and to make applicable to the new harbour and to the harbour so extended, as the case may be, all or some of the provisions of the 47th Geo. III, sess. 2, cap. 2, and of all other Acts relating to Folkestone Harbour as amended or altered by the Bill; and to provide that when the works hereinbefore described are completed,

the same shall form part of the existing harbour at Folkestone.

To authorise deviations laterally and vertically from the respective lines and levels of the intended railways, railway widenings, deviations of railways, piers, new road, new cut, and works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined by the Bill.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such public, carriage, and other roads, highways, streets, courts, passages, footpaths, ways, pipes, telegraphic, electric, and other lines and apparatus, sewers, rivers, canals, streams, bridges, railways, tramways, and subways, within the parishes, townships, extra-parochial and other places aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill.

To authorise the Company to acquire compulsorily or by agreement land, buildings, foreshore, easements, and hereditaments in the several parishes, extra-parochial, and other places aforesaid for all or any of the purposes of the said railways, railway widenings, deviation railways, piers, harbour, new road, new-cut works, and purposes aforesaid, and to divert, stop up, and extinguish all or any rights of way over any roads or footpaths thereover, and to vest in the Company the site and soil of the portions diverted or stopped up.

To amend if necessary for carrying into effect the purposes aforesaid Section 17 of the Railways Clauses Act, 1845, and to provide and declare (if thought expedient so to do) that the provisions of the Harbour Docks and Piers Clauses Act, 1847, with respect to life boats and with respect to keeping a tide and weather gauge shall not apply to the Company or to their Folkestone Harbour undertaking.

To authorise the Company to acquire by compulsion or agreement and to hold lands in the parishes, extra-parochial and other places hereinbefore mentioned, for the purposes of the said new railways, railway widenings, deviation railways, road, new cut, piers, extension of Folkestone Harbour, and other works, and for other purposes, in addition to the lands hereinbefore described or referred to, and also to acquire by compulsion or agreement, and to hold for the purpose of extending the station siding and other accommodation of the Company, and for other purposes connected with their undertaking and the Harbour of Folkestone, the lands hereinafter described or referred to or some of them, that is to say:—

- (1) Certain lands in the county of Middlesex, in the parish of Saint Swithin's London Stone, in the City of London—lands situate in Bush-lane, in the occupation of Frederick Barron.

(2) In the county of Kent.

- (a) In the parish of Beckenham, lands belonging or reputed to belong to Edward Hacker, adjoining the Mid-Kent Railway of the Company on both sides thereof, and numbered 311a, 313, 378, and 380 on the Ordnance map (scale  $\frac{1}{25000}$ ) for the parish of Beckenham.
- (b) In the parish of Saltwood, lands belonging or reputed to belong to William Deedes, Esquire, at or near the junction of the Hythe and Sandgate Branch with the main line of the Company at or near Sandling Park.
- (c) In the parish and township of Folkestone, lands belonging or reputed to the Right

Honourable the Earl of Radnor, and lying along the foreshore and the top of the cliff (including the cliff) between Copt Point and the eastern side of the Company's workshops adjacent to the east pier at Folkestone Harbour.

- (d) In the parish and township of Folkestone lands belonging or reputed to belong to the said Earl of Radnor, and situated north of the Company's railway adjoining Cheriton Arch station.
- (e) Lands in the parish of Saint Margaret, Rochester, lying between the road called the New Road and the tunnel of the London Chatham and Dover Railway.
- (f) Lands in the parish of Chatham lying between the said New Road and the line and station of the London Chatham and Dover Railway Company.

(3) In the county of Surrey.

- (g) Lands in the parish of Saint Paul, Deptford, situated on the north side of the Company's railway in the angle formed by the London Brighton and South Coast (Deptford Branch) Railway, the East London Railway, and the Company's railway.

To extend the time limited by the South Eastern Railway (Various Powers) Act, 1882, for the compulsory purchase of the additional lands described in Section 12, Sub-sections 1, 3, 4, 5, 6, 7, 8, and 9 of that Act.

To extend the time limited by the South Eastern Railway (New Lines and Widenings) Act, 1882, for the compulsory purchase of lands required for the purposes of that Act.

To further extend the time extended by the South Eastern Railway (Various Powers) Act, 1882, for the compulsory purchase of the lands authorised to be acquired by Sections 17 and 18 respectively of the South Eastern Railway Act, 1880.

To further extend the respective times limited by the South Eastern Railway (Various Powers) Act, 1882, for the compulsory purchase of lands required for the purpose of the Loose Valley Railway Act, 1877 (as extended by the Loose Valley Act, 1880), and for the completion of the railways authorised by that Act.

To further extend the time limited by the South Eastern Railway Act, 1880, for the compulsory purchase of lands required for the purpose of the Caterham and Godstone Valley Railway Act, 1876, and the Godstone Village Extension Railway authorised by the South Eastern Railway Act, 1880, and to extend the time for the completion of the said railways respectively, and to extend the time limited for the completion of the alteration of the levels of the Caterham and Godstone Railway authorised by Section 12 of the South Eastern Railway Act, 1880.

To extend the time limited by the Woodside and South Croydon Railway Act, 1880, for the completion of the works authorised by that Act.

To empower the Company to purchase or take so much only of any property as they may require for any of the purposes of the intended Act without becoming subject to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To empower the Company to purchase or take so much only of the lands hereinafter described or referred to as they may require for the purposes of the South Eastern Railway (New Lines and Widenings) Act, 1882, without becoming subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act,

1845, namely, the lands numbered 3 and 5 in the parish of Saint Mary, Lambeth, in the county of Surrey, on the deposited plans referred to in the said Act (Widening No. 2), and also to purchase and take so much only of the lands hereinafter described or referred to as they may require for the purposes of the Railway No. 2 (Rochester and Chatham Extension) authorised by the South Eastern Railway Act, 1881, without becoming subject to the liability imposed by the 92nd section of the said Lands Clauses Consolidation Act, 1845, viz., the lands numbered 3, 4, and 7 in the parish of Frindsbury, in the county of Kent, and the lands numbered 5 in the parish of Strood, in the county of Kent.

To authorise the Company from time to time to enter into and carry into effect, and to alter and rescind contracts and agreements with any owners, lessees, and occupiers of lands, for or with respect to a widening of the railway authorised by the Caterham Railway Act, 1854, and to provide that the same when widened shall be deemed to be part of the railway authorised by the said Act.

To amend Section 27 of the South Eastern Railway (Various Powers) Act, 1884, by substituting the words "two years from the date of the passing of this Act" for "one year from the date of the passing of this Act" therein contained.

To amend Section 46 of the South Eastern Railway (Various Powers) Act, 1884, by inserting the words "on or before the 31st July, 1886," for the words "31st July, 1885," therein contained; also to amend Section 39 of the local and personal Act, 9 and 10 Vic., cap. 305, by substituting the words "not exceeding eight" for the words "not exceeding six" therein contained.

To authorise the Company, and the Mayor, Aldermen, and Burgesses of the borough of Folkestone, or other the Urban Sanitary Authority of the said borough, or one of them, to make and carry into effect, and to alter and rescind, contracts and agreements with respect to the extension of the existing main outfall sewer hereinbefore referred to, and the maintenance thereof, and as to defraying or contributing to the cost thereof, or otherwise in relation thereto, as the intended Bill may prescribe; and the Bill will enable the said Corporation and Urban Sanitary Authority, or either of them, to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means.

To empower the Company from time to time to make and carry into effect, and to vary and rescind, contracts and agreements with any authority, corporation, association, person, or body of persons, in England or elsewhere, with respect to all or any of the purposes following:—

- (a) The making, constructing, enlarging, extending, deepening and otherwise improving and maintaining the port, harbour, dock, pier, jetty, landing place, and other works of the Company at Port Victoria, which would afford facilities, advantages, and conveniences for docking, graving, or accommodation for shipping, or the receipt and delivery of traffic, coming from or destined for the vessels and undertaking of the Company, and the contribution by the Company towards the cost thereof respectively.
- (b) The management and regulation, interchange, collection, transmission and delivery

of traffic upon, or coming from, or destined for the said port, harbour, dock, pier, jetty, and landing place.

- (c) The fixing, collection, and apportionment of the tolls, rates, and income levied or arising in respect of such port, harbour, dock, pier, jetty, and landing place or other works, and of the traffic thereof.

To authorise the Company from time to time, to subscribe and contribute funds towards the capital of the undertakings, or any part or parts thereof, authorised by the Bexley Heath Railway Act, 1883, or as varied or authorised by any subsequent Act, and the Lydd Railway Act, 1881, and the Lydd Railway Extensions Act, 1882 and 1883, respectively, and to take and hold shares in the capital to be created under the powers of those Acts respectively or any subsequent Act, or to guarantee the payment of interest, dividends, annual or other payments on any share or stock, and the principal and interest of any loan to the Bexley Heath Railway Company and the Lydd Railway Company, or either of them, or the payment to them respectively of any rent or other annual sum, and for all or any of such purposes to apply their funds and revenue.

To authorise the Company from time to time to enter into and carry into effect, and to alter and rescind, contracts and agreements with any Company formed or hereafter to be formed, for making, forming, or establishing a winter garden, with suitable erections, buildings, and conveniences, at Tunbridge Wells, in the county of Kent, and to enable the Company to contribute to such undertaking any sum or sums not exceeding £5,000, or such other sum as may be specified in the intended Bill, and to take and hold shares therein.

To authorise the Company on the one hand, and the Metropolitan Railway Company, on the other hand, from time to time to enter into and carry into effect, alter, and rescind, contracts and agreements with respect to the use of the railways and works of the two Companies, or of the East London Railway Company, or any other railway or railways leased, worked or used by those Companies respectively, or any part or parts thereof respectively, and the conduct of the traffic thereon, and the payments to be made, and the conditions to be performed with respect to the conveyance, interchange, and delivery of traffic upon the respective railways of the two Companies, and the subscription or contribution by either of the Companies towards the undertaking of the other Company, and towards the construction of any works and conveniences which may be necessary or convenient for the accommodation of the traffic of the two Companies, or either of them, and for the appointment and regulation of a joint committee for any of the purposes aforesaid, and to confer upon the two Companies or either of them, all such powers and authorities as may be necessary or expedient in respect to all or any of the above-mentioned purposes.

To authorise the Company on the one hand, and the Metropolitan Board of Works, and any vestry or district board of works, or other local authority, or any company which may be constituted or incorporated for the erection of dwellings for the labouring classes on the other hand, or either of them, to make and carry into effect, alter, and rescind agreements with respect to the sale, demise, or exchange of land for the erection of dwellings for the labouring classes, and as to the erection of such houses, and the contribu-

tion or loan by the Company of capital for such purposes.

To authorise the Company to raise further sums of money for all or any of the purposes of the Bill and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, and by the creation and issue of debenture stock or by either of such means, and also to apply to all or any such purposes any capital or funds now belonging to or under the control of the Company, or which may hereafter belong to them or be under their control.

To authorise the Company to levy, demand, and recover tolls, rates, dues, and charges for or in respect of the use of the said intended railways, railway widenings, deviation railways, harbour, new or extended harbour and works, and of their existing railways and works, and to alter existing tolls, rates, dues, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, dues, and charges respectively, and to confer other rights and privileges.

The Bill will or may vary and extinguish all existing rights and privileges which might interfere with the attainment of its objects or any of them, and it will incorporate with itself and amend the provisions, or some of the provisions, of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses Consolidation Umpire Act, 1883; the Railways Clauses Consolidation Act, 1845; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; and Part I, relating to the construction of a railway, Part II, relating to extension of time, of the Railways Clauses Act, 1863; the Harbours Transfer Act, 1862; and the Harbours, Docks, and Piers Clauses Act, 1847; and it will also amend, repeal, and enlarge, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts following, or some of them, namely: the 6th Will. IV, cap. 75; the South Eastern Railway Act, 1879; the South Eastern Railway Act, 1880; the South Eastern Railway Act, 1881; the South Eastern Railway (New Lines and Widenings) Act, 1882; the South Eastern Railway (Various Powers) Act, 1882; the South Eastern Railway Act, 1883; the South Eastern Railway (Various Powers) Act, 1884; and all other Acts relating to the South Eastern Railway Company; the Caterham and Godstone Valley Railway Act, 1876; the Bexley Heath Railway Act, 1883; the Lydd Railway Act, 1881; the Lydd Railway Extensions Act, 1882; the Lydd Railway Extension Act, 1883; the Caterham Railway Act, 1854; the 47th George III, sess. 2, cap. 2; the 58th Geo. III, cap. 21; the South Eastern Railway Acts, 1843 and 1844; the several Acts relating to the Metropolitan Railway passed in each and every of the years 1854 to 1857, 1859 to 1875, 1877 to 1884 inclusive, and all other Acts relating to the Metropolitan Railway Company.

And notice is hereby also given, that maps, plans, and sections of the several railways, railway widenings, deviations of railways, and other works proposed to be authorised by the intended Bill, and showing the lines and levels thereof, and plans also showing the lands intended to be taken compulsorily under the powers of the intended Act, with a book of reference to such plans, together with a copy of

this notice as published in the London Gazette, will before the 30th day of November, 1884, be deposited for public inspection as follows (that is to say): As regards the lands, railways, railway widenings, and other works in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone; as regards the lands, railways, railway widenings, and works in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington Causeway; as regards the lands in the city of London, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, in that county; and that before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the said railways, railway widenings, deviation railways, and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows: As regards the parish of Lewisham, with the clerk of the Board of Works for the Lewisham District, at his office at Rushey-green, Catford-bridge, in the county of Kent; as regards the parish of Saint Paul, Deptford, in the county of Kent and in the county of Surrey, with the clerk of the Greenwich District Board of Works, at his office, 141, Greenwich-road, Greenwich, S.E.; and as relates to the several other parishes enumerated in this notice, with the parish clerk of each such parish at his residence; and as regards any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the 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.

*W. R. Stevens*, 6, St. Thomas's-street, S.E., Solicitor for the Bill.

*R. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W.

*C. E. Mortimer*, 22, Abingdon-street, S.W., Parliamentary Agent.

#### In Parliament.—Session 1885.

**Felixstow, Ipswich, and Midlands Railway.**  
(Incorporation of Company; Power to Make a Railway between Cambridge and the Ipswich and Felixstowe Railway at Westerfield with all necessary Works; Running Powers to Company over portions of Railways of other Companies, and to other Companies over Railways of Company; Working and other Arrangements; Compulsory Facilities; Amendment of Acts.)

**NOTICE** is hereby given, that application is intended to be made to Parliament in the next Session for an Act for the purposes following, or some of them (that is to say):

To incorporate a Company (hereinafter called "the Company"), and to authorise and empower the Company to make and maintain the railways following, with all necessary approaches, sidings, stations, works, and conveniences connected therewith (that is to say):

Railway No. 1, commencing in the parish of Chesterton, and county of Cambridge, by a junction with the Cambridge and Huntingdon section of the Great Eastern Railway at a point thereon 242 yards or thereabouts, measured in an easterly direction along the

said railway from the road known as King Hedges-lane, where the same crosses the said railway, and terminating in the parish of St. Margaret, Ipswich, in the county of Suffolk, by a junction with the railway of the Felixstowe Railway and Dock Company, at or near the bridge over the said railway carrying the public road leading from Ipswich Cemetery to Little Roundwood and Rushmere Hall; and which said railway will be made or pass from, through, or into the parishes, townships, and other places following, or some of them, that is to say, Chesterton, Fen Ditton, Teversham, Fulbourn, Little Wilbraham, Brinkley, Carleton, Weston Colville, and Burrough Green, in the county of Cambridge; Great Bradley, Little Bradley, Cowlinge, Stradishall, Wickhambrook, Denston, Stansfield, Hawkedon, Somerton, Boxstead, Hartest, Stanstead, Shimpling, Alpheaton, Long Melford, Lavenham, Brent Eleigh, Milden, Monks Eleigh, Chelsworth, Bildeston, Nedging, Wattisham, Ringshall, Great Bricett, Offton cum Little Bricett, Willisham, Somersham, Nettlestead, Little Blakenham, Bramford, Claydon, Whitton-cum-Thurleston, Akenham, Westerfield, and St. Margaret's, Ipswich, in the county of Suffolk.

Railway No. 2, commencing in the parish of St. Andrew the Less, Cambridge, in the county of Cambridge, by a junction with the Cambridge and Ely line, of the Great Eastern Railway, at or near the Coldham's-lane level crossing, and terminating in the parish of Teversham, in the county of Cambridge, by a junction with the said intended Railway No. 1 in a field on the south side of the public road leading from Cambridge to Newmarket, belonging or reputed to belong to the Reverend Charles Bernard Drake, and occupied by Richard Collett and others, at a point in the said field 290 yards due south of the said public road, measured from a point on the said public road 235 yards distant or thereabouts measured along the road in a westerly direction from the post indicating 3 miles from Cambridge, which said Railway No. 2 will pass through the parishes of St. Andrew the Less, Fen Ditton, and Teversham, all in the county of Cambridge.

Railway No. 3, situate wholly in the parish of Bramford, and county of Suffolk, commencing by a junction with Railway No. 1 at a point in a field 60 yards or thereabouts from and on the western side of the public road leading from Bramford to Great Blakenham, measured from a point in the said road 190 yards distant measured along the road in a southerly direction from the junction of Pound-lane with the said road, and terminating by a junction with the Ipswich and Stowmarket line of the Great Eastern Railway at a point thereon 450 yards or thereabouts measured along the said railway in a northerly direction from the centre of the bridge carrying the said railway over the river Gipping, near the Bramford Chemical Works.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements for the purposes of the intended railways and works in the parishes, townships, and places aforesaid, or any of them, and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and build-

ings, and to confer, vary, and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, and to confer, vary, or extinguish other rights and privileges.

To empower the Company to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof as may be required for the purposes of the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz.:—

Description of Common and Name of Parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
	Acres.	Acres.
Coldham's Common, in the parish of St. Andrew the Less, Cambridge . . . . .	5½	1½
Little Blakenham Common, in the parishes of Little Blakenham and Bramford . . . . .	5	1½

To cross, divert, alter or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, water-courses, drains and sewers within the said parishes, and extra-parochial or other places, as it may be necessary to cross, divert, alter or stop up for the purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, or charges for or in respect of the use of the intended railways and works, and for the conveyance of traffic thereon.

To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes 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 be settled by arbitration, or defined or authorised by the intended Act, the following railways, or portions of railway (that is to say):

1. So much of the Great Eastern Railway as lies between the junction therewith of Railway No. 1 and the junction of the Great Eastern Railway with the Midland Railway at Godmanchester.
2. So much of the Midland Railway as lies between the last-mentioned junction of that railway with the Great Eastern Railway and the Huntingdon Station of the Great Northern Railway Company.
3. So much of the Great Eastern Railway as lies between the junction therewith of Railway No. 2 and the Cambridge Station of the Great Eastern Railway Company.
4. So much of the Great Eastern Railway as lies between the junction therewith of Railway No. 3 and the Ipswich Station of the Great Eastern Railway Company, including the lines and sidings communicating with the Ipswich Docks.

5. All tramways, sidings, works, and conveniences in connection with the Docks at Ipswich, belonging to the Ipswich Dock Commissioners.

6. The railway of the Felixstowe Railway and Dock Company.

To use the stations, booking offices, warehouses, landing places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith, and with any of the railways or portions of railways aforesaid.

To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railways or portions of railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the aforesaid Companies, or any of them, are now authorised to demand and take in respect thereof.

To enable the Midland Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, and the Felixstowe Railway and Dock Company (hereinafter called "the five Companies"), or either of them, in like manner and to the same extent to run over and use the railways of the Company, or some part or parts thereof.

To enable the Company and the five Companies, or either of them, to enter into and carry into effect agreements for or with respect to the working, use, management, and maintenance of the intended railways and works, or any part thereof, and with respect to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on the intended railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a Joint Committee for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into between the Company and the said five Companies, or any or either of them, in reference to the matters aforesaid, or any of them.

To require the five Companies to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, shall be settled by arbitration, or as may be defined by the intended Act.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act, that is to say:—7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; The Felixstowe Railway and Pier Act, 1875, and any

other Act or Acts relating to the Felixstowe Railway and Dock Company.

And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans and an ordnance map showing the general course and direction of the intended railways, together with a copy of this notice as published in the London Gazette, will, on or before the 29th day of November, 1884, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich; and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; 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 or extra-parochial place in or through which the said railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situated, with a copy of this notice, will be deposited for public inspection, as regards parishes, with the parish clerk of each parish at his place of abode, and as regards any extra-parochial or other place with the parish clerk of the adjoining parish at his place of abode.

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

Dated this 13th day of November, 1884.

*Bircham and Co.*, 46, Parliament-street,  
Westminster, Solicitors for the Bill;  
*Sherwood and Co.*, 7, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Hastings Corporation.

(Finance and rates; Tolls and dues; Licensing; Street traffic; Buildings, private street works, and improvement expenses; Sanitary and medical matters; Foreshore and parades; Public parks and recreation grounds; Public library, museum, &c.; Police powers; Bye-laws; Employment of Children; Telegraph-wires; Baths and wash-houses; Markets and slaughter houses; Notices and legal proceedings; Purchase and sale or lease of land; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in session 1885 by or on behalf of the Mayor, Aldermen and Burgesses of the Borough of Hastings, in the county of Sussex, being also the Urban Sanitary Authority of the said borough (hereinafter called "the Corporation"), for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To authorise the Corporation to apply to and for all or any of the purposes of the Bill, their Corporate funds, rates and revenues, and any moneys they are still authorised to raise, and to make and levy additional, and alter existing tolls, rates and charges, and confer, vary and extinguish exemptions therefrom respectively, and to alter, amend, and extend the powers of the Corporation as to the making of assessments, and the levying and recovery of rates, rents, duties and charges, and as to the raising of money on the security thereof.

To 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, and to charge the same on all

or any one or more of the following securities, namely: the borough fund, borough rate, district fund, general, district, and other rates, tolls, revenues, estates, lands, undertakings, and properties of the Corporation.

To authorise and provide for the consolidation and conversion into stock of all or any of the loans of the Corporation, whether already or hereafter authorised to be contracted by the Corporation under the powers of any Act of Parliament, or of the order of any public department of the State, and for those purposes to enable them to create and issue consolidated or other stock, perpetual or otherwise, upon and subject to such terms and conditions as may be prescribed by the Bill or sanctioned by Parliament, and charged upon all or any of the before mentioned securities.

To make provision for and in relation to the repayment of moneys borrowed and to be borrowed, and sinking funds and their investment, and, if thought fit, to alter existing provisions in relation to those several matters.

To empower the Corporation to enter into and fulfil contracts and agreements with the Bank of England, or any other bank, for, and in relation to the issue and transfer of, and the payment of interest upon, the said stock, and for the keeping at such bank or elsewhere, of all, or any registers, books of account and documents of or in relation thereto.

To authorise the investment of Trust Funds in such stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock.

To provide for the regulation of vehicles (including in that expression any bicycle, tricycle, velocipede, or mechanical contrivance, hand-chair, or similar vehicle, and any other vehicle or conveyance, whether plying for hire or not), within the borough, and the conduct of the proprietors, drivers, conductors, and persons in charge thereof, and otherwise with respect thereto, and to such proprietors, drivers, and conductors or persons, and for securing the safety of the persons and property of passengers using the same, and generally of the traffic, vehicular or otherwise, in the public streets or places within and adjoining the borough, and for preventing any obstruction therein, and if necessary for the closing of any street, or streets, or place, and the prohibition of traffic therein upon any public occasion; for regulating, and, if need be, prohibiting the carrying, exhibiting, or circulating in any street, or public place, of any picture, print, paper-board, placard, or notice, by way of advertisement or otherwise; and the sounding or playing of musical instruments, singing, or making any disturbance in the streets, or the doing of any matter or thing tending to the annoyance or inconvenience of the inhabitants and visitors of the borough.

To make provision for the regulation of all vehicles plying for hire between specified points within the borough, and the driving and horsing thereof, and the routes to be taken and stoppages made thereby, and otherwise in relation thereto, and to define the meaning of the term "driver" in the Towns Police Clauses Act, 1847, and to make the said term include any person in charge of any vehicle, or other conveyances of what kind soever, within the borough.

To make further provision for maintaining order and preventing offences, nuisances, and indecencies in the streets, or other public places, and regulating the speed and conduct of the traffic, and preventing obstruction and inconveniences in the streets and footways, and



the exposure of goods; for preventing betting in the streets; for the regulation or prohibition of processions; for the regulation of places for public dancing, or music, or other public entertainment of the like kind; the licensing of hawkers, marine-store dealers, porters, street musicians, and the revocation of licences and imposition of penalties in case of misconduct; for the regulation of bathing; the control and regulation of coal dealers, and the weighing and selling of coal within the borough; the regulation of the use of bicycles and other velocipedes; the suppression of brothels, and for preventing prostitutes from importuning persons in the streets, or any other public place within the borough; and for the regulation of the conduct of persons on the foreshore or beach, and providing (if thought fit) that such foreshore or beach shall for all or any purposes be deemed to be a street or public place within the borough; for preventing the defacing of names or numbers of streets and houses, or the interference with notice boards, signs, &c., the shooting of rubbish, fencing of lands, or commission of any kind of nuisance within the borough; and for the improvement, management, and good government of the borough, and the safety and convenience of the inhabitants and visitors thereof.

To authorise the Corporation to license boatmen, bathing machine attendants, to prohibit unlicensed persons from acting, and to regulate the conduct of such persons.

To prevent the unpacking or exposure, or otherwise placing in any street, of furniture, fruit, vegetables, fish, provisions, goods, wares, or merchandise, whether for sale or for any other purpose, or the obstruction in any other way of any street, public place, or footway, within the borough.

To authorise the appointment as borough constables of any officers of the Corporation, or any persons appointed or employed by the Corporation as keepers of parks or enclosures, or in or about any public market or other public place within the borough, or any such other persons as the Corporation may from time to time think fit so to appoint.

To make further provision with relation to slaughter-houses within the borough, to require notice to be given to the Corporation of any change of occupation of any building registered as, or used for, a slaughter-house, and to enable the Corporation to revoke the licence or registration of any slaughter-house, and to make provision for preventing the selling, or exposing for sale, or keeping of diseased or unwholesome meat or other unwholesome provisions within the borough.

To make further provision with respect to premises licensed for the sale of intoxicating liquors and the licensing thereof.

To make further provision with respect to the laying out, naming, and numbering of any streets and roads, public or private, and for prescribing the direction, width, level and construction of streets and roads, public and private, and for providing for the sewerage thereof, and with respect to space about buildings, and for the ventilation of buildings, courts, and other places, and the sanitary and structural arrangements thereof, and for the regulation of the line of buildings, and streets and roads, and the making of communications therewith, and the erection, re-building, and alteration of buildings and the additions thereto, and the inhabitation and inspection thereof and dealing therewith, and for the prevention of injury to or obstruction in any street or place, and to appoint

and provide for the remuneration of a surveyor, and other persons, for the aforesaid purposes, and to make further provision for the improvement, management, and good government of the borough.

To make provision with respect to dangerous buildings (whether of a temporary or permanent nature) within the borough, and for the inspection and regulation thereof, and, if necessary, the pulling down and removal thereof, and to regulate, or, if need be, prohibit, the projection of any structure over, or the construction of any cellar, vault, or arches, under any street or place within the borough.

To confer upon the Corporation further powers for the recovery of, and otherwise with respect to private improvement and other rates and expenses, and commission, and interest thereon, and for other expenses on the Corporation in connection therewith, and as to the paving and repair of streets and highways at the expense of owners, and to authorise arrangements with, and to confer powers upon, owners and others, including persons having limited interest with reference to the matters aforesaid.

To 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 or permanent hospitals or wards.
- (b) To provide, or contract for the providing, of nurses for attendance upon diseased persons.
- (c) To compel cowkeepers and others to furnish a list of their customers in certain cases.

To empower the Corporation either to require any owner or occupier to cleanse and disinfect any house, or part of a house, or any articles therein, or themselves; to cleanse and disinfect such house, part of a house, and articles, and for that purpose to remove any such articles, and to recover the expenses attending such cleansing, disinfecting, and removal from the owner or occupier, or to make other provision for defraying the expenses thereof.

To prohibit, if thought so expedient, the removal of the body of any person dying from infectious disease from any hospital, or place of temporary accommodation as aforesaid, except for the purpose of immediate burial, and to provide for the immediate burial of the body of any person dying from an infectious disease, and for the recovery of the expenses thereof.

To regulate the removal and the mode of conveyance for the purpose of interment of the body of any person who has died of an infectious disease, and for the recovery of the expenses thereof.

To prevent the use of public conveyances for the removal of the bodies of persons who may have died from infectious disease.

To compel, under penalty, common lodging house keepers and others to give notice of persons suffering from infectious disease.

The prevention of burning of bricks and other offensive matters and things.

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 amend and extend the provisions of the Public Health Act, 1875, with reference to sewerage and drainage, and to sewers and drains, and to confer further powers upon the Corporation with reference thereto respectively, and to make better provision for the drainage of existing, and new houses, and premises, streets, and places within the borough, or any part thereof, and for the cleansing thereof, and as to water-closets, cesspools, and other sanitary arrangements, and the supply of water to any houses and premises, and in streets and places within the borough, and for preventing interference with or injury to sewers and drains, within the borough.

To regulate the use of the foreshore and parades, and to make regulations with regard to bathing and the licences of bathing machine proprietors, and with respect to the protection of bathers and use of pleasure boats, and to prohibit the removal of rock, beach, sand, &c., from foreshore, and appoint officers, and erect and regulate weather signals, conservatories and reading rooms, and generally to exercise jurisdiction over the foreshore and parades within or adjoining the borough.

To authorise the Corporation as, and for the purpose of public parks and recreation grounds, to acquire by agreement the lands, known as East Hill and West Hill, and to appropriate any lands belonging to them, or which they are authorised to acquire, and which may not be required for the objects for which they were so acquired, and for such purposes to acquire by agreement additional lands and easements in and over lands, and to lay out, drain, plant, fence, ornament, and maintain public parks, and recreation grounds, with all necessary or convenient approaches, roads, footways, refreshment rooms, lodges, buildings, and conveniences, and to stop up any footpaths and regulate or extinguish any rights of way in or over such lands, and to make and enforce bye-laws and regulations with respect to the admission to the, exclusion from, and the times, modes and conditions of the user of the same, or of any existing parks and recreation grounds, or any part or parts thereof respectively, the behaviour of the persons frequenting the same, the payment for admission thereto, or to any part or parts thereof, and for securing the preservation of the property of the Corporation therein.

To authorise the Corporation (if they think fit) to appropriate any land belonging to them, or to acquire additional land for the site of a public library and museum, and to erect suitable buildings for such purposes, and to agree for the transfer to the Corporation of the mechanics' institution, and any other building of a similar character, and to make bye laws for the regulation and use of such library, museum, and other buildings.

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

To authorise the Corporation to regulate the riding, driving or propelling of bicycles, tricycles, velocipedes, or other similar mechanical contrivances within the borough.

To make provision with respect to street musicians, and singers, and dogs found at large or without muzzles, or for the confining

or muzzling of dogs within the borough, to authorise the detention and sale of such dogs, and to provide for the recovery of the expenses of such detention and sale.

To regulate shows, caravans, and other exhibitions during fair time and at other times, and to prescribe the periods during which they may be kept open, and to prevent their opening or exhibition on Sundays, and to prohibit cricket matches and other games on Sundays, and impose penalties for any breach of such regulations.

To provide weights and measures and weighing and measuring apparatus, weighbridges, weighing machines, buildings, and places for weighing and measuring, and appoint persons to attend thereto, and demand tolls for the use thereof.

To enable the Corporation from time to time to extend the provisions of any existing bye-laws, including the matters, or any of the matters, mentioned in this notice, and to make, enforce, vary or rescind bye-laws, rules, and regulations for all, or any, of the purposes mentioned in this notice, and for the protection and regulation of the cemetery, and to confer upon the Corporation all necessary powers, privileges, and authorities for enabling them effectually to carry out the provisions of the Bill, and to provide for the imposition and recovery of penalties for breach or non-observance of any of the provisions of the Bill, or of any bye-laws, rules, and regulations now existing within the borough, or which may be made under the provisions of the Bill.

To make provisions for the prevention of the casual employment of children selling articles in public places.

To provide for the regulation, alteration, and removal of pipes, tubes, wires, and other apparatus connected with telegraphic, pneumatic, telephonic, electric, and other purposes within the borough, and to establish communication by any such means between the Town Hall and the several offices of the Corporation.

To establish public baths and wash-houses, and borrow money for that purpose, and make regulations and make charges for the use of the baths and wash-houses.

To empower the Corporation to purchase by agreement lands within the borough, for the erection and maintenance of, and to provide, establish, maintain and regulate a new market for the sale of meat, fish, poultry, game, milk, butter, eggs, cheese, herbs, roots, fruits, garden stuff, and other provisions, or any of them, with stalls, sheds, and other conveniences, and from time to time to enlarge or contract the limits of such market, and to form, construct, maintain, demise let and regulate market places, market houses, dwelling houses, buildings, shops, stalls, works, approaches, conveniences, and appurtenances connected with the new market, and from time to time to discontinue the use for market purposes of any part of the new market, and to appropriate or dispose of any lands not required for market purposes.

To provide, upon the opening of the new market, for the discontinuance of the existing market, and for the application to the new market of all or any enactments, bye-laws and regulations with respect to tolls, and otherwise in relation to the existing market, and all or any rights, powers, authorities, privileges, obligations, and liabilities of the Corporation in relation thereto, and to empower the Corporation to demand and take, levy and receive, tolls, rents, stallages, and other payments for, or in respect of the use of the new market, and of any

stalls, shops, standings, and conveniences therein, and from time to time to vary and alter such tolls, rents, stallages, and payments, or any of the existing tolls, rents, stallages, and payments, and to confer, vary, or extinguish exemptions from the payment thereof; and to empower the Corporation, either in addition to or in substitution for the bye-laws, rules, and regulations so made applicable to the new market, to make, alter, vary, or rescind bye-laws, rules, and regulations for or with respect to any of the following matters, that is to say:—

The regulation, control, and management of the new market, and of all provisions, articles, matters, and things, brought to or sold, or being therein, and of all persons coming to or being within the same.

The licensing of all porters and other persons employed in and about such market.

The fixing or varying the amount of the several tolls, rents, stallages, and charges to be taken thereat, and the payment, collection, and recovery thereof, and for preventing the evasion thereof.

For regulating the traffic of, or in the market, or the approaches thereto, and for all or any such other purposes connected with the market as may from time to time be deemed expedient, or as may be prescribed by the Bill.

To authorise the Corporation to pull down and remove all, or some of, the buildings of the existing market, and to erect upon the site thereof municipal offices, arcades, or bazaars and other buildings, and to demise or let buildings so erected, or to lease the lands or site, or any part thereof, to any person or company agreeing to erect and maintain buildings thereon.

To authorise the Corporation to regulate the markets, fairs, and slaughter-houses in the borough, and provide refreshment rooms in connection therewith, and to erect new slaughter-houses, and prohibit the slaughtering of cattle except in the slaughter-houses so provided, and to lease such slaughter-houses for such period, and on such terms and conditions, as they think fit.

To provide places for placards and advertisements, and prevent the posting up of placards and advertisements, except at the places so provided, and to enable the Corporation to pay or contribute towards the payment of one or more public bands of music for the borough, to perform in the public park and other places of resort within the borough, and to provide, pay for, or contribute to the expense of any exhibitions, performances, or amusements for the recreation of the inhabitants of and visitors to the borough.

To make provision with respect to legal proceedings by and against the Corporation, and with reference to the form and service of notices, bye-laws, and other documents, the authentication thereof, destruction of notice boards, prosecution of offenders, and recovery of penalties, street works and private improvement expenses, for securing transient offenders, evidence of appointment or authority of officers and others, power of entry, power to execute works in default of persons liable, power for occupier to execute works in default of owner, penalty for obstructing the execution of works or exercise of power, tender of amends and the protection of members and officers, and to make further provision for the payment and recovery of private improvement expenses.

To empower the Corporation to use and appropriate as a place, or places, of public resort or recreation, or for the improvement thereof, or for any other purpose which may be deemed

expedient for the improvement of the borough, or as being beneficial to the inhabitants of or visitors to the borough, any lands which they may now possess, or may in future acquire, and to exempt all, or any, such lands, and the Corporation in respect thereof, from the provisions of any Acts relating to the Corporation, and of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to authorise the Corporation to retain, hold, use, and deal with, or to sell, lease, exchange, or otherwise dispose of any lands, or any interest in any lands, acquired by them under the intended Act, and which they may not require for the purposes of the intended Act, and to sell, exchange, or dispose of any rents reserved on the sale, exchange, lease, or disposition of such lands, and to make provision as to the application of the proceeds of the sale of any such lands or rents.

To extend and increase the powers of the Corporation; to prevent the fouling of the water of any stream flowing into or communicating with any of their existing or intended reservoirs, lines of pipes, or other works, and to make regulations for preventing the waste, misuse, or contamination of the water supplied to the borough.

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

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

And it is intended, so far as may be necessary for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the local and personal Acts following, or some of them, that is to say: 29 Geo. III., cap. 27; 1 Geo. IV, cap. 12; 2 and 3 Wm. IV, cap. 91; 17 and 18 Vic., cap. 6, and any other Act or Acts relating to the Corporation or borough, and of certain Provisional Orders made and confirmed in the years 1851, 1860, 1866, 1875, and 1877, relating to Hastings and St. Leonards.

The Bill will incorporate with itself, with or without variation, such provisions as may be thought expedient of "The Towns Police Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Public Health Act, 1875," "The Local Loans Act, 1875," "The Commissioners Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and "The Municipal Corporations Act, 1882."

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 13th day of November, 1884.

George Meadows, Town Clerk,

Hastings;

J. H. Lydall, 37, Southampton-buildings, Chancery-lane; London;

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

Solicitors.

Local Government Board.—Session 1885.

East Dereham Gas.

East Dereham Urban Sanitary Authority (Public Health Act, 1875).

(Application to the Local Government Board for Provisional Order giving Power to Purchase and Hold Lands; to Purchase, Continue, and Maintain existing Gas Works; to Construct and Maintain New Gas Works, and Works for the Manufacture and Conversion of Residual Products, and for Supplying Gas for Public and Private Purposes; to Acquire Additional Lands; to Levy Rates and Charges; to Borrow Money; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that in pursuance of "The Gas and Waterworks Facilities Act, 1870," and "The Public Health Act, 1875," application is intended to be made to the Local Government Board on or before the 23rd day of December next, by the Local Board for the Local Government District of East Dereham, in the County of Norfolk (hereinafter called "the Local Board"), as the Urban Sanitary Authority of the said District, for a Provisional Order for all or some of the following among other purposes (that is to say) —

1. To authorize the Local Board to purchase the gas undertaking, lands, and property of the East Dereham Gas Light and Coke Company Limited, and to confirm, with or without variation, any contract or agreement which has been or may be made for or in relation to any such purchase.

2. To enable the Local Board, in and upon the lands or some part or parts of the lands firstly hereinafter described, to continue and maintain—and in and upon the lands secondly hereinafter described, or some part or parts thereof, to erect, construct, and maintain—and in and upon all or any parts of the said lands respectively, and from time to time to enlarge, extend, improve, renew, and discontinue gas works and works connected therewith, and works for the conversion, manufacture, utilization, and distribution of materials used in and about the manufacture of gas and of residual and manufactured products, matters, and things; and to manufacture, store, supply, and sell gas; and to manufacture, store, convert, utilize, buy, sell, and dispose of, at the gas works and elsewhere, coal, coke, asphaltum, pitch, coal-tar, ammoniacal liquor, and other residual and manufactured products, matters, and things arising from the manufacture of gas; and to erect, fit up, and dispose of houses, workmen's cottages, and other buildings.

3. The lands hereinafter referred to consist of First:—Certain lands, buildings, and works, called the East Dereham Gas Works, situate in the parish of East Dereham, in the County of Norfolk, belonging, or reputed to belong, to the East Dereham Gas Light and Coke Company Limited, containing 1,650 square yards, more or less, and bounded as follows:—On the north, on the south, and east sides thereof by land and hereditaments of, or reputed to belong to, Elizabeth Andrews; and on the west side thereof by the public highway leading from the parish of East Dereham aforesaid to the parish of North Elmham, in the said county, and called or known as the Holt-road.

Secondly:—A piece of land situate in the parish of East Dereham, in the County of Norfolk, and within the district of the Local Board, containing an area of 18,150 square yards more or less, and known as Shortlands, which piece of land belongs to, or is reputed to belong to or to be vested in, the Rev. George

Shelford Bidwell, Blanche Bidwell, Thomas Shelford Bidwell, Shelford Bidwell, and John Ray, and is bounded on the north, east, and west sides thereof by a private road, reputed to belong to or to be vested in the same persons, or some or one of them; and on the south side thereof by the railway line and property of the Great Eastern Railway Company.

4. To authorize the Local Board to purchase and acquire and to hold lands and other property for the purposes of the said Provisional Order, and more especially the lands and works hereinafter set forth, and also the following additional lands, viz:—

A piece of land, also situate in the parish of East Dereham, containing an area of 2,692 square yards (more or less), adjoining the piece of land secondly before described, and being the said private road; and a piece of land, also situate in the parish of East Dereham, containing an area of 333 square yards (more or less), adjoining on the west side of the said lastly hereinafter mentioned piece of land, and abutting on the public highway leading from the said parish of East Dereham to the parish of Shipdham, belonging, or reputed to belong, to the said Great Eastern Railway Company; and to sell, exchange, demise, and grant leases, or otherwise dispose of lands and other property.

5. To empower the Local Board to manufacture, purchase, hire, sell, and let stoves for heating and cooking, and other apparatus, appliances, and fittings used in relation to the supply or consumption of gas.

6. To authorize the Local Board to apply to the purposes of the Provisional Order the rates and revenues and any moneys which they are still authorized to raise, and to make and levy additional, and alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions therefrom, if any.

7. To alter and enlarge the present borrowing powers of the Local Board, and to empower them, for the purposes of the Provisional Order, to borrow further moneys by mortgage or debenture annuities, and to charge the same on all or any of the following securities:—the gas rates, rents, and revenue, district fund and district rates, and the lands, undertakings, and properties of the Local Board, and to make provision for the repayment of the borrowed moneys.

8. To vary and extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the Provisional Order.

9. The intended Provisional Order will incorporate, with or without alteration, the provisions, or some of the provisions, of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, and the Lands Clauses Acts, 1845, 1860, and 1869, except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

10. On or before the 29th day of November instant, a copy of this notice, as published in the London Gazette, and a map showing the lands proposed to be used for the manufacture and storage of gas and residual products arising from the manufacture of gas, and a plan and section of the proposed new works will be deposited for public inspection with the Clerk of the Peace for the County of Norfolk, at his office, at Norwich, and also at the office of the Local Government Board, Whitehall, London.

On and after the 23rd day of December next, printed copies of the draft Provisional Order may

be obtained of Mr. James Saunders, the Clerk to the Local Board, at his office, at East Dereham aforesaid, on payment of one shilling for each copy; and when the Provisional Order shall have been granted by the Local Government Board, printed copies thereof may be obtained at the said office, of the said James Saunders, on payment of one shilling for each copy, or such other sum as the Local Government Board may direct.

Any company, corporation, or person desirous of bringing before the Local Government Board any objection respecting the application of the Local Board for a Provisional Order, may do so by letter, addressed to the Secretary of the Local Government Board, to be lodged with the said Board on or before the 15th day of January next ensuing the making of such application; and a copy of such objection, must at the same time be sent to the Local Board, at the office of the undersigned, James Saunders.

Dated this 19th day of November, 1884.

*Jas. Saunders*, Solicitor, Clerk to the Local Board, East Dereham.

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

In Parliament—Session 1885.

**Peckham and East Dulwich Tramways Extensions.**  
(Power to Peckham and East Dulwich Tramways Company to Construct New Tramways in the county of Surrey; Gauge; Provisions as to User, Repair, &c., of Streets; Compulsory Purchase of Lands; Tolls; Agreement with Local and Road Authorities; Amendment of Acts.)

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

To empower the Company to make, form, lay down and maintain the several tramways herein-after described, or some or one of such tramways with all necessary and proper rails, plates, and sleepers, works and conveniences connected therewith (that is to say):

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

The hereinafter described tramways will be situate wholly in the parish of Camberwell, otherwise St. Giles', Camberwell, in the county of Surrey.

**Tramway (No. 1)**, commencing in High-street, at a point about 1 chain south-east of the milestone at the junction of High-street, Peckham, with Rye-lane, passing along Rye-lane, and terminating by a junction with the Peckham and East Dulwich Company's already existing tramway at the southern end of Rye-lane.

Tramway (No. 1) will be a single line, except at the following place, where it will be a double line:

Rye-lane.—For a distance of 3 chains south of the commencement of tramway.

**Tramway (No. 2)**, commencing in Lyndhurst-road at a point in the centre of that road at its junction with Peckham-road, thence passing in a southerly direction along that road and Chadwick-road, and Victoria-road, and terminating at

a point in the centre of Victoria-road, at its junction with Choumert-road.

Tramway (No. 2) will be a single line, except in the following place, where it will be a double line:

In Lyndhurst-road.—From a point opposite the north-east corner of Lyndhurst-square, for a distance of 3 chains measuring in a southerly direction.

**Tramway (No. 3)**, commencing by a junction with the existing tramway of the Company at its termination in Lordship-lane, opposite the south-west corner of the Plough Inn, thence passing in a southerly direction along that lane, and terminating in the centre of that lane at a point 35 yards or thereabouts north-west of the north-west side of the London, Chatham, and Dover Railway Bridge, carrying that Company's lines over Lordship-lane.

Tramway (No. 3) will be a single line, except at the following places, where it will be a double line:

In Lordship-lane.—From a point 1·8 chains from the south-west corner of the Plough Inn for a distance of 3 chains measuring in a southerly direction.

From a point at the junction of Lordship-lane with Dulwich Court-road, for a distance of 3 chains measuring in a south-easterly direction.

From a point 3·50 chains measured in a north-westerly direction from the termination of Tramway (No. 6), for a distance of 3 chains measuring in a south-easterly direction.

**Tramway (No. 4)**, commencing at a point in the centre of the road opposite the south-east corner of the King's Arms public-house, and there forming a junction with the existing tramways of the Company, thence passing in a south-easterly direction along Peckham-rye and Forest Hill-road, Westhall-road, Woodvale, and Lordship-lane, and terminating in the centre of that lane at a point 35 yards or thereabouts north-west of the north-west side of the London, Chatham, and Dover Railway Bridge, carrying that Company's lines over Lordship-lane.

Tramway (No. 4) will be a single line, except at the following places, where it will be a double line, viz:

Peckham-rye.—From a point in the centre of the road known as Peckham-rye at the junction of the Barry-road with that road, for a distance of 3 chains in a south-easterly direction.

From a point 3½ chains north-west of the northern boundary fence of the house called the Elms, for a distance of 3 chains in a south-easterly direction.

Forest Hill-road.—From a point 4 chains north-west of the south-east corner of the Forest Hill Tavern, for a distance of 3 chains in a south-easterly direction.

Westhall-road.—From a point opposite the entrance to the Camberwell Cemetery in that road for a distance of 3 chains in a south-westerly direction.

From a point opposite the south-west corner of the house known as Claremont, for a distance of three chains in a southerly direction.

Wood Vale.—From a point of 4 chains north-east of the junction of Wood-vale with Lordship-lane, for a distance of 3 chains in a south-westerly direction.

**Tramway (No. 5)** commencing by a junction with the proposed Tramway (No. 3), at a point in the centre of Lordship-lane, opposite the north-

west corner of the house known as "The Laurels" in that road, and from thence proceeding in a north-westerly direction along Lordship-lane and Dulwich Common, and terminating at the western corner of Dulwich Common at its junction with College-road.

Tramway (No. 5) will be a single line, except at the following places, where it will be a double line, viz:—

In Dulwich Common, from a point 3 chains east of the north-east corner of the lodge leading to Grove House, for a distance of 3 chains in a westerly direction

From a point 3 chains east of the south-east corner of the east boundary of Cypress House, for a distance of 3 chains in a westerly direction.

From a point  $3\frac{1}{2}$  chains east of the west corner of Dulwich Common, at its junction with College-road for a distance of 3 chains in a westerly direction.

Tramway (No. 6), commencing by a junction with the proposed Tramway (No. 3), at a point in the centre of Lordship-lane, opposite the south-east corner of the Grove Tavern, thence proceeding in a south-westerly direction, and terminating in Dulwich Common by a junction with the proposed Tramway (No. 5), at a point opposite the south-west corner of the Grove Tavern.

Tramway (No. 6) will be a single line throughout.

Tramway (No. 7), commencing by a junction with the authorised tramway in Evelina-road, at a point where Evelina-road joins Hollydale-road, thence passing in a northerly direction along Hollydale-road, and terminating at a point 8 yards or thereabouts south of the south rail of the London Tramways Company's line in Queen's-road.

Tramway (No. 7) will be a single line, except at the following places, where it will be a double line, viz:—

Hollydale-road.—From a point 3 chains south of the north-east corner of the Hollydale Tavern for a distance of 3 chains in a northerly direction.

From a point opposite the south-east corner of Lugard-road, for a distance of 3 chains in a northerly direction.

From a point 4 chains south of the south rail of the London Tramways Company's line in Queen's-road, for a distance of 3 chains in a northerly direction.

Tramway (No. 8), commencing at a junction with the authorised tramway where Kirkwood-road joins Brayard-road, thence passing in an easterly direction along Brayard-road and terminating in the centre of Hollydale-road, by forming a junction with the proposed Tramway (No. 7) at a point opposite the north-east corner of Brayard-road.

Tramway (No. 8) will be a single line throughout.

Tramway (No. 9), commencing by a junction with the Company's already existing tramway in Peckham-rye at a point opposite the south-east corner of the King's Arms Tavern at the junction between the East Dulwich-road and Peckham-rye, thence passing in an easterly direction along the existing road over Peckham Rye-common which joins the East Dulwich-road with Nunhead-lane, thence passing in an easterly direction along Nunhead-lane, thence passing along the south side of Nunhead-green, thence along Evelina-road and terminating by a junction with the authorised tramway in that road at a point at the junction of that road with Kimberly-road.

Tramway (No. 9) will be a single line except at the following places when it will be a double line:—

In Nunhead-lane.—From a point opposite the south-east corner of the Edinburgh Castle public-house and for a distance of 3 chains measuring in an easterly direction.

In Nunhead-green.—From a point 1.50 chains west of the imaginary line, if produced, of the centre of Kirkwood-road, and for a distance of 3 chains measuring in an easterly direction.

Tramway (No. 10), commencing by a junction with the Company's existing tramway at a point where the Crystal Palace-road joins Goose-green, and thence passing in a northerly direction along the road across Goose-green which joins the Crystal Palace-road with the Adys-road, thence passing in a northerly direction along the Adys-road and terminating by a junction with the authorised tramway in that road at the junction of that road with Ondine-road.

Tramway (No. 10) will be a single line throughout.

Tramway (No. 11), commencing with the Company's authorised tramway in Maxted-road, at the point of intersection between that road and Oglander-road, passing in a south-westerly direction along Oglander-road, thence passing in a straight line in a south-westerly direction through land lying between Oglander-road and Wild Ash-road, thence passing in a south-westerly direction along Wild Ash-road, and terminating in Grove-vale by a junction with the proposed Tramway (No. 12), at a point opposite the north-west corner of Placquet-road, at its junction with Grove-vale.

Tramway (No. 11) will be a single line, except at the following place, where it will be a double line:—

In Wild Ash-road.—From a point 3 chains from the south-east corner of Wild Ash-road at its junction with Grove-vale for a distance of 3 chains in a south-westerly direction.

Tramway (11A), commencing by a junction with the proposed Tramway (No. 12) at a point opposite the south-eastern corner of the junction of Wild Ash-road with Grove-vale, thence passing in a north-easterly direction and terminating in Wild Ash-road at a point opposite the south-eastern corner of Wild Ash-road with Grove-vale.

Tramway (No. 11A) will be a single line throughout.

Tramway (No. 12), commencing in Grove-vale at a point 1.50 chains east of the eastern side of the bridge carrying the London, Brighton, and South Coast Railway over Grove-vale, thence passing in an easterly direction along Grove-vale, and terminating in Grove-vale with a junction with the Company's authorised tramway at the junction of Grove-vale with Ondine-road.

Tramway (No. 12) will be a single line, except at the following place, where it will be a double line:—

In Grove-vale.—From a point 8 yards from the commencement of the proposed Tramway (No. 12) for a distance of 3 chains in an easterly direction.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table that, on the side or sides of the road or street in each case specified in the third column of the said table, a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on each side or sides of the respective roads, and the nearest rail of the tramway between the points mentioned in each case in the fourth column of the said table:—

Tramway.	Name of Road.	On which side of Road.	Points between which.
No. 1	Rye-lane ...	West side ...	From the junction of Rye-lane with High-street, Peckham, to a point in Rye-lane opposite Hanover Park.
"	" ...	South-west ...	At a point opposite Atwell-road to a point 1 chain south of the southern gate of Coombe Lodge.
No. 2	Lyndhurst-road	Both ...	From a point 0.5 chain north of the north-east corner of Lyndhurst-square, for a distance of 4 chains to the south of that point.
"	Victoria-road ...	Both ...	From the south corner of Chadwick-road, to the north corner of Choumert-road.
No. 3	Lordship-lane	Both ...	From a point 1.20 chains south of the south-west corner of the Plough Inn, for a distance of 4 chains south-east of that point.
"	"	West ...	For a distance of 3 chains from the junction of Lordship-lane with Dulwich Court-road, measuring in a north-westerly direction.
"	"	Both ...	From a point opposite the south-west corner of Dulwich Court-road, for a distance of 3.50 chains, measuring in a south-easterly direction.
"	"	Both ...	From a point 4 chains north-west from a point opposite the flagstaff at the Grove Tavern, for a distance of 4 chains, measuring in a north-westerly direction.
No. 4	Peckham-rye ...	East ...	From the south-east corner of Barry-road, for a distance of $3\frac{1}{2}$ chains, in a south-easterly direction.
"	"	Both ...	From a point 17 yards north-west of the north-east corner of Friern-place, to a point opposite the northern boundary fence of the house called The Elms.
"	Forest Hill-road	East ...	From a point 6 yards south-west of the south-east side of the Post Office at No. 13, Forest Hill-road, to a point half a chain south-east of the south-east corner of the Forest Hill Tavern.
"	Westhall-road	South-east ...	From a point half a chain north-east of the entrance to Camberwell Cemetery, for a distance of 4 chains in a south-westerly direction.
"	"	Both ...	From a point half a chain north of the south-west corner of the house known as Claremont, for a distance of 4 chains in a southerly direction.
"	Wood Vale ...	"	From a point $4\frac{1}{2}$ chains north-east of the junction of Wood Vale with Lordship-lane, for a distance of 4 chains in a south-westerly direction.
No. 5	Dulwich Common	South ...	From a point 63 yards west of the south-west corner of the Grove Tavern, to a point 1 chain east of the south-east boundary fence of Elm Lodge.
"	"	Both ...	From a point west of the south-east boundary fence of Elm Lodge, to a point 30 yards west of the south-west boundary fence of Elm Lodge.
"	"	South ...	From a point 3 chains east of the south-east corner of the east boundary of Cypress House, for a distance of 44 yards in a westerly direction.
"	"	"	From a point 55 yards west of the south-west corner of Cypress House, to a point 10 yards west of the south-west corner of the lodge at the eastern gate leading to Ryecoats House.
"	"	"	From a point opposite the west gate leading to Ryecoats House, to the termination of the intended tramway.
No. 7	Hollydale-road	Both ...	From a point 3 chains south of the north-east corner of the Hollydale Tavern, for a distance of 3 chains north of that point.
"	"	East ...	From a point opposite the south-east corner of Lugard-road, for a distance of 3 chains north of that point.
"	"	Both ...	From a point 4 chains south of the south rail of the London Tramways Company line in Queen's-road, for a distance of 3 chains north of that point.
No. 9	Nunhead-lane	" ...	From a point opposite the south-east corner of the Edinburgh Castle public-house, for a distance of 3 chains east of that point.
"	"	" ...	From a point opposite the east corner of Linden-grove at its junction with Nunhead-lane to the point of intersection between Nunhead Green and Nunhead-lane, for a distance of 5 chains east of that point.



Tramway.	Name of Road.	On which side of Road.	Points between which.
No. 9.	Nunhead-green	South ...	From a point 1·50 chains west of the imaginary line, if produced, of the centre of the Kirkwood-road, for a distance of 3 chains east of that point.
No. 11.	Wild Ash-road	South ...	From a point 3 chains from the south-east corner of Wild Ash-road, at its junction with Grove-vale, for a distance of 3 chains south of that point.
No. 12.	Grove-vale ...	Both ...	From a point 8 yards from the commencement of the proposed tramway No. 12, for a distance of 3 chains east of that point.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as hereinafter mentioned, or as may be defined by the Bill.

To authorise the Company and any corporation, company, or person lawfully using the tramways, or any or either of them, to use thereon as a motive power (subject or not to such bye-laws as may be from time to time made by the Board of Trade) Hallidie's system of cable tramways, or any other mechanical or motive power in addition to or in substitution for horse or other animal power.

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

To authorise the Company from time to time, and either temporarily or permanently, to maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, water-courses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph and electric lighting and telephone pipes, tubes, wires, and apparatus within the said parish of St. Giles', Camberwell, for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To enable the Company, for all or any of the purposes of the proposed tramways or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, within the parish mentioned in this notice, and to erect and hold offices, warehouses, sheds, buildings, and other conveniences on any such land, or any portions thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses so to be purchased or taken, and to sell, let on lease, or otherwise deal with any of such lands or houses.

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

To provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares through or along which the said intended tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To reserve to the Company the exclusive right of using on the proposed tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or corporations other than the Company, with carriages having flange wheels, or otherwise suitable or adapted to run on the tramways, and to authorise and give effect to agreements between the Company and any other person or corporation for the use of the said tramways with such car-

riages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and charges which the Company are or may be authorised to take and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act and to raise further capital by new ordinary or preference shares, and by borrowing; and to make regulations relating to the application of their authorised capital, or any part thereof, to all or any of such purposes, and to authorise the Company to apply to the like purposes and to the general purposes of their undertaking all or any part of the capital which they are by their existing Act, or may be by the intended Act, authorised to raise.

To empower the Company to grant licenses to use the proposed tramways, or any, or any part of them, and on such terms and conditions as the Board of Trade or some other public body or authority may require or approve.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

The Bill will or may incorporate with itself, with or without alterations, or alter, amend, extend, enlarge, or repeal so far as may be necessary for the purposes thereof the provisions or some of the provisions of the Tramways Act, 1870, and the Local and Personal Acts 45 and 46 Vic., c. 213, and 46 and 47 Vic., c. 227, relating to the Company.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, with a book of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in that county, and with the Vestry Clerk of the parish of St. Giles', Camberwell, at his office at the Vestry Hall, Peckham-road.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1884.

Quick and Co., 13, George-street, Mansion House, London, E.C., Solicitors for the Bill.

In Parliament.—Session 1885.

Elham Valley Light Railway (Deviation &c.).

(Deviation of authorised Elham Valley Light Railway; Compulsory Purchase of Lands; Extension of Time for Purchase of Lands and Construction of Railway and Works; Additional Capital; Tolls; Amendment of Acts and other purposes.)

APPLICATION is intended to be made to Parliament in the ensuing session of 1885, by the Elham Valley Light Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following purposes (that is to say):—

To authorise the Company to exercise the powers hereinafter mentioned, and to make and maintain the deviation railway, alteration of levels and

works hereinafter described, or some or one of them, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

(1.) A deviation of the railway authorised by "The Elham Valley Light Railway Act, 1881" (hereinafter called "the Act of 1881"), such deviation commencing in the parish of Patricbourne, in the county and city of Canterbury, in the county of Kent, at a point on the centre line shown on the plans deposited in respect of the said railway and referred to in the Act of 1881, 2 miles 14½ chains, or thereabouts, from the commencement of the said authorised railway, passing into and through the parishes of Patricbourne Bridge, Bishopsbourne, and Kingston into the parish of Barham, in the said county of Kent, and terminating at a point in the said parish of Barham, on the said centre line marked and measured on the said plans, 7 miles 12½ chains from the commencement of the said authorised railway, as shown on the said plans.

(2.) A deviation or alteration of the levels of the said authorised Elham Valley Light Railway in the parish of Lyminge, in the county of Kent, between a point marked and measured on the said deposited plans and sections referred to in the Act of 1881, 13 miles 45½ chains, or thereabouts, from the commencement of the said railway according to the mileage shown on the deposited plans and sections, and the termination of the said authorised railway, in the parish of Cheriton, in the county of Kent. The said alteration of levels will be made in or pass through the several parishes of Lyminge, Newington next Hythe, and Cheriton, or some or one of them, all in the county of Kent.

The Bill will authorise the abandonment and relinquishment of so much of the said authorised Elham Valley Light Railway as will be rendered unnecessary by the construction of the said intended deviation railway, and will provide that all or some of the powers and authorities contained in the Act of 1881, and in the South Eastern Railway (Various Powers) Act, 1884, relating to the said authorised railway shall apply to the said deviation railway and alteration of levels when constructed and made.

To empower the Company to cross, divert, alter, or stop up and appropriate, whether temporarily or permanently, all such public carriage and other roads, highways, streets, courts, passages, footpaths, ways, pipes, telegraphic, electric, and other lines, and apparatus, sewers, rivers, canals, streams, bridges, railways, tramways, and subways within the parishes, townships, extra-parochial and other places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up and appropriate for the purposes of the Bill.

To authorise deviations laterally and vertically from the lines and levels of the intended deviation railway and works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined by the Bill.

To authorise the Company to purchase and take, either by compulsion or agreement, for the purposes of the said deviation railway, alteration of levels and works, lands, houses, and hereditaments, and any estates, rights, interests, and easements in, over, or affecting the same, and to vary or extinguish all rights and privileges connected with any such lands, houses, or hereditaments.

To authorise the Company to levy, demand, and recover tolls, rates, dues, and charges for or in

respect of the use of the said intended deviation railway and works, and of their existing railways and works, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively, and to confer other rights and privileges.

To extend the respective times limited by the Act of 1881 for the purchase of lands for and the construction of the railway and works by that Act authorized.

To provide that the deposit fund mentioned in the Act of 1881 (Sections 32 and 33) or some part thereof shall be applicable to or for the purpose in whole or in part of any deposit fund required to be provided by the Standing Orders of Parliament in respect of the intended deviation railway and works, or some or one of them, or some part or parts thereof in such manner and to such extent as may be provided by the Bill.

To authorize the Company to apply their existing or authorized funds and revenue to the purposes of the Bill, and to authorize them to raise more money by the creation and issue of new shares or stock, either with or without a preference or priority or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing.

The Bill will or may vary and extinguish all existing rights and privileges which might interfere with the attainment of its objects or any of them, and it will incorporate with itself and amend the provisions or some of the provisions of the "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses Consolidation (Umpire) Act, 1883," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," and Part I. relating to the construction of a railway, Part II. relating to extension of time of "The Railways Clauses Act, 1863;" and it will also amend, repeal, and enlarge, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of several Local and Personal Acts following, or some of them, namely: the 6 Will. IV., cap. 7., and all other Acts relating to the South Eastern Railway Company, "The Elham Valley Light Railway Act, 1881," and all other Acts relating to the Elham Valley Light Railway Company.

And notice is hereby also given, that maps, plans, and sections of the deviation railway, alteration of levels, and other works proposed to be authorised by the intended Bill, and showing the lines and levels thereof, and plans also showing the lands intended to be taken compulsorily under the powers of the intended Act, with book of reference to such plans, together with a copy of this Notice as published in the London Gazette, will before the 30th day of November, 1884, be deposited for public inspection as follows (that is to say): as regards the deviation railway, alteration of levels, and other works in the county of Kent, with the Clerk of the Peace for that county at his office at Maidstone, and with the Clerk of the Peace for the County and City of Canterbury, at his office at Canterbury, and that before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the said deviation railway, alteration of levels, and other works or any part thereof will be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such

parish at his residence, and as regards any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the 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.

*W. R. Stevens*, 6, St. Thomas's-street, S.E.;  
*A. Willis*, 2, Church-street, Folkestone;  
Solicitors for the Bill.

*R. W. Cooper*, 4, Westminster-chambers,  
Victoria-street, S.W.;

*C. E. Mortimer*, 22, Abingdon-street, S.W.  
Parliamentary Agents.

In Parliament.—Session 1885.

Metropolitan Central Tramways.

(Holborn, Clerkenwell, and Islington.)

(New Company; Tramways from Farringdon Street to Finsbury Park, Hornsey; along Farringdon Street, Farringdon Road, Baker Street, Lloyd Square, Upper Baker Street, Amwell Street, Claremont Square, and Penton Street, Clerkenwell; Barnsbury Road, Copenhagen Street, Hemingford Road, Roman Road, St. James' Road, Palmer Place, Drayton Park, Gillespie Road, and Blackstock Road, Islington, and Hornsey; Tolls; Compulsory use of Streets; Purchase of Land; Use of Materials, &c., in Streets; Agreements with Local and Road Authorities, and with the North Metropolitan and the London Street Tramway Companies.)

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:—

To incorporate a Company (hereinafter called "the Company"), and to confer upon them all necessary powers for constructing, maintaining, and working the following tramways, or some of them, or some part or parts thereof, respectively, together with all usual or necessary junctions, crossings, sidings, works, and conveniences connected therewith respectively, that is to say:—

Tramway No. 1, commencing in Farringdon-street at its junction with Fleet-lane on the boundary between the parishes of Saint Bridget or Saint Bride and Saint Sepulchre, in the city of London, passing along Farringdon-street and Farringdon-road, in the said parishes, and in the parish of Saint Andrew, Holborn, in the city of London, and terminating in that road, where it is crossed by Charterhouse-street at or near the boundary between the parish of Saint Sepulchre, in the city of London, and the liberty of Saffron-hill.

Tramway No. 1 will be laid as a double line except between the following places, where it will be laid as a single line, viz.: between the commencement of the tramway and a point 1 chain therefrom measured along the said road.

Tramway No. 2, commencing at the termination of Tramway No. 1 hereinbefore described by a junction with that tramway passing along Farringdon-road, in the liberty of Saffron-hill, and in the parish of Saint James or Saint James and Saint John, Clerkenwell, and terminating in that parish at a point 3 chains or thereabouts north-west of Clerkenwell-road.

Tramway No. 2 will be laid as a double line throughout.

Tramway No. 3, wholly situate in the parish of Saint James or Saint James and Saint John, Clerkenwell, commencing at the termination of Tramway No. 2 hereinbefore described by

a junction with that tramway, and terminating in Penton-street at the boundary between the parish of Saint James or Saint James and Saint John, Clerkenwell, and Saint Mary, Islington, three-quarters of a chain or thereabouts south of Wynford-road.

Tramway No. 3 will be laid as a double line, except between the following places, where it will be laid as a single line, viz.:—In Farringdon-road between a point 1·75 chains south-east of Mount Pleasant and a point 0·8 chains south-east of Guildford-street East; in Farringdon-road, Baker-street, Lloyd-square, and Upper Baker-street between a point 0·8 chains north-west of Lower Calthorpe-street, and a point 0·3 chains north-east of Lloyd-street; and in Claremont-square, Pentonville-road, and Penton-street, between points respectively 1 chain south and 4·55 chains north of Pentonville-road.

Tramway No. 4, wholly situate in the parish of Saint Mary, Islington, commencing at the termination of Tramway No. 3 hereinbefore described by a junction with that Tramway, and terminating in Blackstock-road at a point 0·5 chains south of the junction of Mountgrove-road therewith.

Tramway No. 4 will be laid as a double line, except in the following places, where it will be laid as a single line, viz.:—in Copenhagen-street, between points respectively 1·8 chains south-east and 4·9 chains north-west of Payne-street; in Saint James'-road, between a point 0·3 chains south-west of Wellington-road, and a point 1·4 chains north-east of Chalfont-road; in Saint James'-road, Liverpool-road, and Palmer-place, between points respectively 3·2 and 1·6 chains south-west of Ringcroft-street; in Palmer-place, Holloway-road and Drayton-park, between points respectively 6 chains south-west and 0·5 chains north-east of Benwell-road; in Gillespie-road, between a point 1·80 chains south-west of Highbury-hill, and a point 0·10 chains north-east of Saint Thomas'-road; and between a point 0·5 chains south-west of Avenell-road, and a point 1·5 chains from the termination of the said tramway.

Tramway No. 5, commencing in the parish of Saint Mary, Islington, at the termination of Tramway No. 4 hereinbefore described, by a junction with that tramway and terminating in Blackstock-road at a point 2·4 chains north-west of the junction of Rock-street therewith, in the parish of Hornsey.

Tramway No. 5 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—In Blackstock-road between the commencement of the tramway and a point 2·30 chains north-west therefrom; between points respectively 3 chains and 6 chains north-west of Monsell-road; and between points respectively 2·20 chains and 7·30 chains north-west of Ambler-road.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial, or other places following, that is to say: Saint Sepulchre, London; Saint Andrew, Holborn; Saint Bridget, otherwise Saint Bride, in the city of London; and the liberty of Saffron-hill, and the parishes above mentioned or some of them.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpaths on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway:—

Tramway No. 4.—On both sides thereof in

Roman-road, between points respectively 2·20 chains south-east and 1·90 chains north-west of Warner-street; in Saint James'-road, between points respectively 1·30 chains and 4·30 chains north-east of Chalfont-road; in Palmer-place for the whole length thereof; in Gillespie-road, between points respectively 2·70 chains and 1·80 chains south-west of Highbury-hill; between points respectively 0·5 chains and 3·5 chains south-west of Avenell-road; and between points respectively 1·5 chains and 0·5 chains from the termination of the said tramway.

NOTE.—In the foregoing descriptions wherever the position of any point is defined with reference to the junction of a street, road, or other highway, every such junction is to be taken as the point where the centre line of that street, road, or highway (produced if need be) would intersect the centre line of the street or road in which the tramway is laid, and all distances are to be taken as measured along the centre of such last-mentioned street or road.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and to be worked by animal power only, and it is not proposed to run on any of the tramways, carriages, or trucks adapted for use on railways.

To reserve to the Company the exclusive right to use on the proposed tramways, carriages with flange wheels, or other wheels specially adapted to run on or in a grooved or other rail.

To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turn-outs, and other works as may be necessary or convenient for the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, footpaths, watercourses, sewers, drains, pavements, water-pipes, gas-pipes, and telegraphic, telephonic, and electric tubes, pipes, wires, and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their Undertaking to purchase or acquire by compulsion or agreement lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

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

To enable the Company to levy tolls, rates, and charges for the use of the proposed tram-

ways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of such tolls, rates, duties, or charges.

To provide for the maintenance and repair of any streets, roads, and thoroughfares in, along, or over which the tramways or any of them may be laid, and for the use or disposition of any materials or things found or extracted in the construction and maintenance thereof, and to exempt the Company as to the whole or any part or parts of any streets, roads, or thoroughfares which they may repair or maintain from any highway or other rate or assessment in respect thereof.

To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets, roads, or bridges on, over, or along which the tramways are intended to be laid, or any of them, on the other hand, to enter into and fulfil contracts and agreements with respect to the alteration of the width or levels of any such streets, roads, or bridges, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of traffic over and along the same.

To authorise the use by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To empower the Company on the one hand and the North Metropolitan Tramways Company and the London Street Tramways Company (hereinafter referred to as "the two Companies") or either of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the two Companies, or either of them, of their respective tramways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from or destined for the tramways of the two Companies, or either of them, the supply and maintenance of motive power, stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income and profits arising from the respective tramways and works of the two Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To vary and extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, any of the objects of the intended Act, and to confer other rights and privileges.

The intended Act will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Companies Clauses Act, 1869"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads, bridges, and the temporary occupation of lands during the construction of works; and the whole or some of the provisions of "The Tramways Act, 1870"; with such alterations and amendments as may be deemed expedient, and

will enable the Company to exercise the powers granted by "The Tramways Act, 1870," as well as the powers hereinbefore mentioned, and will alter and amend the provisions of "The North Metropolitan Tramways Act, 1869," and any other Act relating directly or indirectly to the North Metropolitan Tramways Company, or their Undertaking, "The London Street Tramways Act, 1870," and any other Act relating directly or indirectly to the London Street Tramways Company or their Undertaking, any such public or local Acts as may be necessary for carrying into effect the intended purposes.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice as published in the London Gazette will, on or before the 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 city of London, at his office at the Sessions House, Old Bailey, E.C.; and that a copy of so much of the plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways will be made or pass; and also a copy of this Notice will, on or before the same day, be deposited as follows:—As regards the parish of Saint James or Saint James and Saint John, Clerkenwell, with the Vestry Clerk of such parish, at his office at the Vestry Hall, No. 50, Upper Rosoman-street, Clerkenwell, E.C. As regards the parish of Saint Mary, Islington, with the Vestry Clerk of that parish, at the Vestry Hall, Upper-street, Islington, N. As regards the parish of St. Sepulchre, in the county of Middlesex, Saffron-hill, Hatton-garden, Ely-rents and Ely-place, and any other place within the district of the Holborn District Board of Works, with the Clerk of the said District Board, at the Town Hall, Gray's Inn-road, W.C., and as regards the parishes of Saint Sepulchre, Saint Bride or Saint Bridget, and Saint Andrew, Holborn, in the city of London, and the parish of Hornsey, with the Parish Clerks of those parishes at their residences, and as regards any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto.

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

Dated this 14th day of November, 1884.

Sutton and Ommanney, 3 and 4, Great Winchester-street, E.C., Solicitors.

In Parliament—Session 1885.

The Crystal Palace, Anerley, and Gipsy Hill Tramways.

(Incorporation of Company; Construction of Tramways; Power to open certain Roads, &c.; Laying down of Pipes thereunder; Purchase of Lands by Compulsion; Provisions as to User; Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Power to work Tramways by the Endless Cable System; Amendment of Act.)

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

To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company"), to construct and maintain wholly in the county of Surrey the following

street tramways, or some or one of them, or some part or parts thereof respectively; that is to say—

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

**Tramway No. 1.**—A double line wholly in the hamlet of Penge, in the parish of St. Mary, Battersea, commencing in the Anerley-road at a point on the north side of the railway bridge over the main line of the London, Brighton, and South Coast Railway, opposite to the south-west corner of Ridsdale-road, and passing thence in a north-westerly direction along the Anerley-road to a point in the said road opposite the Crystal Palace Hotel, 8 yards east of the north-eastern corner of Church-road.

**Tramway No. 2.**—A double line commencing in the said hamlet of Penge by a junction with Tramway No. 1 at its termination, thence passing in a north-westerly direction along Anerley-hill, and in a northerly direction along the Palace-road, and terminating in the parish of St. Giles, Camberwell, at a point in the Palace-road opposite the south corner of Farquhar-road, which said Tramway No. 2 will be wholly in the said hamlet and parish.

**Tramway No. 3.**—A double line commencing in the parish of St. Giles, Camberwell, by a junction with Tramway No. 2, at a point 43 yards or thereabouts from the commencement of said Tramway No. 2, and passing thence in a south-westerly direction along Palace-road and Westow-hill, and terminating in the parish of St. Mary, Lambeth, by a junction with Tramway No. 4, hereinafter described at a point in Westow-hill, opposite the centre of the White Swan Hotel, which said Tramway No. 3 will be wholly in the said parishes.

**Tramway No. 4.**—A double line commencing in the said hamlet of Penge by a junction with Tramway No. 1 at its termination, and passing thence in a westerly direction along the upper part of Anerley-road, along Westow-hill, and thence in a northerly direction along Gipsy-hill, and terminating in the parish of St. Mary, Lambeth, at a point in Gipsy-hill opposite the centre of the east end of the Victoria-road, which said Tramway No. 4 will be wholly situate in the said hamlet and in the parishes of Croydon, and St. Mary, Lambeth.

In the following instances the said Tramways will be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the street or roads hereinafter mentioned, and the nearest rail of the Tramway, that is to say:

**Tramway No. 1.**—In Anerley-road, on both sides, for  $13\frac{1}{2}$  chains from the commencement of the Tramway to a point 2 chains south-east from the north-east corner of Madeline-road; for  $20\frac{1}{2}$  chains from the north-west corner of Madeline-road to the north-east corner of Anerley-vale.

**Tramway No. 4.**—In Westow-hill, on both sides, for 15 chains, from the north-west corner of Church-road to the north-east

corner of Westow-street; in Gipsy-hill, on both sides, for 23 chains, from the north-west corner of Westow-hill to the termination of the said Tramway.

To lay and maintain an iron steam pipe or pipes beneath the surface of Westow-hill and Palace-road commencing at the north-west corner of the Woodman Hotel, and taking an easterly direction to opposite the south side of the White Swan Hotel, and thence in a north-easterly and northerly direction and terminating at or near the end of Tramway No. 2. The above work will be wholly situate in the parishes of Croydon, St. Mary, Lambeth, and St. Giles, Camberwell, in the county of Surrey, and to enable the Company to open and break up the said Westow-hill and Palace-road for the purpose of laying down such pipe or pipes to be used in connection with the said Tramways.

To authorise the Company to purchase by compulsion or agreement, and to hold for any of the purposes of the intended Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, lands, houses, tenements, and hereditaments within the hamlet and parishes aforesaid.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with, streets, highways, public roads, ways, footpaths, bridges, canals, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed Tramways, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed Tramways, or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over or under lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands or on any portion thereof.

To enable the Company to levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemption from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole, or some portion or portions, of the respective streets, roads, or places upon or along which any of the proposed Tramways rails or plates may be laid, and to exempt the Company from the payment of the whole, or some part of, any rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed Tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed Tramways by



persons or corporations other than the Company with carriages with flange wheels or other wheels especially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places, in which the proposed Tramways will be laid, or any part or parts thereof, and along, over, and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Bill.

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

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

To enable the Company and the bodies or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the Company from time to time, on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Bill, to work the Tramways or any part thereof by the Endless Cable system.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this Notice.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Tramways Act, 1870.

And Notice is hereby also given that duplicate plans and sections of the proposed Street Tramways and works, the plans showing also the lands to be taken compulsorily under the powers of the Bill, with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and

occupiers of the lands so to be taken, and a copy of this Notice as published in the London Gazette will be deposited, on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in the said county, and with the Clerk of the Urban Sanitary Authority of Croydon, at his office at Croydon, and that a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the intended Street Tramways and works will be made or pass, or in which any lands to be taken compulsorily under the powers of the Bill are situate, and also a copy of this Notice as published in the London Gazette, will, on or before the said 29th day of November, be deposited as follows:—As relates to the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his Office at the Vestry Hall, Kennington-road, in that parish; as relates to the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at his Office at the Vestry Hall, Camberwell, in that parish; as relates to the hamlet of Penge, in the parish of St. Mary, Battersea, with the Clerk of the Lewisham District Board of Works, at his Office at Rushey Green, Catford, S.E.; and as relates to the other parishes in or through which the Tramways are proposed to be laid, with the Parish Clerk of each such parish, at his residence, and in the case of each extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 14th day of November, 1884.

*R. J. Witty*, 10, Old Jewry Chambers, London, E.C., Solicitor for the Bill.

*C. J. Hanly and Co.*, 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1885.

Hartlepool Headland Protection.

(Powers to Corporation to construct Sea Wall for Protection of Headland of Hartlepool from Inroads of the Sea, promenade and other incidental Works; Compulsory Purchase of Lands; Temporary Occupation of Lands during Construction of Works, and Powers to remove and use Stone and Materials from Seashore for Construction of Works; Alteration and Repeal of certain Provisions of Hartlepool Port and Harbour Acts, 1855 and 1869; Purchase of Galley's Field by Corporation (by Agreement) for Public Recreation Purposes; Bye-laws; for Sale or Lease of Superfluous Land for Building Purposes; Hartlepool Port and Harbour Commissioners required to contribute to cost of Act and intended objects; Powers to North-Eastern Railway Company to contribute and to raise and apply Capital; Powers to Governors of the Henry Smith School to contribute, and to Corporation, Commissioners, and Governors to apply their Funds and to borrow Money; Agreements and Confirmation of Agreements; Incorporation, Alteration, &c., of Acts; and other Provisions.)

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 Hartlepool, in the county of Durham (hereinafter referred to as

"the Corporation"), for leave to bring in a Bill for effecting the following objects, or some of them (that is to say):

To provide for the carrying into effect of an award of the Right Honourable Joseph Chamberlain, M.P., dated the 31st May, 1882, relating to the construction by the Corporation and the Hartlepool Port and Harbour Commissioners (hereinafter referred to as "the Commissioners"), at their joint expense, of sea walls, barriers, and other works for protecting the heugh or headland of Hartlepool, and the cliffs near or adjoining thereto, from the inroads of the sea, with such variations and modifications as have been or may be before the passing of the Bill agreed upon between the Corporation and the Commissioners.

To repeal the provisions of the Hartlepool Port and Harbour Act, 1855, so far as provides for the construction by the Commissioners of the works fourthly described in section 74 of that Act, northward of the present lighthouse of the Commissioners referred to in the said section.

To empower the Corporation to make and maintain a sea wall or embankment, with all requisite and proper groynes, slopes, cuttings, steps, approaches, works, and conveniences connected therewith, for the protection of the headland of Hartlepool, and the cliffs near or adjoining thereto from the inroads of the sea, such sea wall or embankment to commence at or from a point on or near the seashore on the northern side of the point of land on which the Headland Lighthouse of the Commissioners stands, and thence along or near the line of the cliffs or seashore, and to terminate on or near the seashore opposite, or nearly opposite, to the northern end of Corporation-road, in the said borough; and to make or form a walk or promenade, with all necessary banks, slopes, railings, steps, paths, and conveniences, upon and along the intended sea wall or embankment, or some part or parts thereof, and the cliffs adjoining thereto: All which said sea wall or embankment and other works will be wholly situate in the borough of Hartlepool, in the townships of Hartlepool and Throston, or one of them, in the parish of Hart, in the county of Durham.

To deviate from the line of the said intended sea wall or embankment, as laid down on the deposited plans thereof hereinafter referred to, and to deviate vertically from the levels of the same, as shown on the deposited sections thereof hereinafter referred to.

To empower the Corporation to purchase and take by compulsion or agreement, or otherwise acquire, and to use any lands, seashore, houses, and other hereditaments in the said parish, and any rights and easements in or over any lands, seashore, houses, and other hereditaments which may be required to be taken or used for constructing and forming the said intended works, or for other purposes of the Bill, and to confirm the purchase and acquisition by the Corporation, or any contract or agreement which may be entered into by the Corporation, for the purchase or acquisition of any such lands, seashore, houses, and hereditaments; and to alter, vary, and extinguish all rights and privileges, in, over, or connected with the lands, seashore, and other property to be purchased or affected under the powers contained in the Bill, or which would in any way impede or interfere with the objects of the intended Bill, and to provide for the use, appropriation, or disposal of any lands which may be embanked or reclaimed by the

intended works, or of any superfluous lands and the moneys to arise therefrom.

To empower the Corporation to dig or remove and carry away stone, sand, gravel, or other materials from the seashore, and use the same for constructing and maintaining the said intended works without making any compensation for the same; and also to enter upon and use temporarily, during the construction of the works, any lands and hereditaments in the neighbourhood of the site of the intended works, or within limits which may be specially prescribed in the Bill, for the deposit of materials, and for the purpose of forming roads or approaches, and laying down tram-rails or sidings to and from the works, and for obtaining materials for the purpose of constructing the intended works, and any other purposes incidental thereto.

To empower the Corporation to purchase by agreement the field or close called Galley's Field, lying at the northern end of the Town Moor, in the said parish and borough, now or lately belonging to Sir Frederick Millbank, Baronet, and in the occupation of Robert Malthouse, and to add the same or any part thereof to the Town Moor, to be used for purposes of public recreation or other purposes for which the Town Moor may be used or appropriated, under the provisions of the Hartlepool Freeman's Lands and Harbour Dues Act, 1851 (14 Vict., cap. 16), and subject to those provisions, or to such other provisions, bye-laws, rules, and regulations as the Bill may prescribe or authorise. And to empower the Corporation to sell, lease, or otherwise dispose of for building or other purposes any part of the said field so purchased, which in the opinion of the Corporation may not be necessary or required for the purposes aforesaid, and to provide for the appropriation or application of any moneys or revenue to arise from any such sale, lease, or disposal.

To empower the Corporation for the purposes of the Bill, or any of them, and for defraying the costs of promoting the Bill, to apply their corporate funds and all, or any moneys which they are now authorised to borrow under any existing Act or Acts, or over which they have control, and particularly a sum of £5,108 11s. 2d., proceeds of the sale of certain property of the Corporation to the North-Eastern Railway Company, under section 3 of the North-Eastern Railway Company's (Additional Powers) Act, 1874, now invested in the public funds, and any interest and accumulations of interest thereon; and any tolls, rates, and charges, which they are now authorised to levy; and to borrow further money by mortgage or otherwise upon the security of the borough-fund, borough-rate, district-fund, and general district-rates, or any of those funds and rates, and of all or any lands, houses, property, hereditaments, and revenues of the Corporation or otherwise as the Bill may provide.

To empower and require the Commissioners to contribute towards the cost of promoting the Bill, and of constructing and maintaining the said intended works and any other objects of the Bill, and for those purposes to apply any tolls, rates, and dues which they are empowered to levy, and any moneys and revenue now under their control and any money which they are empowered to borrow, and to borrow further moneys on mortgage, bond, or otherwise, and to charge the same on the security of the Hartlepool Port and Harbour Fund, and the tolls, rates, dues, revenue, and property of or leviable by the Commissioners, and to alter and regulate

the application and appropriation of the funds and revenue of the Commissioners; and if thought fit to provide that the moneys so contributed by the Commissioners shall be deemed to be moneys expended by them on works under and for the purposes of the Hartlepool Port and Harbour Acts, 1855 and 1869.

To empower the North Eastern Railway Company to contribute to the cost of constructing and maintaining the proposed works, or of carrying out any of the objects of the Bill, and for that purpose to apply any money in their hands or any share or loan capital which they are empowered to raise, or to raise further capital by the creation and issue of new shares or stock, either ordinary or preference, or by borrowing.

To empower the Governors of the Henry Smith School in the said borough to contribute towards the cost of executing and maintaining the intended works, or any of them, or any part thereof, or of carrying out any of the objects of the Bill, and for that purpose to empower the said Governors and the Official Trustees of Charitable Funds, or either of them, to apply any funds, moneys, or securities belonging to the School Endowment in their hands or under their control, or to raise money on the security of the property or revenue of the Governors, and so far as may be necessary to alter the application of the revenue of the Foundation.

To empower the Corporation and the Commissioners from time to time to enter into and carry into effect agreements and arrangements with respect to the construction of the said intended works, or some or any of them, and the maintenance thereof, and the contributions to be made towards the cost of such construction and maintenance, and otherwise in relation to the objects of the Bill.

To incorporate with the Bill the Lands Clauses Consolidation Acts, 1845, 1860 and 1869 and the Lands Clauses (Umpire) Act, 1883, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the works during the construction thereof, with such alterations, additions and modifications as may be deemed expedient; and to alter, amend, extend or repeal so far as may be necessary for effecting the objects of the Bill the provisions of the Hartlepool Port and Harbour Act, 1855, the Hartlepool Port and Harbour Act, 1869, the Hartlepool Freemens' Lands and Harbour Dues Act, 1851 (14 Vict., cap. 16), and the Hartlepool Borough Extension Act, 1883, and all other Acts or Orders confirmed by Parliament which it may be necessary to alter, amend, extend or repeal for effecting those objects; and to vary and extinguish all rights and privileges which may impede or interfere with the carrying out of the objects of the Bill, so far as may be necessary for effecting those objects, and to confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections (in duplicate) of the said intended sea-wall or embankment and other works showing the lines, situation, and levels thereof, and the lands, houses, and other property in or through which they will be made or which may be required to be taken under the powers of the Bill, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and 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 with the Clerk of the Peace for the

county of Durham, at his office in the city of Durham; and that on or before the same day a copy of the said plans, sections, and book of reference, with a copy of this notice as published as aforesaid, will be deposited with the parish clerk of the said parish of Hart, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.—Dated this 12th day of November, 1884.

*Henry Belk*, Town Clerk, Hartlepool,  
Solicitor for the Bill;

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

In Parliament.—Session 1885.

London Central Subway.

(Incorporation of Company; Construction of Subways from King's-cross to Charing-cross, with Approaches; Compulsory Purchase of Lands and Easements; Power to take parts only of certain Properties; Bye-laws; Underpinning; Sale Lease or other disposition of surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Power to make arrangements with Metropolitan Railway Company; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act") to incorporate a Company (hereinafter called "the Company") with power to make and maintain wholly within the county of Middlesex the subways hereinafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, lifts, buildings, works, machinery, and conveniences connected therewith respectively (that is to say):

A Subway (No. 1) commencing on the western side of Liverpool-street at a point 7 yards or thereabouts to the southward of the junction of that street with the Euston-road, and terminating in the enclosure or garden of Endsleigh-gardens, at a point 7 yards or thereabouts, measuring in a southerly direction from the north-east corner of that enclosure or garden:

A Subway (No. 1A) commencing at a point 4 yards or thereabouts to the north of the point of commencement of Subway (No. 1) above described, and terminating at a point 4 yards or thereabouts to the north of the point of termination of the said Subway (No. 1):

A Subway (No. 1B) commencing by a junction with the said intended Subway (No. 1) on the eastern boundary of the property numbered 107, Euston-road, at a point 7 yards or thereabouts to the southwards of the front boundary fence of that property, and terminating on the western side of Mabledon-place at a point 17 yards or thereabouts to the southwards of the junction of that place or street with the Euston-road:

And which said intended Subways (No. 1, No. 1A, and No. 1B) will be wholly situate within the parish of St. Pancras.

A Subway (No. 2) commencing by a junction with the said intended Subway (No. 1) at its point of termination above described, and terminating in the parish of St. Martin-in-the-Fields, at a point in St. Martin's-place, opposite the centre of Chandos-street, and 17 yards or thereabouts to the eastward of the kerb of the western footway in St. Martin's-place aforesaid:

A Subway (No. 2A) commencing by a junction

with the said intended Subway (No. 1A) at its point of termination above described, and terminating at a point 4 yards or thereabouts to the westward of the said point of termination of the said intended Subway (No. 2):

And which said intended Subways (No. 2 and No. 2A) will be made or will pass from, in, through, or into the following parishes or places, or some of them (that is to say): St. Pancras St. Giles-in-the-Fields St. George Bloomsbury St. Anne Soho and St. Martin-in-the-Fields.

A Subway (No. 3) commencing by a junction with the said intended Subway (No. 2) at its point of termination above described, and terminating in Charing Cross, opposite Craig's-court, at a point 10 yards or thereabouts to the eastward of the kerb of the western footway of Charing Cross:

A Subway (No. 3A) commencing by a junction with the said intended Subway (No. 2A) at its point of termination above described, and terminating at a point 4 yards or thereabouts to the westward of the point of termination of the said intended Subway (No. 3) above described:

And which said intended Subways (No. 3 and No. 3A) will be situate wholly within the parish of St. Martin-in-the-Fields.

The intended subways will be constructed on the gauge of 3 feet 6 inches, and the motive power to be employed on the said subways will be the systems of the Patent Cable Tramways Corporation Limited, or such means other than steam locomotives as may be prescribed by the intended Act, or as the Board of Trade may from time to time approve.

The intended Act will authorise the Company to exercise the powers, or some of the powers, following (viz.):

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned to such an extent as may be provided by the intended Act.

To cross, stop up, appropriate, alter, and divert either permanently or temporarily streets, footpaths, drains, sewers, subways, electric and telephonic apparatus, pipes, ways, and approaches within the parishes and places aforesaid, or any of them.

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

To make and maintain temporary shafts or openings from the surface of any land or street within the limits of deviation to be shown on the Plans hereinafter mentioned to any portions of the proposed works, and to appropriate and use the subsoil and under-surface of any such land or street for the purposes of the proposed works, or for any other purpose subject to such provisions and limitations as may be provided in the intended Act.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure, or affected by any of the intended works, and which houses and buildings, or the whole of which may not be required to be taken or used for the purposes thereof.

To exempt the Company from the operation of Section Ninety-two of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase, compulsorily, parts only of certain properties.

To authorise the Company, and the Metropolitan Railway Company, to make and carry into effect arrangements and agreements with respect to the construction and maintenance of communications between the intended subways, or some of them, and the Metropolitan Railway at King's Cross and at Gower-street Stations, or either of them, and to alter, amend, or repeal the Metropolitan Railway Act, 1854, and any other Acts relating to or affecting the Metropolitan Railway Company.

To sell and convey, demise, and 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 the superfluous lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To levy tolls, rates, and duties in respect of the intended subways and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties, and to grant leases of the undertaking, tolls, rates, and duties.

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 subways, 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 Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, and the provisions of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands, and to interference with roads.

Duplicate plans and sections defining the lines, situation, and levels of the intended subways and works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 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, 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 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 parish of St. Pancras, with the vestry clerk of that parish

at the Vestry-hall, Pancras-road; as regards the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the clerk for the District Board of Works for the St. Giles' district, at his office 199, High Holborn; as regards the parish of St. Anne, Soho, with the clerk to the District Board of Works for the Strand district, at his offices 5, Tavistock-street, Strand; as regards the 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.

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.

*Lake, Beaumont, and Lake*, 10, New-square, Lincoln's-inn, Solicitors for the Bill;

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

In Parliament—Session 1885.

• Crystal Palace (High Level) Beulah and Beckenham Railway.

(Incorporation of Company; Construction of Railways between Camberwell, Norwood, Beckenham, and the Crystal Palace; Compulsory Purchase of Lands; Power to take parts only of certain Property, Underpinning, &c.; Tolls, Rates, and Charges; Running Powers; Working and Traffic Agreements with the London Chatham and Dover Railway Company, and provisions affecting that Company; Payment of Interest or Dividend out of the Capital or other funds of the Company; Incorporation and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session (1885), for leave to bring in a Bill to effect the purposes, or some of the purposes, following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the railways hereinafter mentioned, with all proper and convenient stations, approaches, works, and conveniences connected therewith, viz.:—

(1.) A Railway (No. 1) commencing in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey, by a junction with the second line of rails from the east side of the high level passenger station at the Crystal Palace of the Crystal Palace and South London Junction Branch of the London Chatham and Dover Railway, at a point distant 60 yards or thereabouts, measured in a northerly direction along the rails from the centre of the engine turntable at the southern end of the said high level passenger station, and terminating in the parish of Beckenham, in the county of Kent, by a junction with the London Chatham and Dover Railway from Beckenham to the Crystal Palace, at a point 200 yards or thereabouts, measured along the rails in a south-westerly direction, from the centre of the bridge carrying that railway over Elmers-end-road or Clay-lane.

The intended Railway (No. 1) will pass from, in, through, or into, or be situated within the parishes and places of Camberwell, otherwise St. Giles, Camberwell, Lambeth, otherwise St. Mary, Lambeth, Croydon and Battersea detached, all in the county of Surrey, and Beckenham, Lewisham, and Bromley, in the county of Kent:

(2.) A Railway (No. 2) commencing in the said parish of Camberwell, otherwise St. Giles, Camberwell, by a junction with the third line of rails from the east side of the high level passenger station at the Crystal Palace of the Crystal Palace and South London Junction Branch of the London Chatham and Dover Railway, at a point distant 60 yards or thereabouts, measured in a northerly direction along the rails from the centre of the engine turntable at the southern end of the said high level passenger station, and terminating in the parish of Croydon, by a junction with the intended Railway No. 1, at a point in the front garden of the house known as No. 6, Paddock-gardens, and situate between Westow-hill and Westow-street.

The intended Railway No. 2 will pass in, through, or into the parishes and places of Camberwell, otherwise St. Giles, Camberwell, Lambeth, otherwise St. Mary, Lambeth, and Croydon, all in the county of Surrey.

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, footpaths, bridges, wharves, quays, landing-places, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric wires and other apparatus, within the parishes and places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, or interfere with, for any of the purposes of the Bill.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, and hereditaments, for the purposes of the intended railways and works, and of the Bill, and notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and take a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

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 the exercise of the powers of the Bill, and which houses or buildings may not be required to be taken for the purposes thereof.

To enable the Company to demand, take, and recover tolls, rates, and charges, upon or in respect of the intended railways and works connected therewith, and upon the portions of railway proposed to be run over and used as hereinafter mentioned, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer exemptions from the payment of tolls, rates, and charges.

To empower the Company and any company or persons for the time being working or using the railways of the Company, by agreement or

otherwise, on such terms and conditions and on payment of such tolls and rates as may be agreed on, or settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages and waggons, and 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 portions of railway following, viz.:—

(a) The Crystal Palace and South London Junction Branch Railway of the London Chatham and Dover Railway Company, including the Crystal Palace (High Level) Station and the Nunhead Station.

(b) So much of the London Chatham and Dover (Beckenham and Crystal Palace) Railway as is situated between the junction therewith of the intended Railway (No. 1) and Beckenham Station, including that station, together with all 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 of or connected with the said railways and stations respectively.

To require and compel the London Chatham and Dover Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all traffic to or from or over the railways belonging to them or under their management or control, from, to, or over the railways of the Company, so as to prevent any undue interruption, diversion, or delay in the passage of such traffic.

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

The Bill will incorporate the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railway Companies Act, 1867," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Lands Clauses (Umpire) Act, 1883."

To empower the Company on the one hand, and the London Chatham and Dover 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, use, management, and maintenance of the intended railways and works, or any part or parts thereof; the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies; the supply and maintenance of engines, stock, and plant, and the employment of officers and servants for the conveyance and conduct of such traffic; the fixing, collection, payment, and apportionment of the tolls, rates, charges, income, and profits arising from such traffic; the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them; and the Bill will sanction or confirm any agreements which previously to the passing thereof may be made touching any of the matters aforesaid.

To enable the Company, notwithstanding anything to the contrary contained in "The Companies Clauses Consolidation Act, 1845," to pay interest or dividends to any shareholders or classes of shareholders of the Company on the

amount of the calls made in respect of their shares, out of any capital which the Company may by the Bill be authorised to raise by shares, stock, debenture stock, or borrowing; and to create capital, with or without special privileges or disabilities, for the payment of such interest or dividends.

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 local and personal Acts, 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 169; and of the other Acts relating to or affecting the London Chatham and Dover Railway Company or their undertaking.

And notice is hereby given, that 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, a book of reference to such plans and ordnance map, with the intended 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 Surrey, at his office at Newington Causeway, and with the clerk of the peace for the county of Kent, at his office at Maidstone; 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 or through which the said railways are intended to be made or will be situate, with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows: In the case of the parish of Lambeth, otherwise St. Mary, Lambeth, with the Vestry Clerk of that parish at his office at the Vestry Hall, Kennington-green; in the case of the parish of St. Giles, Camberwell, with the vestry clerk of that parish at his office at the Vestry Hall, Peckham-road; in the case of the parish of Battersea, with the clerk of the Wandsworth District Board of Works at his office in Battersea-rise; in the case of the parish of Lewisham, with the clerk of the Lewisham District Board of Works at his office at Catford, and in the case of every other parish, with the clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of an adjoining parish at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1884.

*Higginson and Vigers*, 3, Westminster Chambers, Victoria-street, Westminster Abbey, S.W., Solicitors for the Bill.  
*William Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Bute Docks (Cardiff.)

(Amendment of Bute Docks and Bute Estate Acts; Sale and Transfer of Bute Docks Undertaking to Taff Vale Railway Company; Consideration for same; Trusts of Consideration and Purchase Money; Appointment of Directors of Railway Company by the Marquess of Bute or his Trustees; Confirmation of Agreements; Transfer of Powers and Contracts; Power to Railway Company to Sell and Lease Lands, to raise additional Capital and Money, and apply Funds; Tolls, &c.; Alteration and Amendment of Acts.)

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



(hereinafter called "the Bill") for all or some of the purposes following, that is to say:—

1. To amend, alter, or repeal, and re-enact all or some of the provisions of the following Acts, viz., 1 Wm. IV, cap. 133 (local), and 4 Wm. IV, cap. 19 (local), relating to the Bute Ship Canal Docks and Works at Cardiff, in the county of Glamorgan; the Bute Docks Act, 1865; the Bute Docks Act, 1866; the Bute Docks Act, 1874; the Bute Docks Act, 1882; and an Act passed in the eleventh and twelfth years of the reign of Her present Majesty, cap. 20 (private), intituled, "An Act to alter and amend certain powers of leasing contained in the last will and testament of the late Most Honourable John Crichton Stuart, Marquess of Bute and Earl of Dumfries, deceased;" and another Act passed in the sixteenth and seventeenth years of the reign of Her present Majesty, cap. 22 (private), intituled, "An Act to authorise the executors in trust of the residuary personal estate bequeathed by the will of the Most Honourable John Crichton Stuart, Marquess of Bute and Earl of Dumfries, deceased, to postpone the sale of certain parts of such residuary estate, and to indemnify such executors in respect of such postponement, and for other purposes;" and all other Acts relating to the Bute Docks, Cardiff, or to the estates and trusts of the will of the late Marquess of Bute.

2. To authorise and enable the Most Honourable John Patrick Crichton Stuart, Marquess of Bute, K.T., his heirs and assigns, and the trustees of the will of the late Marquess of Bute (hereinafter called "the Trustees," the said Marquess of Bute and the trustees being together hereinafter referred to as "the Owners") for their respective interests to sell and transfer absolutely or subject to such conditions as the owners think fit, or as may be agreed upon or be provided in the Bill, to the Taff Vale Railway Company (hereinafter called the "Taff Company"), and to authorise and enable the Taff Company to purchase, carry on, hold, maintain, and exercise (subject to such conditions as aforesaid) the whole of the undertaking known as the Bute Docks, Cardiff, and works connected therewith, situate in the parishes of St. John the Baptist and St. Mary the Virgin in Cardiff, and in the parishes of Llandaff and Roath, or some of those parishes, all in the county of Glamorgan; and all the piers, landing stages, railways, sidings, tramways, buildings, easements, fixed and loose plant, machinery, rolling stock, and effects of or belonging to or used by the owners in connection with the said undertaking, and all or any of the lands of the owners in the parishes aforesaid, or some of them, and all the rights of demanding and taking tolls, dues, rates, rents, and charges belonging to or vested in the owners in respect of the said undertaking, and all the rights, privileges, powers, authorities, liabilities, and obligations whatsoever vested in or imposed upon the owners under any of the Acts hereinbefore mentioned, or any such portion or portions of the said undertaking, works, and property, and of the said tolls, dues, rates, rents, and charges, rights, privileges, powers, authorities, liabilities, and obligations as the owners may think fit, or as may be agreed upon or be prescribed by the Bill.

3. To determine, or make provision for determining the consideration to be paid by the Taff Company for such sale and transfer, and for the transfer to and vesting in them by the Bill of any other rights, powers, or interests, in such manner as may be defined by the Bill.

4. To provide for the repayment by the Taff Company to the owners of all money expended by them in connection with the construction of the Roath Dock, or other works authorised by the Bute Docks Act, 1882.

5. To transfer to, and vest in and impose upon the Taff Company all powers and liabilities of the owners, or any of them, in respect to such dock and works, and the completion thereof.

6. To provide for the apportionment of the consideration for any such sale and transfer, and other moneys payable to them between the Marquess of Bute and the trustees, and to declare and define the trusts upon which such consideration so far as payable to the trustees shall be held by the trustees, and the purposes and manner to and in which the same shall be applied.

7. To provide for an increase in the number of directors of the Taff Company, and to enable the Marquess of Bute and the trustees to nominate certain directors of that Company, in such number, at such times, and for such periods, and in such manner as may be fixed by the Bill.

8. To confirm and give effect to any contracts or agreements made or which may be made during the progress of the Bill between or on behalf of the owners and the Taff Company with reference to all or any of the matters aforesaid, and any contracts or agreements made or to be made between those parties jointly or either of them separately, on the one hand, and any other companies, corporations, or persons, or between such companies, corporations, or persons themselves with reference to such matters.

9. To empower the Taff Company to accept the said transfers, and to exercise all or some of the powers of the owners in relation to the undertaking, property, and interest transferred, whether with reference to the levying of tolls, rates, and charges, purchase of lands, the execution of uncompleted works, or otherwise howsoever, and to transfer to and confer on the Taff Company the benefit and obligations of all or some of the subsisting contracts or agreements to which the owners may be parties.

10. To empower the Taff Company to levy tolls, rates, and duties for the use of the undertaking to be transferred to them, or to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

11. To authorise the Taff Company (notwithstanding anything in the Harbours, Docks, and Piers Clauses Act, 1847) from time to time to sell, lease, or grant the use of any warehouses, buildings, wharves, yards, cranes, machines, or other conveniences, or of any lands for the time being belonging to them, upon and subject to such terms and conditions (pecuniary or otherwise), and for such period or periods as they think fit, and to accept surrenders of leases, and to exempt all or any of such lands and the Company in respect thereof from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

12. To empower the Taff Company to increase their capital, and raise further money by the creation and issue of additional ordinary and preference shares and stock (with such preferences and priorities, if any, as may be prescribed by the Bill) to such an amount as may be necessary for the purposes of the Bill, and by borrowing upon mortgage, or by the creation and issue of debenture stock, for the purposes of the Bill and the acquisition of the undertaking to be transferred to them as aforesaid, as also to apply towards those purposes

any capital or funds belonging to or authorised to be raised by the Taff Company which may not be required for the purposes for which the same were authorised to be raised.

13. To alter the powers at present possessed by the owners of leasing the Bute Trust Estates, and to provide for the manner in which such leases may be executed, and to make other provisions with reference to those trust estates.

14. To vary or extinguish all rights and privileges which might in any manner interfere with any of the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects.

15. To alter, amend, extend, and enlarge, and if need be to repeal, so far as may be necessary for the objects of the Bill, all or some of the provisions of the several local and personal Acts following, that is to say, 6 Will. IV, cap. 82, and all other Acts relating to the Taff Vale Railway Company; 19 and 20 Vic., cap. 122, and all other Acts relating to the Penarth Harbour Dock and Railway Company, and any other Act or Acts of Parliament recited in any of the before mentioned Acts affecting the owners or either of the above named Companies, or any person who or whose property may be affected by any of the powers and provisions of the Bill; and all other Acts, charters, deeds, agreements, and instruments which may in any way interfere with the carrying into effect the objects and purposes of the Bill.

16. Printed copies of the Bill will be deposited on or before the 20th day of December, 1884, in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

*Farrer and Co.*, 66, Lincoln's Inn Fields.

*L. V. Shirley*, Cardiff.

*Ingledeu, Ince, and Vachell*, Cardiff.

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

*Sherwood and Co.*, 7, Great George-street, Westminster.

In Parliament.—Session 1885.

Corporation of London.

Tower Bridge.

Power to Corporation of London to Construct a Bridge over the Thames below London Bridge, between Little Tower-hill on the North, and Hartley's Wharf on the South, with Approaches and other works; Control thereof, and Regulation of Traffic; Purchase of Lands; Extinguishment of Ferry and other rights; Power to Dispose of Surplus Lands; Power to make Bye-laws and Regulations as to Traffic; Agreements with Local Authorities and Persons; Enlargement of their Powers; Maintenance of Bridge and Approaches; Application of the Income of the Bridge House Estates and other Moneys to the Purposes of the Bill; Amendment of Acts; and other purposes.)

**N**OTICE is hereby given, that the Mayor, and commonalty, and citizens of the City of London (hereinafter called "the Corporation,") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill, and to pass an Act for carrying into effect the objects and purposes following, or some of them (that is to say):—

1. To make and maintain a bridge across the River Thames, commencing in the county of Middlesex, at a point in the river-wall 50 feet or thereabouts westwards of Irongate-stairs, in the extra-parochial places or precincts of St. Katharine by the Tower, and of the Tower Within, or one of them, and crossing the River Thames, and

terminating in the county of Surrey, at or near Hartley's Wharf, at a point in the river-wall 150 feet or thereabouts westwards of Horselydown-stairs, in the parish of St. John, Horselydown.

2. To make and maintain the following approaches to the said bridge and other works:—

Bridge Approach on the North or Tower side.

(a.) A road commencing in the Minories, in the parish of St. Botolph Without, Aldgate, in the city of London, at a point 58 feet or thereabouts, measured in an easterly direction from the north-east corner of the house, known and numbered as 91, in the Minories aforesaid, and in the occupation of Robert Jonathan Kinstry and others, and 150 feet or thereabouts, in a northerly direction from the iron railings on the north side of the Tower-ditch, and terminating at the point of commencement of the said bridge hereinbefore described.

Bridge Approach on the South or Surrey Side.

(b.) A road wholly situate in the said parish of St. John, Horselydown, commencing from and out of Tooley-street, at a point distant 75 feet or thereabouts measured in a westerly direction from the south-west corner of Short-street, and passing thence in a northerly direction to and terminating at the point of termination of the bridge hereinbefore described.

3. In the construction of the bridge and of the said approach roads to make such carriage-ways and footways as may be found necessary or expedient, and to place coffer dams, piles, roads and other temporary works and conveniences in the River Thames and upon the bed and banks thereof and upon any adjacent wharves, streets or lands, and so far as may be necessary to remove any obstructions in or near to the River Thames and the bed and banks thereof, and to remove such coffer dams, piles, and other temporary works on the completion of the works hereinbefore described.

4. To make and maintain all necessary lift bridges, bascules, engine-houses, platforms, openings, hydraulic lifts, and other mechanical appliances, viaducts, piers, mooring blocks or posts, wharves, walls, fences, drains, stairs, buildings, works, and conveniences connected with the said bridge approaches and works. The proposed works will be made in, or will pass from, through or into the following parishes, extra parochial and other places, or some of them: namely, St. Botolph Without, Aldgate, in the city of London, the district of the Tower, otherwise St. Peter ad Vincula, Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower Within, Old Tower Without, and the Precinct of St. Katherine by the Tower, and the parish of St. Botolph Without, Aldgate, in the county of Middlesex, and the parishes of St. John, Horselydown, and St. Mary Magdalen, Bermondsey, in the county of Surrey.

5. To deviate laterally and vertically from the line and levels of the intended works shown upon the deposited plans and sections hereinafter mentioned, and to under-pin, prop up, and otherwise strengthen, without being required to purchase, houses and other buildings and property near to or which might be affected by the construction of any of the proposed works.

6. To cross, divert, stop up, and interfere with, and to make junctions and communications with, streets, roads, passages, and places, and, if need be, to alter the lines and levels of streets and places adjoining the said bridge, approach roads, and works; 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, and to enter into contracts and agreements with public bodies and persons with reference to carrying into effect the objects and purposes of the Bill, and if need be to enable such public bodies and persons to levy rates and charges, and to raise and apply money for any of the objects and purposes of the intended Act.

7. To provide that the approaches to the bridge shall be maintained by the several parishes or districts in which they shall be respectively situate, in the same manner and by the same means as any other public roads within those parishes and districts are maintained.

8. To authorise and require the Justices of the Peace for the respective counties of Middlesex and Surrey, to contribute and pay annually, out of the county rates, towards the expenses of maintaining the bridge and approaches, or either of them, such a sum as may be named in the Bill, or be prescribed by Parliament.

9. To stop up and appropriate the sites of the following streets, roads, and highways, or some of them, viz., Cross-street, Freeman's-lane, Britten's-court, and Freeman's-court, all in the said parish of St. John, Horselydown, and to extinguish all rights in or over the same.

10. To give the Corporation, their officers and servants, jurisdiction over the said bridge, approach roads, and works and all necessary powers for regulating the traffic over the same, and to enable them to put in force all such police and other powers with reference to the said bridge and works as may at any time be exercisable within the City of London, and to declare that for all or any of the foregoing purposes the said bridge and the said approach roads, or one of them, shall be deemed to be within the City of London.

11. 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, and the approaches thereto and other the purposes of the Bill, and also easements and rights in and over lands, houses, and other property, or in and over the River Thames and the banks, bed, soil, and foreshore thereof, and to vary and extinguish any such easements or rights, and to extinguish or vary all or any rights of ferry, or other public or private rights across or affecting the River Thames, which it may be considered necessary or advisable to extinguish or vary, for any of the purpose of the Bill.

12. To purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Corporation and others 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.

13. To sell, convey, lease, and otherwise dispose of, or hold any lands, houses, and property, or any easement, right, privilege, or interest in or over the same which may be acquired under the powers, and may not be required for the purposes of the Bill, and to execute all such works, and to throw any land acquired into any street or highway adjacent thereto, and exercise all such other powers as may be incidental or necessary to any of the objects of the Bill.

14. To enable the Corporation to apply the rents, revenues, profits, and income of the land and property known as the Bridge House Estates,

by borrowing money on the security thereof or otherwise towards the construction and maintenance of the proposed bridge, approaches, and works connected therewith, and for carrying into effect any of the powers and provisions of the Bill.

15. To make, vary, and rescind bye-laws, rules and regulations for the conduct, management, and regulation of traffic over, through, or upon the intended bridge and roads, and to enforce the observance of such bye-laws, rules, and regulations, and impose and recover penalties for the breach or non-observance thereof.

16. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to repeal, alter, or enlarge all or any of the powers and provisions of the following Acts relating to the Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames, viz. : 8 and 9 Vic., cap. 78 ; " The Watermen's and Lightermen's Amendment Act, 1859," and all other Acts, charters, grants, bye-laws, rules, and regulations relating to the Watermen's Company ; " The Thames Conservancy Act, 1857 ;" " The Thames Conservancy Act, 1864 ;" " The Thames Navigation Act, 1866 ;" " The Thames Conservancy Act, 1867 ;" " The Thames Navigation Act, 1870 ;" " The Thames Conservancy Act, 1878 ;" " The Thames Act, 1883 ;" and all other Acts relating to the Conservators of the River Thames ; 4 George IV., cap. 50, and all other Acts relating to or affecting London Bridge ; " The Blackfriars Bridge Act, 1863 ;" " The Southwark Bridge Transfer Act, 1865 ;" and " The Blackfriars and Southwark Bridges Act, 1867 ;" and any other Acts relating to or affecting those bridges or either of them, 11 and 12 Vic., cap. 163, 14 and 15 Vic., cap. 91, and all other Acts relating to and affecting the Commissioners of Sewers of the City of London and the Corporation ; 18 and 19 Vic., cap. 120 (public), and all other Acts relating to or affecting the local management of the Metropolis ; and any other Acts relating to or affecting the objects of the Bill.

17. To incorporate with the Bill, 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 Corporation other rights, easements, and privileges.

18. 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 Bill, 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 City of London, at his office at the Sessions House, Old Bailey ; with the Clerk of the Peace for the Liberty of Her Majesty's Tower of London, at his office at the Court House, Wellclose-square, in the Liberty of the Tower, in the county of Middlesex ; with the Clerk of the Peace for the county of Middlesex, at his office at the Session House, Clerkenwell-green ; and with the Clerk of the Peace for the county of Surrey, at his office at the Session House, Newington-causeway ; 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

of the parishes, districts, or extra-parochial places in or through which the intended works, or any part of them, are or is intended to be made, or in which any lands or houses to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice as published in the London Gazette, will be deposited as follows:—So far as regards the parish of St. Botolph Without, Aldgate, in the city of London, with the parish clerk of that parish, at his residence; so far as regards the parish of St. John, Horselydown, with the Clerk of the District Board of Works for the St. Olave's district, at his office, No. 86, Queen Elizabeth-street, St. John's, Southwark; so far as regards the parish of St. Mary, Magdalen, Bermondsey, with the vestry clerk of that parish, at the Vestry Office, Maltby-street, Bermondsey, S.E.; and as regards the other parishes, extra-parochial and other places mentioned in this Notice, with the Clerk of the Board of Works for the Whitechapel District, at his office, 15, Great Alie-street, Whitechapel.

19. 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.

*The Remembrancer*, Guildhall, E.C.

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

In Parliament.—Session 1885.

#### Glyn Valley Tramway.

(Deviations and Extensions and New Tramways; Abandonment of Portions of Tramway rendered unnecessary by proposed Deviations and of Tramways and Works authorised by "The Glyn Valley Tramways Act, 1878;" Use of Locomotive or other Mechanical Power; Additional Capital and Regulation of Capital; Release of Money Deposits made in respect of Application for "Glyn Valley Tramway Act, 1878;" Incorporation and Amendments of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for all or some of the following purposes:—

To authorise the Glyn Valley Tramway Company (hereinafter called "the Company") to make and maintain, with all necessary approaches, works, and conveniences connected therewith respectively, the deviations and extensions of the tramways, or some of them, authorised by "The Glyn Valley Tramway Act, 1870" (hereinafter called the Act of 1870), and "The Glyn Valley Tramway Act, 1878" (hereinafter called the Act of 1878), and also the new Tramways hereinafter described, that is to say:—

1. A deviation of the Tramway No. 2, authorised by the Act of 1870, wholly situate in the parishes of Pontfadog and Llangollen, or one of them, and county of Denbigh, commencing by a junction with such tramway at a point thereon east of Pontdolywern, distant 4 miles 3 furlongs and 3 chains, or thereabouts, from the commencement of such tramway, and terminating by a junction with such tramway at a point thereon west of Pontdolywern aforesaid, distant 4 miles 4 furlongs and 7 chains, or thereabouts, from the commencement of such tramway.
2. A deviation of the Tramway No. 2, authorised by the Act of 1870, wholly situate in the parishes of Llansaintffraid, Glyn Ceiriog,

and Llangollen, or one of them, and county of Denbigh, commencing by a junction with such tramway at or near a point thereon east of the public-house called The New Inn, distant 5 miles 4 furlongs 1 chain and 50 links, or thereabouts, from the commencement of such tramway, and terminating by a junction with such tramway at a point thereon east of the New Inn aforesaid, distant 5 miles 4 furlongs 8 chains and 10 links, or thereabouts, from the said commencement of such tramway.

3. A tramway or railway commencing by a junction with the said Tramway No. 2 at its existing terminus at or near the public-house called the New Inn, in the parish of Llansaintffraid, Glyn Ceiriog, and terminating in a field No. 266 on the new Ordnance Survey and Map (scale  $\frac{1}{2500}$ ), for the parish of Llancaudwaladr, in the county of Denbigh, situate at or near the junction of four cross-roads at or near the village of Tregeiriog.

4. A tramway or railway commencing by a junction with the Tramway No. 2 authorised by the Act of 1870, at or near a point thereon distant 5 furlongs, or thereabouts, westwards from the commencement of such tramway, and terminating at a point 10 feet south from the centre of the southern fence of the piece of land numbered 632 on the new Ordnance Survey and Map (scale  $\frac{1}{2500}$ ) for the parish of Chirk, in the county of Denbigh, situate at or near the junction of the Black Park Colliery Branch Canal with the Shropshire Union Railways and Canal Company's Canal, which said intended new tramways will pass from, through, or into the several parishes, townships, divisions, and extra-parochial and other places, or some of them following, that is to say:—Talygarth, Erwallo, Hafodgynfor, Glyntraian, Glyn, Glyn Ceiriog, Llansaintffraid, Glyn Ceiriog, Pontfadog, Llansilin, Llancaudwaladr, Llangollen, and Chirk, all in the county of Denbigh.

To provide for the abandonment of so much of the said authorised Tramway No. 2 as lies between the commencement and termination of the said intended deviations.

To provide for the abandonment of the deviation No. 1 of the Tramway or Railway No. 2 of the road or highway No. 3, and the Tramway or Railway No. 4, which are respectively authorised by the Act of 1878.

To provide for the abandonment of all existing tramways or railways east of a point on Tramway No. 2 authorised by the Act of 1870, distant 2 furlongs 7 chains and 50 links from the commencement of the said Tramway No. 2, and for the re-sale of the lands occupied thereby, and for abolishing all rent charges and liabilities in respect of the said tramways.

To provide for the release or application of the deposits with the Chancery Division of the High Court of Justice in England, made in respect of the application to Parliament for "The Glyn Valley Tramway Act, 1878."

To authorise the working of the tramways constructed under the powers of the Act of 1870, and the intended deviations and new tramways above described, or some or one of them, by means of locomotive engines or carriages moved by steam or other mechanical or motive power, subject to such conditions, rules, and regulations as may be prescribed by the Board of Trade, or as may be provided by the intended Act.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended deviations, new tramways and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and buildings so to be purchased and taken, or which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To authorise the crossing, stopping-up, altering or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, railways, canals, rivers, and streams, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the intended Act.

To authorise the Company to demand and recover tolls, rates, and charges for or in respect of the use of the existing tramways and the intended deviations and new tramways, and to grant exemptions from the payment of tolls, rates, and charges.

To authorise the Company to raise additional capital by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing, or by any of such means, and also to apply to the purposes of the intended Act any capital or funds belonging to the Company, and to enable the Company to call in and cancel the existing shares in the Company, and to issue other shares in lieu thereof to such an amount as may be agreed upon with the holders thereof, or as may be prescribed by the Bill, and to readjust and regulate the capital of the Company.

To authorise the Company to make and to carry into effect agreements with respect to the construction, maintenance, and working of the existing tramways, and the said deviations and intended new tramways and other works, and as to the application of the capital and revenues, and to provide for carrying such agreements into effect, and to confirm, or modify, or alter, or repeal all or any such or other agreements as may have been entered into prior to the passing of the intended Act.

To alter, amend, and enlarge, and to repeal so far as may be necessary for the purposes of the said intended Act, all or some of the provisions of the Act of 1870 and the Act of 1878, and any other Acts relating to or affecting the Company.

The Bill will incorporate the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

On or before the 30th day of November instant, plans and sections describing the line and levels of the said intended deviations and new tramways and works, and the lands and property required to 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 be deposited for public inspection in the office of the Clerk of the Peace for the County of Denbigh, at Ruthin, and at the office of the Clerk of the Peace for the County of Salop, at Shrewsbury; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes or ecclesiastical districts aforesaid, 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 as relates to any extra-parochial place, with the clerk of some adjoining parish, at his residence.

On or before the 21st day of December next, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

*Longueville, Jones and Williams, Oswestry;*  
Solicitors for the Bill.

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

Board of Trade.—Session 1885.

Grays Gas Provisional Order.

(Extension of Limits of Supply; Increase of Capital; Sale of Gas in Bulk; and Amendment of Acts).

NOTICE is hereby given that the Grays Gas Company Limited hereinafter called "The Company" intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order under the "Gas and Waterworks Facilities Act 1870" for all or some of the following powers that is to say:—

To authorise the Company

To enlarge and extend the limits within which they are authorised to supply gas into and over the several parishes and places following that is to say Chadwell St. Mary, West Tilbury, and East Tilbury, all in the county of Essex.

To supply gas in bulk for resale and distribution to any Local Authority, Gas Company or person authorised to supply gas in any district adjoining that of the Company.

To raise additional capital by the creation of new ordinary or preference shares or by stock and by loan subject to such terms and conditions as may be prescribed by the said Order.

And notice is hereby further given that on or before the 30th day of November instant a copy of this notice as published in the London Gazette will be lodged at the offices of the Board of Trade Whitehall Gardens, and that within the same time a copy will be deposited for public inspection with the Clerk of the Peace for the county of Essex at his offices in Chelmsford.

And on or before the 23rd of December next printed copies of the Draft Provisional Order will be deposited at the offices of the Board of Trade aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6 Victoria-street Westminster Abbey S.W. or at the offices of the Company in Grays Essex on payment of one shilling for each copy.

When the Provisional Order has been granted by the Board of Trade such order will be advertised in the same local newspaper as this notice and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office in Chelmsford and copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co. 5 and 6 Victoria-street Westminster Abbey or the offices of the Company at Grays Essex on the terms before mentioned.

Any Company corporation or person desirous of making any representations to the Board of Trade or of bringing before the said Board any objection respecting this application may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade at their offices in Whitehall-gardens on or before the 15th day of January next ensuing and at the same time delivering a copy of such objections at the offices of Messrs. Baxters and Co. aforesaid. In forwarding such objections to the Board of Trade the objectors or their agents must state that a copy of the same has been forwarded to Messrs. Baxters and Co. aforesaid.

Dated this Twelfth day of November 1884.

*Baxters and Co. 5 and 6 Victoria-street*  
Westminster.

In Parliament.—Session 1884-5.

### Croydon Direct Railway.

(Incorporation of Company; Powers to construct Railway from London Chatham and Dover Railway at Dulwich to Croydon, and new Road in Croydon; Dedication to, and repair by public, of new Road, and power to Borough of Croydon to subscribe towards cost of making and maintaining same; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of, Agreements with, and Provisions affecting, London Chatham and Dover Railway Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session (1885) for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called “the Company”) to make and maintain the railway, road, and other works hereinafter mentioned, which will be situate in the county of Surrey, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, channels, sewers, drains, roads, buildings, yards and other works and conveniences connected therewith, that is to say:—

A railway, commencing in the parish of Camberwell, otherwise Saint Giles, Camberwell, by a junction with the mainline of the London Chatham and Dover Railway Company (hereinafter called “the Chatham Company”), at or near the south-eastern end of the passenger platform at their Dulwich station, terminating in the parish of Croydon, in the field numbered 1797 on the  $\frac{1}{2500}$  Ordnance map, at a point about 12 chains north-westward from the western end of the fence between the enclosures numbered respectively 1764 and 1765 on the same map.

The intended railway will be made or pass rom, in, through, or into the following parishes, or some of them (that is to say): Camberwell, otherwise Saint Giles, Camberwell, Lambeth, otherwise Saint Mary, Lambeth, and Croydon.

A road wholly situate in the town and parish of Croydon, commencing by a junction with the road known as Scarbrook-road, at or near the southernmost corner of the piece of ground on which the public baths are erected, and terminating in the road or street known as Old Town, at or near a point 235 yards or thereabouts measured in a northerly direction along that road or street from its junction with the road known as Duppas-hill-lane.

It is intended by the Bill to take, for, or in connection with the intended railway, certain lands, being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, viz.:—

Name by which the lands are known.	Parish and County in which the lands are situate.	Quantity within limits of deviation and estimated quantity to be taken.
Duppas-hill Recreation Ground	Croydon, Surrey	1A. 1R. 0P.

To provide for the dedication of the intended

new road to, and its repair by the public, and to enable the mayor, aldermen, and burgesses of the borough of Croydon to subscribe towards the cost of making and maintaining the said road, and for that purpose to apply their corporate funds and revenues; and to raise further money by borrowing on the security of their corporate estate, lands and property, and of the rates which they are now authorised, or may by the Bill be authorised to levy.

To authorise the Company to stop up, divert, or discontinue as public highways, passages, and footpaths, and to extinguish all rights of way and other rights over or affecting, and to appropriate to the purposes of the Company and their undertaking, and to vest in the Company the site and soil of the following roads, passages, and footpaths (that is to say):—

The road known as The Avenue, Duppas-hill, in the parish of Croydon.

The roads, passages, or footpaths, known as Hill-street and Hill-place, in the parish of Croydon, and leading into the road or street known as Old-town.

The road known as Dagmar-road, near the South Metropolitan Cemetery at Lower Norwood, in the said parish of St. Mary, Lambeth, from the northern end of the said road to the junction thereof, with the road known as Hamilton-grove, the total length of the said Dagmar-road to be interfered with being 150 yards in length or thereabouts.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and other apparatus within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the Bill, and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken; and, notwithstanding the 92nd section of “The Lands Clauses Consolidation Act, 1845,” to empower the Company to purchase and take by compulsion or agreement any land, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises; and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.



To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and upon and in respect of the portions hereinafter mentioned of the railways of the London Chatham and Dover Railway Company, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company, and any company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description:—

Such parts of the several railways belonging to the Chatham Company as lie to the northward of the intended junction therewith of the railway to be authorised by the Bill, together with the Dulwich, Herne Hill, Victoria, Ludgate Hill, and Holborn Viaduct Stations thereon, and the authorised station at or near Queen Victoria-street, together with all other stations thereon, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway and station.

To require and compel the Chatham Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to receive, book through, and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this Notice the meaning assigned to it by "The Railway and Canal Traffic Act, 1854") to or from, or over the whole or any part of the railways belonging to them or under their management or control, and from the railways of the Company, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic.

To empower the Company on the one hand, and the Chatham Company on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railways of the Chatham Company, shall be made.

The alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the said Chatham Company.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Chatham Company.

And the Bill will or may provide for the settlement, by arbitration or otherwise, of any difference which may from time to time arise between the Company and the said Chatham Company touching the matter or any of the matters aforesaid.

To empower the Company and the Chatham Company (hereinafter referred to as "the two Companies") from time to time to enter into and

carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the two Companies, or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the two Companies, or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the two Companies, or either of them, or any part thereof; and the employment of officers and servants; and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To enable the Company, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

And the Bill will or may vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Act, 16 and 17 Vic., cap. 132, and all other Acts relating to the Chatham Company.

And notice is also hereby given, that on or before the 29th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to such plans, will be deposited for public inspection with the clerk of the peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in that county; and that on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to the said parish of Camberwell, otherwise St. Giles, Camberwell, will be deposited with the vestry clerk thereof, at his office at the Vestry Hall, Camberwell; and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Lambeth, otherwise St. Mary, Lambeth, will be deposited with the vestry clerk thereof, at his office at the Vestry Hall, Kennington-green, Kennington-road, in that parish; and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of Croydon, will be deposited with the parish clerk thereof at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

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

Dated this 13th day of November, 1884.

*Higginson and Vigers*, 3, Westminster-chambers, Victoria-street, Solicitors for the Bill;

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

In Parliament.—Session 1885.

London and North Western Railway.

(Additional Powers to Company with reference to New Railway and Deviation and Widening of Railways and other Works, Footpaths, and Lands in the Counties of Northampton, York (West Riding), Lancaster, Middlesex, Stafford, Chester, and Brecon: New Dock and Works at Garston: Powers to Company and Lancashire and Yorkshire Railway Company as to Junction at Bootle, and to Company and Great Western Railway Company as to West Kirby Extension and Additional Lands and Works: Power to Levy Rates, &c., for Railway, Dock, and other Works, and Alteration of Existing Dock Rates: Agreements between Company and the before-mentioned Companies respectively: Further Powers as to Denton and Saddleworth Railways: Further Provisions as to Superfluous Lands of Company and of Company and Furness Railway Company, and as to Purchase of Lands by Company by Agreement and Amendment of "London and North Western Railway (Additional Powers) Act, 1879," and of "London and North Western Railway (New Railways) Act, 1881:" Agreements with the Duke of Bedford and Amendment of 5 and 6 Will. IV. cap. 56, and 9 and 10 Vict. cap. 152: Agreements with the Corporation of Walsall: Supply of Gas at Wolverton: Passage across Railways of Traction Engines, &c: Confirmation of Agreements between Company and Lancashire and Yorkshire Railway Company, and between Company and Brecon and Merthyr Tydfil Junction Railway Company: Vesting in Company of Undertaking of Lancaster Canal Navigation Company, and Dissolution of that Company: Further Capital Powers to Manchester South Junction and Altrincham Railway Company, and Subscription thereto by Company and Manchester Sheffield and Lincolnshire Railway Company: Additional Capital and Application of Funds by the last-mentioned Companies and by Lancashire and Yorkshire and Great Western Railway Companies: Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, by the London and North Western 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 new railway, and the deviation and the widening (including in that term the alteration and improvement of and the laying down of additional lines of rails upon) of the portions of their existing railways hereinafter respectively described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):

A railway to be called the Weedon and Daventry Railway, commencing in the parish of Dodford, in the county of Northampton, on the west side of the Company's London and Birmingham Railway, and at or near the bridge carrying the public road from Daventry to Northampton over that railway at the Weedon Station, and terminating in the parish of Daventry, in the same county, on the south side of the road from Daventry to Long Buckby, and 250 yards or thereabouts north-east of Daventry Church, which said intended railway will pass from, through, or into the several parishes of Dodford, Newnham, and Daven-

try, or some of them, in the said county of Northampton:

In the Parishes of Weedon Beck and Dodford, in the County of Northampton:

The deviation and alteration of the Company's London and Birmingham Railway, between the south end of the Weedon Viaduct and a point 280 yards or thereabouts north-west of the bridge carrying the public road from Daventry to Northampton over that railway at the Weedon Station:

With power to abandon and discontinue the use of so much of the said London and Birmingham Railway as will be rendered unnecessary by reason of such deviation, and to appropriate the same to the purposes of the Company's undertaking:

In the West Riding of the County of York:

The widening in the township of Marsden-in-Almondbury, in the parish of Almondbury, and in the townships of Marsden-in-Huddersfield, Slaithwaite and Golcar, in the parish of Huddersfield, all in the West Riding of the county of York, of so much of the Company's Huddersfield and Manchester Railway as extends from the north-east end of the Standedge Tunnel to the north-east end of the viaduct south of the Golcar Station:

To empower the Company to make and maintain in the townships of Garston and Speke, in the parish of Childwall, in the county of Lancaster, the following works, or some of them (that is to say):

A dock to be situate partly upon lands belonging to the Company, and partly upon the foreshore of the estuary of the river Mersey, and extending for a distance of 300 yards or thereabouts in a south-easterly direction from the south-east end of the Company's existing dock, known as the Old Dock at Garston, and extending from south to north for a distance of 500 yards or thereabouts:

A cut or channel (No. 1) commencing in the bed or foreshore of the said estuary, in front of Garston Docks, at a point 350 yards or thereabouts south-south-west of the westernmost corner of the Company's existing dock, known as the New Dock at Garston, and terminating at the westernmost corner of the said intended dock:

A cut or channel (No. 2) commencing by a junction with the said intended cut or channel No. 1, at a point 200 yards or thereabouts south-south-west of the entrance to the said Old Dock at Garston, and terminating in the said bed or foreshore at a point 400 yards or thereabouts south-south-east of the south-west end of the wall forming the south-eastern boundary of the Company's property at Garston:

All proper entrances, cuts, locks, basins, gates, sluices, sewers, dams, piers, jetties, quays, wharves, warehouses, stages, staiths, drops, slips, tips, cranes, lifts, stairs, walls, bridges, approaches, tramways, sidings, works, and conveniences and appliances connected with the said intended works or any of them, or for the purposes thereof, and with power to supply the said dock and works with water from the river Mersey:

To empower the Company to execute the works, and acquire the lands (in which term in this notice houses and buildings are included), and exercise the powers following (that is to say):

In the Parish of St. Leonard, Shoreditch, in the County of Middlesex:

To lay down, maintain, work, and use rails across and on the level of Worship-street, at a point thereon 13 yards or thereabouts north-west of the viaduct carrying the railway leading to the Company's station at Broad-street over Worship-street.

In the Parish of St. Botolph, without Bishopsgate, in the City of London, in the County of Middlesex:

To stop up and discontinue, and appropriate to the purposes of the Company's undertaking, so much of the carriage-way of the street on the east side of the Broad-street Station leading from Liverpool-street, to the Company's goods yard as extends for a distance of 14 yards or thereabouts, in a southerly direction, from the entrance gates of the said goods yard:

In the Parish of Stanford, in the County of Northampton:

To make a new road, commencing by a junction with the existing road which crosses the Company's Rugby and Stanford Railway on the level at the Yelvertoft Station, at a point on that road 30 yards or thereabouts south-east of the said level crossing, and terminating by a junction with the existing road leading from Swinford to Cold Ashby, at a point thereon 270 yards or thereabouts east of the level crossing of that road by the said railway, and to stop up and discontinue so much of the last-mentioned existing road as lies between the junction therewith near Stanford Church, of the road to Stanford Hall and the termination of the said New Road:

In the Township of Pelsall, in the Parish of Wolverhampton, in the County of Stafford:

To stop up and discontinue so much of the existing footpath which crosses the Company's South Staffordshire Railway on the level 274 yards or thereabouts south-west of the junction of the Company's Norton Branch with the said railway as lies between points respectively 5 yards north-east and 5 yards south-west of the boundaries of the Company's property, and to carry the said footpath over the railway by means of a footbridge:

In the Parish of Castlechurch, in the County of Stafford:

To alter and divert so much of the existing road from Stafford to Lichfield as lies between points respectively 300 yards or thereabouts north-west and 270 yards or thereabouts south-east of the level crossing of that road by the Company's Trent Valley Railway known as the Queensville Level Crossing, and to carry the said road over the said railway, and to stop up and discontinue, and appropriate to the purposes of the Company's undertaking, so much of the said existing road as lies between points respectively 42 yards or thereabouts north-west and 35 yards or thereabouts south-east of the said level crossing:

In the Parish of Harborne, in the County of Stafford:

To stop up and discontinue the existing footpath between Old Church-road and the northern end of the existing public footbridge which crosses over the Company's Stour Valley Railway 215 yards or thereabouts east of the Soho Station, and to carry the said footpath over the Company's

property and sidings, by means of an extension in a northerly direction of the said footbridge:

In the Township of Whaley-cum-Yeardsley, in the Parish of Taxal, in the County of Chester:

To stop up and discontinue all public rights of footpath along so much as lies between the boundaries of the Company's property of the road which crosses on the level the Company's Stockport Disley and Whaley Bridge Railway at the Furness Vale Station, and to carry the footpath over the said railway by means of a footbridge:

In the Township of Disley, in the Parish of Stockport, in the County of Chester:

To stop up and discontinue so much as lies between the boundaries of the Company's property of the existing footpath which crosses on the level the Company's Stockport Disley and Whaley Bridge Railway at the Crescent Crossing, Disley, 170 yards or thereabouts eastward of the east end of the Disley Tunnel. And in lieu thereof, to make a new footpath along the southern side of the said railway from the said level crossing to the public road which passes under the said railway between the said level crossing and the said tunnel:

In the Townships of Allerton and Garston, in the Parish of Childwall, in the county of Lancaster:

To make a new footpath commencing by a junction with the existing footpath which crosses on the level the Company's Allerton and Garston Loop at Dutch Farm, at a point on such existing footpath immediately west of such level crossing, and terminating by a junction with the existing footpath, which passes along the south side of the Liverpool and Manchester Railway of the Cheshire Lines Committee, at a point on such last-mentioned footpath 320 yards or thereabouts east of the bridge carrying the Company's Edgehill and Garston Railway over the said Liverpool and Manchester Railway:

And to stop up and discontinue the portion of the existing footpath lying between the commencement and termination of the said new footpath, and to repeal so much of Sub-section 10 of Section 14 of "The London and North Western Railway Act, 1884," as relates to the construction of a footbridge:

In the Township and Parish of Liverpool, in the County of Lancaster:

To make a new street in continuation of Pellew-street from Back Russell-street to Russell-street. And to stop up and discontinue so much of Back Russell-street as extends for a distance of 37 yards or thereabouts north of its junction with Pellew-street, and to take down and remove the existing bridge by which Back Russell-street is carried over the Company's Liverpool and Manchester Railway:

In the Township and Parish of Mirfield, and in the Township and Parish of Thornhill, in the West Riding of the County of York:

To make a new road, commencing at Ravens-thorpe by a junction with the Huddersfield-road, at the junction therewith of the road on the west side of the Ravensthorpe Mills, and terminating at Thornhill Lees by a junction with Lees Hall-road, 30 yards or thereabouts north-west of the Blacker Arms Inn:

In the Parish of Llangattwg, in the County of Brecon:

To stop up and discontinue so much as lies between the boundaries of the Company's property of the existing footpath which crosses on the level the Company's Merthyr Tredegar and Abergavenny Railway 400 yards or thereabouts east of the Beaufort Station. And to carry the said footpath over the railway by means of a footbridge:

To empower the Company to acquire by compulsion or agreement and to hold lands in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended new railway deviation, widening, dock, cuts, channels, and other works, and for other purposes, in addition to the lands hereinbefore described or referred to, and also to acquire by compulsion or agreement and to hold for the purpose of extending the station, siding, warehouse, coal-wharf, dépôt, mineral, goods, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):

In the County of Middlesex:

Certain lands in the parish of Saint James, Westminster, being the premises known as the Spread Eagle Office, and numbered 34 and 36 in Regent-street:

In the County of Lancaster:

Certain lands in the township of Penketh, in the parish of Prescott, lying between and adjoining the Saint Helen's Canal and the river Mersey, and extending from 300 yards or thereabouts south-west to 600 yards or thereabouts south-west of the Ferry Lock, between the said canal and the river Mersey:

Certain lands in the township and parish of Liverpool, being the property numbered 21 in Lime-street:

The following lands at Earlestown, in the township of Newton-in-Makerfield, in the parish of Winwick (that is to say):

Certain lands lying on the south side of and adjoining Earle-street West, and situate 400 yards or thereabouts north-west of the junction therewith of Viaduct-street:

Certain other lands forming part of the site of the Company's waggon works south of the south end of Viaduct-street:

Certain other lands lying on the north side of and adjoining the Company's Liverpool and Manchester Railway, and between that railway and Suez-street:

Certain other lands lying on the south and west sides of and adjoining the Company's Liverpool and Manchester and Grand Junction Railways respectively, and between the Sankey Viaduct on the first-mentioned railway and a point on the secondly-mentioned railway 350 yards or thereabouts south-east of the Earlestown Junction Station:

Certain lands in the township of Newton, in the parish of Manchester, lying on the west side of and adjoining the Company's Stockport and Manchester Railway, and being part of the site of the Longsight Station, and the approach thereto from Kirkmanshulme-lane:

Certain lands in the township of Tyldesley-cum-Shakerley, in the parish of Leigh, lying on the south side of and adjoining the Company's Eccles Tyldesley and Wigan Railway, and between the gasworks and Wells-street:

Certain lands in the townships of West Houghton and Over Hulton, in the parish

of Dean, lying on the north-west side of and adjoining the Company's Bolton and Kenyon Railway Deviation No. 1, authorised by "The London and North Western Railway Act, 1880," and near to and north-east of the Chequerbent Station on the said deviation:

Certain other lands in the said township of Over Hulton and parish of Dean, lying on the north-west side of and adjoining the Company's Bolton and Kenyon Railway, and at or near to the Hulton Colliery, with power to divert and carry under the said railway, and along the north-west side of the said lands, the existing footpath which now passes along the south-east side of the said railway and crosses the same on the level at or near the said colliery:

Certain lands in the township of Rumworth, in the parish of Dean, lying on the north side of and adjoining the Company's Bolton and Kenyon Railway, and at and near the Rumworth Cotton Mills:

Certain lands in the township and parish of Chorley, lying on the east side of and adjoining the Lancashire Union Railway, and near to and north of Stump-lane, with power to the Company in connection with the said lands and the lands in the township and parish of Chorley which the Company were authorised to acquire by "The London and North Western Railway Act, 1884," to make, maintain, work, and use a short railway or siding in the said township and parish, commencing by a junction with the Lancashire Union Railway at a point 135 yards or thereabouts north of the bridge carrying Stump-lane over that railway, and terminating in the said last-mentioned lands on the east side of the said railway 80 yards or thereabouts south of the said bridge:

Certain lands in the township and parish of Blackburn lying on the south-east side of and adjoining the railway of the Lancashire and Yorkshire Railway Company from Blackburn to Preston, and between the junction with that railway of the said Company's railway from Blackburn to Bolton and the river Darwen, and including a portion of the site of Hamilton-street:

In the West Riding of the County of York:

Certain lands in the township of Golcar, in the parish of Huddersfield, lying on the south-east side of and adjoining the road leading from the Golcar Viaduct, on the Company's Huddersfield and Manchester Railway, to the road known as Co-operative-lane, Golcar, and north-west of and near to the Golcar Station on the said railway:

Certain lands in the township and parish of Thornhill, lying on the north-west side of and adjoining the Company's Leeds and Dewsbury Railway, and between the Dewsbury or Thornhill Junction of that railway with the Lancashire and Yorkshire Railway and the Calder and Hebble Navigation (Thornhill Cut):

To empower the Company to carry out the stopping up and diversion in the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York, of the bridle road known as Pickhill-lane, authorised by Sub-section 11 of Section 17 of "The London and North Western Railway Act, 1882," according to the deposited plans referred to in that Act, and to repeal Sub-section 15 of Section 13 of "The London and North Western Railway (Additional Powers) Act, 1883:"

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them with the consent of the other, to make and maintain the railway hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A railway (to be called the Junction at Bootle) to be wholly situate in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county of Lancaster, commencing by a junction with the Company's Bootle Extension Railway at a point 120 yards or thereabouts south-east of the bridge carrying that railway over Bedford-road, and terminating by a junction with the Liverpool Crosby and Southport Railway of the Lancashire and Yorkshire Railway Company, as authorised to be widened under the powers contained in "The Lancashire and Yorkshire Railway Act, 1882," at or near the bridge carrying the last-mentioned railway over Bedford-road aforesaid:

With power to abandon the railway authorised by "The London and North Western Railway Act, 1882," and therein called the New Junction at Bootle:

To empower the Company and the Lancashire and Yorkshire Railway Company, or either of them with the consent of the other, to acquire by compulsion or agreement and to hold lands for the purposes of the before-mentioned intended railway.

To empower the Company and the Great Western Railway Company, or one of them with the consent of the other, to make and maintain the deviation hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

The deviation and alteration of the West Kirby Extension No. 2 authorised by "The London and North Western Railway Act, 1882," commencing in the township and parish of West Kirby, in the county of Chester, by a junction with the said extension at a point 175 yards or thereabouts north of the crossing thereby of the public road past St. Bridget's Church, West Kirby, as shown on the deposited plans referred to in the said Act, and terminating in the township of Little Meolse, in the same parish, by a junction with the Seacombe Hoylake and Deeside Railway, at a point thereon 135 yards or thereabouts, measured in a northerly direction along that railway, from the northern end of the platform of the West Kirby Station thereon, and to abandon the construction of so much of the said West Kirby extension No. 2 as lies between the commencement of the said deviation and the authorised termination of the said extension:

To empower the Company and the Great Western Railway Company, or one of them with the consent of the other, to execute the works and exercise the powers following (that is to say):

In the Township of Dunham-on-the-Hill, in the Parish of Thornton-le-Moors, and in the Township and Parish of Barrow, in the County of Chester:

To make a new road commencing by a junction with the public road from Bridge Trafford to Dunham-on-the-Hill, at or near the east end of the bridge carrying that road over the Birkenhead Railway, and terminating by a junction with the lane

known as Morley-lane, at a point 400 yards or thereabouts east of the said railway, and to stop up and discontinue so much of the said lane as lies between the termination of the said intended new road and the north-western boundary of the said railway:

In the Township of Higher Bebington, in the Parish of Bebington, in the County of Chester:

To alter, extend, or reconstruct the bridge by which Rock-lane is now carried over the Birkenhead Railway:

In the Township of Tranmere, in the said Parish of Bebington:

To alter, extend, or reconstruct the bridge by which Bedford-road is now carried over the Birkenhead Railway, and to alter the levels of the said road from the junction therewith of Highfield-road to the junction therewith of Railway-road:

To extend for a distance of 5 yards on each side thereof the bridge carrying the Birkenhead Railway over St. Paul's-road:

To extend for a distance of 5 yards on each side thereof the bridge carrying the Birkenhead Railway over Union-street:

To empower the Company and the Great Western Railway Company, or one of them with the consent of the other, to acquire by compulsion or agreement and to hold lands for the purposes of the said intended deviation and works, and also for the purposes of or connected with their Birkenhead Railway, the lands hereinafter described (that is to say):

In the County of Chester:

Certain lands in the township and parish of Bromborough, lying on the west side of and adjoining the Birkenhead Railway, and near to and south of the Bromborough Station:

Certain lands in the township of Lower Bebington, in the parish of Bebington, lying on the east side of and adjoining the Birkenhead Railway, and near to and north of the Bebington Station:

Certain other lands in the township of Tranmere, in the parish of Bebington, lying on both sides of and adjoining the Birkenhead Railway, and north of and adjoining Bedford-road:

Certain other lands in the same township and parish, lying on the east side of and adjoining the said railway, and on the south side of and adjoining Bedford-road:

Certain other lands in the same township and parish, lying at the south-west end of Helmingham-road, and between that road and Holt-hill:

To authorise the purchase and acquisition of so much of any property as may be required to be taken for the purposes or in exercise of the powers of the intended Act, without the Company or Companies purchasing the same becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act 1845:"

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, courts, alleys, and passages, or portions thereof, in the Company or Companies upon whom the powers to stop up the same are conferred:

To vary or extinguish all rights and privileges connected with lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus, within or adjoining to the before-mentioned parishes, townships, and other places [which it may be necessary or convenient to cross, stop up, alter or divert in executing the several purposes of the intended Act:

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned:

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways, to be constructed or altered under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways, in the parishes, townships, or places, within which the new or altered roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act:

To extend and make applicable to the intended dock and other works, and the traffic thereat, all or some of the powers, rights, and privileges of the Company, with reference to their existing docks and works at Garston, and to make provision for the management, use, regulation, and protection of the intended dock and other works, and the regulation and control of shipping, persons, animals, and goods frequenting or using or approaching to or departing from the same, and the pilotage of shipping, the appointment, regulation, dismissal, and payment of a dock-master, pilots, and other officers, and the making and enforcing of bye-laws with reference thereto, and the imposition of penalties and restrictions:

To empower the Company, and the Company and the Lancashire and Yorkshire Railway Company, and the Company and the Great Western Railway Company, or one of them, as the case may be, to demand and recover tolls, rates, dues, wharfage, and other charges for or in respect of the use of the new railways, deviations, and widening, and for and in respect of the said intended dock, cuts, channels, and other works connected therewith, and of the shipping and traffic of any description resorting to or using the same, and for or in respect of the other works authorised by the intended Act, and to alter or vary all or some of the existing tolls, rates, dues, and charges which the Company are now authorised to demand or take in respect of their existing docks and works at Garston, and the shipping and traffic using the same, and to levy new tolls, rates, dues, and charges in respect of the said existing docks and the shipping and traffic thereat, and to grant exemptions from the payment of tolls, rates, dues, and charges:

To empower the Company and the Lancashire and Yorkshire Railway Company, and the Company and the Great Western Railway Company, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the intended junction at Bootle and the West Kirby

deviation respectively, and the other purposes of the intended Act in which they are jointly interested, and to empower the Company and the Lancashire and Yorkshire Railway Company to enter into and carry into effect agreements with reference to the use and appropriation of the lands at Blackburn proposed to be acquired under the powers of the intended Act, and of any other lands adjoining or near thereto, and belonging to the said Companies respectively, or either of them:

To revive and extend the powers for the construction and completion of the Denton and Saddleworth Railways authorised by "The London and North Western Railway (New Railways) Act, 1879," and to confer further powers upon the Company with reference thereto:

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to the Company and the Furness Railway Company in connection with their Whitehaven Cleator and Egremont Railway, and to confer upon those Companies further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend, and extend with reference thereto the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands:

To confirm the purchase by the Company of lands acquired by agreement by them or on their behalf for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," or for other purposes connected with their undertaking, and to empower the Company to hold and use the said lands, and also to purchase by agreement and to hold other lands for such extraordinary purposes, and to extend and amend Section 41 of "The London and North Western Railway (Additional Powers) Act, 1879," by declaring the purposes referred to in that section to be extraordinary purposes within the meaning and for the purposes of the said Consolidation Acts respectively, and to make further provision with reference to the matters aforesaid:

To repeal, alter, or amend Sub-section 1 of Section 12 (for protection of Messrs. Ackers, Whitley & Company) of "The London and North Western Railway (New Railways) Act, 1881:"

To empower the Company and the Duke of Bedford and his trustees to make and carry into effect agreements with reference to the lands in the parish of Saint Pancras, in the county of Middlesex, belonging to the said Duke or his trustees, which the Company were empowered to acquire by "The London and North Western Railway Act, 1884," or some of them, and with reference to the release of such lands and other lands of the Company from any covenants and agreements affecting the same, and to confirm and give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act, and to alter, amend, or repeal all or some of the provisions of the Acts (local and personal) 5 and 6 Wm. IV. cap. 56, and 9 and 10 Vict. cap. 152:

To make further provision as to the compensation to be paid by the Company in respect of certain lammas lands in the parish and borough or Foreign of Walsall, in the county of Stafford, authorised to be acquired by the Company under the powers contained in "The London and North Western Railway (New Lines and Additional Powers) Act, 1876," and "The London and North Western Railway (Additional



Powers) Act, 1879," and as to the extinction of the commonable and other rights over the said lands, and as to the application of such compensation and the mode of assessing the same and to authorise agreements between the Company and the Corporation of the said borough as to the payment and application of such compensation, and to make such agreements binding upon all persons claiming commonable or other rights in respect of the said lands:

To empower the Company from time to time to supply at and near Wolverton, in the county of Buckingham, gas not required for their own purposes to any Local Board or Sanitary Authority, and to any company or person, and to demand and recover rents or sums of money from time to time in respect of any such supply:

To make provision with reference to the passage across the railways of the Company at level crossings and over road bridges which the Company are liable to repair of traction-engines, steam-rollers, and other heavy or dangerous machines or vehicles, and to regulate, restrict, and limit the weight thereof, and the speed and times at which the same may cross such railways at such crossings or bridges, and the number of vehicles which may cross at any one time, and to make bye-laws with reference thereto, and to impose penalties for enforcing the provisions of "The Locomotive Act, 1861," and of the intended Act and bye-laws:

To confirm or give effect to an agreement dated the twenty-second day of January, one thousand eight hundred and eighty-four, and made between the Company of the one part and the Lancashire and Yorkshire Railway Company of the other part, with respect to running powers, traffic facilities, and other matters, and another agreement dated the twenty-ninth day of January, one thousand eight hundred and eighty-four, between the Lancashire and Yorkshire Railway Company of the one part and the Company of the other part, with respect to like matters, and another agreement dated the thirteenth day of June, one thousand eight hundred and eighty-four, and made between the Brecon and Merthyr Tydfil Junction Railway Company of the one part and the Company of the other part, with respect to the tolls on the Dowlais Junction Railway and other matters, and with respect to cancelling or altering an existing agreement between the same Companies:

To effect or provide for the transfer to and vesting in the Company of the undertaking, canals, lands, property, rights, powers, and privileges, shares, moneys, estate, and effects of every description of the Company of Proprietors of the Lancaster Canal Navigation (hereinafter called "the Canal Company"), upon and subject to such terms, conditions, reservations, and restrictions, obligations, and liabilities as may have been or may be agreed upon, or as may be prescribed or provided for by the intended Act, and to dissolve or provide for the dissolution of the Canal Company, the winding-up of their affairs, and distribution of their assets, and to authorise and provide for the exercise and fulfilment by the Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, covenants, liabilities, and obligations of the Canal Company, whether with reference to the acquisition and holding of lands, the construction and maintenance of works, the borrowing of money, the fixing, demanding, and recovering of tolls, rates, and charges, the granting or issuing

of mortgages, bonds, or debenture stock, or otherwise, and for the substitution of shares or stock of the Company for the shares or stock in the capital of the Canal Company, and to confirm or give effect to any agreement that may have been or may be made between the two Companies with respect to the matters aforesaid, or any of them:

To empower the Manchester South Junction and Altrincham Railway Company to raise additional capital for the general purposes of their undertaking, and to empower the Company and the Manchester Sheffield and Lincolnshire Railway Company respectively to contribute their respective proportions of such additional capital:

To empower the Company for all or any of the purposes of the intended Act, and of any other Act or Acts of the same session, and for purposes connected with any other undertaking in which they are jointly interested, and for 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 or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company:

To empower the Lancashire and Yorkshire, the Great Western, and the Manchester Sheffield and Lincolnshire Railway Companies, respectively, to raise further moneys for any of the purposes of the intended Act in which they are respectively interested by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to such purposes any capital or funds belonging to them respectively:

For the purposes aforesaid it is intended if need be to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

The Act 9 and 10 Vict. cap. 204, and all other Acts relating to the Company:

The Act 22 and 23 Vict. cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company:

The Act 5 and 6 Will. IV. cap. 107, and all other Acts relating to the Great Western Railway Company:

The Act 22 and 23 Vict. cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company:

The Acts 17 Vict. cap. 64, and 41 and 42 Vict. cap. 95, and all other Acts relating to the Whitehaven Cleator and Egremont Railway:

The Acts 32 Geo. II. cap. 101, 33 Geo. III. cap. 107, 47 Geo. III. (Session 2) cap. 113, 59 Geo. III. cap. 64, 27 and 28 Vict. cap. 288, and all other Acts relating to the Lancaster Canal Company:

The Act 8 and 9 Vict. cap. 111, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company:

The Act 12 and 13 Vict. cap. 81, and all other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company:

And notice is also hereby given, that on or before the 29th day of November instant, maps, plans, and sections relating to the objects 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 as follows (that is to say): As relates to the works and lands in the county of Northampton, with the Clerk of the Peace for that County, at his office at Northampton: As relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield: As relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for that County, at his office at Preston: As relates to the works and lands in the county of Middlesex, with the Clerk of the Peace for that County, at his office at the Sessions House, Clerkenwell: As relates to the works and lands in the county of Stafford, with the Clerk of the Peace for that County, at his office at Stafford. As relates to the works and lands in the county of Chester, with the Clerk of the Peace for that County, at his office at Chester:

And that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the 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, on or before the said 29th day of November, be deposited as follows (that is to say): As relates to the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Town Hall, Old-street, Shoreditch: As relates to the parish of Saint James, Westminster, with the vestry clerk of that parish, at his office at the Vestry Hall, Piccadilly: And as relates to the other parishes, with the parish clerk of each such parish, at his residence: Or as relates to any extra-parochial place, with the clerk of some adjoining parish, at his residence:

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

Dated this 11th day of November, 1884.

*C. H. Mason*, Euston Station, and 9, Great George-street, Westminster, Solicitor.  
*Sherwood and Co.*, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Hull (Drypool) Bridge and Improvements.

(Construction by the Corporation of Kingston-upon-Hull of a Swing or Opening Bridge over the River Hull, between Salthouse-lane, Staith, and Clarence-street, with Approaches, Widening, Diversion, and Improvement of Argyle-street, Londesborough-street, and Day-street; Discontinuance of Part of Argyle-street and Asylum-lane, and Level Crossing over North-Eastern Railway; Compulsory Purchase of Lands and Easements; Power to Take Parts only of certain Property; Sale, Lease, or other disposition of Surplus Lands; Arrangements and Agreements with Hull Dock Company, Hull Hydraulic Power Company, North-Eastern Railway Company, Humber Conservancy Board, and Trinity House, and other Bodies and Persons; Application of Funds; Power to Borrow; Empowering Corporation to Confer Freedom of the Borough upon Persons of Distinction, &c.; Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Mayor, Aldermen, and Burgesses of the Borough of Kingston-upon-Hull (hereinafter called "the Corporation"),

for an Act (hereinafter called "the intended Act") to enable the Corporation to make and maintain wholly within the town and county of the town of Kingston-upon-Hull the bridge and new street, and widening, diversion, and improvement of existing streets, and other works hereinafter described, with all necessary arches, embankments, approaches, hydraulics, lifts, buildings, works, machinery, and conveniences connected therewith respectively, that is to say:

1. A swing or opening bridge across the river Hull or Old Harbour, commencing in the parish of St. Mary on the western side of the river, at the east end of Salthouse-lane, Staith, at a point five yards or thereabouts, measuring along the timber edging of the Staith in a southerly direction, from the wooden pillar or support at the south-east corner of the warehouse and wharf belonging or reputed to belong to Messrs. James T. and N. Hill, and terminating in the parish or extra-parochial place of Garrison-side, on the eastern side of the said river, at the west end of Clarence-street, at a point three yards or thereabouts, measuring in a northerly direction, from the south-west corner of the landing steps belonging or reputed to belong to and occupied by John Fisher.

2. An approach road commencing in High-street, at or near a point three yards or thereabouts, measuring in a southerly direction, from the junction of Salthouse-lane with that street, thence passing in an easterly direction along lands south of Salthouse-lane Staith, and said staith, and terminating at the west end of the intended bridge at the point of commencement thereof above described, which approach road will be wholly situate in the parish of Saint Mary.

3. An approach road commencing at the west end of Clarence-street, at the point of termination of the intended bridge above described, thence passing along Clarence-street and terminating at a point opposite the house No. 8 in that street, in the occupation of Samuel Jessop, which approach road will be wholly situate within the said parish or extra-parochial place of Garrison-side.

4. The diversion, widening, and improvement of Argyle-street (marked "1" on the plans to be deposited as hereinafter mentioned, and which are hereinafter referred to as "the deposited plans"), commencing at a point in Argyle-street opposite the house No. 10 in that street, in the occupation of George Wright, and terminating at a point ten feet or thereabouts, measuring in an easterly direction, from the north-west corner of the boundary wall surrounding the Hull Workhouse, all in the parish of Holy Trinity.

5. A new bridge over the North Eastern Railway and a street or road in continuation of Argyle-street (marked "2" on the deposited plans), commencing at the termination of the diversion, widening, and improvement of Argyle-street above described, thence proceeding in a northerly direction, crossing Londesborough-street, and terminating 167 yards or thereabouts from the commencement of such new bridge above described, all in the parish of Holy Trinity.

6. The widening, alteration, and improvement of Londesborough-street (marked "3" on the deposited plans) for a distance of 55 yards or thereabouts on the east side, and 42 yards or thereabouts on the west side of the crossing of that street by the intended new street or road No 5 immediately before described, all in the parish of Holy Trinity.

7. The widening, alteration, and improvement of Day-street, on the west side of the northern end thereof, for a distance of 31 yards or thereabouts, measuring in a southerly direction, from the junction of that street with the Anlaby-road, all in the parish of Holy Trinity.

The intended Act will authorise the Corporation 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 deposited plans, and to deviate vertically from the levels shown on the sections to be deposited as 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, streets, footpaths, drains, sewers, subways, electric and telephonic apparatus, pipes, ways, and approaches within the parishes and places aforesaid, or any of them.

To shut up and discontinue so much of Argyle-street and Asylum-lane, including the level crossing over the North Eastern Railway as will be rendered unnecessary by the intended diversion, widening, and improvement of Argyle-street, and the new bridge and street or road in continuation thereof, and to provide for the appropriation of the sites of so much of that street and lane as is shut up and discontinued.

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

To exempt the Corporation 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 sell and convey, demise and 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 Corporation and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To authorise the appropriation for the construction of the said intended bridge approaches, new street improvements, and other works, or other the purposes of the intended Act, of any moneys belonging to the Corporation, or the application of the Borough Fund, or any district or other rates, and to authorise the raising of money on mortgage of such fund or rates, or of the lands, property, and hereditaments of the Corporation.

To authorise the Corporation and the Dock Company at Kingston-upon-Hull, the Humber Conservancy Board, and the Trinity House of Kingston-upon-Hull to enter into and carry into effect agreements and arrangements with reference to the construction of the said intended swing or opening bridge and works, and to any interference with the bed or shore of the river

Hull or Old Harbour which may be occasioned by the said works or by any of the powers of the intended Act.

To authorise the Corporation and the Hull Hydraulic Power Company, or other bodies or persons, to enter into and carry into effect agreements for the supply of hydraulic or other motive power, for the purposes of the intended swing or opening bridge and works, upon such terms and conditions as may be agreed upon, or as may be defined by the intended Act.

To authorise the Corporation and the North Eastern Railway Company to enter into and carry into effect agreements and arrangements with respect to the construction and maintenance of the bridge carrying the intended new street over the North Eastern Railway, and the other works to be authorised by the intended Act, or some of them, or to confirm existing agreements.

To authorise and empower the Corporation to make, vary, or rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended bridge across the river Hull, and approaches, 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 empower the Corporation, notwithstanding anything in "The Municipal Corporations Act, 1882," from time to time, by the authority of a meeting of the Council specially called, with notice of the object, to admit to be freemen of the borough persons of distinction or any persons who have rendered or may render eminent services to the borough, provided that the admission of such persons to be freemen shall not confer the right of voting in Parliamentary elections.

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 Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses (Umpire) Act, 1883," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands, and to interference with roads.

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):

"The Hull Extension and Improvement Act, 1882," and any other Act or Acts relating to the Corporation.

"The Kingston-upon-Hull Dock Acts, 1774, 1844, and 1847," and any other Act or Acts relating to the Dock Company at Kingston-upon-Hull.

"The River Humber Conservancy Act, 1852."

"The Hull South Bridge Act, 1862," "The Hull South Bridge Amendment Act, 1866," and any other Acts relating to the Humber Conservancy or the Hull South Bridge Company.

"The Hull Hydraulic Power Act, 1872."

"The Municipal Corporations Act, 1882."

The 17 and 18 Vic. cap. 211, 26 and 27 Vic. cap. 122, 28 Vic. cap. 3, 33 Vic. cap. 7, 37 and 38 Vic. cap. 105, and all other Acts relating to the North Eastern Railway Company.

Duplicate plans and sections defining the lines, situations, and levels of the intended bridge and approaches, new street, street improvements, and other works, and the lands, houses, and other property which may be taken for the purposes thereof, with a book of reference to such plans,

and a copy of this notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of the Town of Kingston-upon-Hull, at his office in Hull, and with the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley; 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 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 Saint Mary and Holy Trinity, with the parish clerks of those parishes respectively, at their respective residences, and as regards the parish or extra-parochial place of Garrison-side, with the parish clerk of the adjoining parish of Drypool, at his residence.

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.

A. P. Wilson, Town Clerk *pro tem.*,  
Hull.

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

In Parliament.—Session 1885.

Rhondda and Swansea Bay Railway Company.  
(Construction of New Railways in the County of Glamorgan; Compulsory Purchase of Lands, Tolls, &c.; Additional Lands in the Parishes of Ystradfydwg, Michaelstone-Super-Avon, and Margam; Further Capital and Borrowing Powers; Extension of Time for Compulsory Purchase of Lands not already purchased; Agreements with and Powers to Neath Harbour Commissioners; Amendment and Repeal of Acts, &c.)

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

To enable the Rhondda and Swansea Bay Railway Company (in this notice called “the Company”) to make and maintain the railways and works hereinafter mentioned, or some part or parts thereof, all in the county of Glamorgan, with all necessary and convenient viaducts, tunnels, covered ways, rails, sidings, junctions, turntables, stations, approaches, roads, yards, walls, and other works, buildings, and conveniences connected therewith (that is to say):

A Railway No. 1, commencing by a junction with the Railway No. 1 of the Company authorised by “The Rhondda and Swansea Bay Railway Act, 1882” (hereinafter called “the Act of 1882”), now in course of construction in the parish of Llangynwyd (otherwise Llangynoyd), at a point 30 yards or thereabouts, measured in a north-easterly direction, from the point which on the plans deposited for and referred to in the Act of 1882 (which plans are hereinafter called “the plans of 1882”) denotes the distance of 7 miles 4 furlongs from the commencement of the said authorised railway, and terminating in the parish of Michaelstone-super-Avon by a junction with

the South Wales Mineral Railway, at a point on that railway  $14\frac{1}{2}$  chains or thereabouts, measured along the South Wales Mineral Railway in a south-westerly direction, from the junction with that railway of the railway siding leading from that railway to Craig-y-Forest, which last-mentioned junction is situate  $7\frac{1}{2}$  chains or thereabouts, measured in a south-westerly direction along the South Wales Mineral Railway, from the point at which that railway crosses the stream forming the boundary between the parishes of Michaelstone-super-Avon and Glyncoerrwg.

Railway No. 2, commencing in the parish of Margam by a junction with the Cwmavon Railway, now belonging to the Company, at a point on that railway  $7\frac{1}{2}$  chains or thereabouts, measured in a south-westerly direction along that railway, from the point at which the siding (which is carried by a bridge over the River Afon to the Afon Vale Tinplate Works) crosses the said Cwmavon Railway, and terminating in the parish of Baglan by a junction with the Railway No. 1 of the Company, authorised by the Act of 1882, at the termination thereof, as shown on the plans of 1882.

Railway No. 3, commencing in the parish of Margam by a junction with the said Cwmavon Railway, at or near the point thereon which on the plans of 1882 indicates the distance of 3 miles from the junction of that railway with the Railway No. 5 authorised by the Act of 1882, and terminating in the parish of Aberavon by a junction with said intended Railway No. 2 on a piece of rough land forming part of the Aberavon Burrows, and lying between the pieces of land numbered 115, 128, and 130, in the parish of Aberavon on the ordnance map of the scale of  $\frac{1}{25000}$  on the one side, and high-water mark of ordinary spring tides on the other side, at a point on that rough land 2 chains or thereabouts, measured in a northerly direction, from the south-western-most corner of the aforesaid piece of land numbered 130.

Railway No. 4, commencing in the parish of Baglan by a junction with the Railway No. 2 of the Company authorised by “The Rhondda and Swansea Bay Railway (Swansea Extension) Act, 1883” (hereinafter called “the Act of 1883”), at or near the point which on the plans of that railway, deposited for and referred to in the Act of 1883 (hereinafter called “the plans of 1883”) indicates the distance of 6 furlongs from the commencement of that railway, and terminating in the parish of Briton Ferry at a point on the west side of the road known as Shelone-road,  $3\frac{1}{2}$  chains or thereabouts measured along the said road from the junction of the said road with Church-street, Briton Ferry.

Railway No. 5, commencing by a junction with the said intended Railway No. 4, at the termination thereof as above described, and terminating at or near the point where the railway or tramway No. 3, authorised by “The Neath Harbour Act of 1874,” is upon the plans deposited for and referred to in the said Act of 1874 shown to terminate.

The said intended railway will be wholly in the parish of Briton Ferry.

Railway No. 6, commencing in the parish of Briton Ferry by a junction with the said

intended Railway No. 4, at the termination thereof, as above described, and terminating in the hamlet of Coedffranc in the parish of Cadoxton-juxta-Neath by a junction with the Railway No. 1 of the Company, authorised by the Act of 1883, at a point thereon 5 chains or thereabouts measured in a westerly direction from the point which on the plans of 1883 indicates the distance of 2 miles and 1 furlong from the commencement of that authorised railway.

The said intended railways will be situate in or will pass from, through, or into the following parishes, townships, and places, or some or one of them, that is say: Llangynwyd, otherwise Llangynoyd, Michaelstone-super-Avon, Margam, Aberavon, Baglan, Briton Ferry, Neath, and Cadoxton-juxta-Neath, and the boroughs of Neath and Aberavon, and the hamlet of Coedffranc.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans thereof, hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and whether in either case within or beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845."

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, wires, telegraph and electric apparatus, sewers, canals, navigations, rivers, streams, bridges, railways and tramways within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works of the Bill, and notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845," to empower the Company to purchase and acquire any part or parts of any house, building, manufactory, or 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 in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company, for the purposes of the proposed railways and works, and for all or any of the purposes of the Bill, and for the general purposes of the Company, to apply their corporate funds and revenues and to raise further money by debenture stock and by borrowing, and by the creation and issue of new shares and stock in the Company, and if the Company think fit, to attach to all or any such new shares and stock a preference or priority of interest or dividend and other special privileges, and to define, alter, amend and regulate the existing borrowing powers of the Company, and if need be to amend the provisions of the Act of 1882 and the Act of 1883 with respect thereto.

To enable the Company, for all or any of the No. 25417.

purposes of their undertaking or connected therewith, 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 and other rights of way, or other rights in, over, or affecting such lands, buildings, or properties (that is to say):—

1. Lands in the parish of Ystradyfodwg lying to the north-west of the Company's railway No. 1, authorised by the Act of 1882, near the village of Blaen-y-Cwm.

2. Lands in the parish of Michaelston-super-Avon.

(a) Certain lands on the south-east side of and adjoining the Cwmavon Railway, which land lies between the said railway and the works in that parish known as the Western Mill; and

(b) Certain lands and buildings on the north-west side of and adjoining the Cwmavon Railway (which last-mentioned land also adjoins the public road leading from Aberavon to Pontrhydyfen).

3. Lands in the parish of Margam.

(a) Certain lands on the south-east and east side of the Cwmavon Railway, belonging to the Company, and lying to the westward of the turnpike road leading from Taibach to Aberavon; and

(b) Certain land and buildings adjoining and lying between the River Avon and the said Cwmavon Railway, and also adjoining the north-east side of the aforesaid turnpike road.

To extend the time limited by the Act of 1882 for the compulsory purchase of such lands required for the railway and works by that Act authorised as may not have been purchased or contracted to be purchased, and if need be to revive the powers for the compulsory purchase of such lands.

To enable the Company on the one hand, and the Neath Harbour Commissioners on the other hand, to enter into and carry into effect contracts and agreements for or with respect to the following purposes, or any of them, that is to say:—

The construction of a junction or junctions between the intended railways, or any of them, and the railways and sidings of the said Commissioners.

The point at which, the mode in which, and the terms and conditions upon which any such junction or junctions of the intended railways with the railways or sidings of the Commissioners shall be made.

The leasing to the Company of any land, quay space, or wharfage, or other accommodation at or near the harbour and works of the Commissioners; and

The providing railway standing room, sidings, tips, staiths, hydraulic machinery, and other accommodation and conveniences.

And the Bill will or may confirm any such contracts or agreements which may have been or may be entered into, and will empower the Company or the Commissioners to appropriate for the purposes of such contracts or agreements their existing or authorised capital and their revenue, and will otherwise confer all such powers, authorities, rights and privileges upon the Company and the said Commissioners as may be necessary or expedient for effecting the objects aforesaid.

To vary or extinguish all rights and privileges

which would 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 alter, amend, extend, or if need be repeal the provisions of some of the provisions of the Act of 1882, the Act of 1883, and any other Act or Acts relating to the Company or their undertaking.

"The Neath Harbour Acts, 1843, 1874, 1878, 1880, and 1884," and any other Act or Acts relating to the Neath Harbour Commissioners, or their undertaking.

And notice is hereby also given, that on or before the 29th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the situations and levels thereof, the plans showing also the lands intended to be taken for the purposes and 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 Glamorgan, at his office at Cardiff, 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 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 intended to be taken compulsorily for the purposes or 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, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1884.

*Stricks and Bellingham*, Swansea, Solicitors for the Bill.

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

In Parliament.—Session 1885.

London Street Tramways Extensions.

(Construction of Tramways in the Parishes of St. Pancras, St. James, Clerkenwell, St. Andrew, Holborn, St. John, Hampstead, St. Mary, Islington, and St. George, Bloomsbury, in the County of Middlesex; Improvement of Wharton-street and King's-cross-road; Compulsory Purchase of Land; Compulsory Use of Streets, &c.; Tolls, Provisions for User of Streets Traversed; Provisions as to Application of Capital, further Capital, &c.; Agreements with Street and Road Authorities; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the purposes or some of the purposes following, that is to say:—

To authorise the London Street Tramways Company (in this Notice called "the Promoters") to construct and maintain in the county of Middlesex the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and continued would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

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

(1.) A Tramway (No. 1) commencing in Southampton-road by a junction with the Promoters' existing tramway in that road opposite Circus-road, passing thence along Southampton-road into and along Fleet-road and terminating in that road at its junction with South-end-green.

(1A to 1E.) Tramways (Nos. 1A, 1B, 1C, 1D, and 1E) commencing and terminating respectively by junctions with Tramway No. 1 at the following points:—

Tramway No. 1A, wholly in Southampton-road, commencing and terminating at points respectively about 3 chains and about 1 chain south of Dunboyne-street.

Tramway No. 1B, partly in Southampton-road and partly in Fleet-road, commencing in Southampton-road at a point about 2 chains north of Dunboyne-street and terminating in Fleet-road at a point about 1 chain west of Agincourt-road.

Tramway No. 1C, wholly in Fleet-road, commencing and terminating at points respectively about  $3\frac{1}{2}$  chains and about  $5\frac{1}{2}$  chains west of Agincourt-road.

Tramway No. 1D, wholly in Fleet-road, commencing and terminating at points respectively about 2 chains east and opposite Cressy-road.

Tramway No. 1E, wholly in Fleet-road, commencing and terminating at points respectively about  $4\frac{1}{2}$  chains and about  $6\frac{1}{2}$  chains west of Cressy-road.

(1F.) A Tramway (No. 1F), wholly in Fleet-road commencing by a junction with Tramway No. 1 at a point about  $\frac{3}{4}$  of a chain east of the junction of South-end-green and Fleet-road, and terminating at such junction.

(1G.) A Tramway (No. 1G), commencing at the termination of Tramway No. 1 as above described, passing thence into South-end-green round the enclosed space in the centre thereof, and terminating by a junction with Tramway No. 1F at its point of termination as above described.

Tramway No. 1 will be partly in the parish of St. Pancras and partly in the parish of St. John, Hampstead.

Tramway No. 1A will be wholly in the parish of St. Pancras.

Tramways Nos. 1B to 1G inclusive will be wholly in the parish of St. John, Hampstead.

(2 and 2A.) A Tramway (No. 2) and a Tramway (No. 2A), wholly in Junction-road, in the parish of St. Mary, Islington, commencing and terminating by junctions with the Promoters' existing tramway in that road at points respectively about 1 chain north and about 1 chain south of Vorley-road.

(3 and 3A.) A Tramway (No. 3) and a Tramway (No. 3A), wholly in Fortress-road, in the parish of St. Pancras, commencing by junctions Tramway No. 3 with the eastern and Tramway No. 3A with the western of the Promoters' existing tramways in Fortress-road, opposite the house numbered 152 in that road, and terminating Tramway No. 3 by a junction with the eastern and Tramway No. 3A by a junction with the western of the Promoters' existing tramways in



that road at a point about half a chain north of Lady Somerset-road.

(4 and 4A.) A Tramway (No. 4) and a Tramway (No. 4A) wholly in Fortress-road, in the parish of St. Pancras, commencing by junctions Tramway No. 4 with the eastern and Tramway No. 4A with the western of the Promoters' existing tramways in that road at points respectively about  $1\frac{1}{2}$  chains north of Fortress-grove, and both tramways terminating by a junction with the Promoters' existing tramways at a point opposite Fortress-grove.

(5.) A Tramway (No. 5) commencing in Camden-road by a junction with the eastern of the Promoters' existing tramways in that road at a point about  $2\frac{1}{2}$  chains north-east of Warlters-road, passing along Camden-road, and into and along Warlters-road, and across Parkhurst-road, and terminating in that road by a junction with the Promoters' existing tramway leading into their depot in that road at the entrance thereto.

(5A and 5B.) A Tramway (No. 5A) and a Tramway (No. 5B) (junction lines) commencing in Camden-road by a junction with Tramway No. 5 at a point about 2 chains from its commencement as above described, thence passing into Caledonian-road, and terminating in that road by junctions Tramway No. 5A with the western and Tramway No. 5B with the eastern of the Promoters' existing tramways in that road at points respectively about 1 chain south of Camden-road.

(5C and 5D.) A Tramway (No. 5C), and a Tramway (No. 5D) (junction lines), commencing in Warlters-road by a junction with Tramway No. 5 at the northern end of Warlters-road, thence passing into Parkhurst-road, and terminating by junctions Tramway No. 5C with the eastern and Tramway No. 5D with the western of the Promoters' existing tramways in that road at points about  $\frac{3}{4}$  of a chain south of Warlters-road.

Tramways Nos. 5, 5A, 5B, 5C, and 5D will be wholly in the parish of St. Mary, Islington.

(6.) A Tramway (No. 6) commencing in Kentish-town-road by a junction with the eastern of the Promoters' existing tramways in that road at a point opposite Rochester-road, thence passing along Kentish-town-road, and into High-street, Camden-town, and terminating in that street by a junction with the eastern of the Promoters' existing tramways there, opposite the "Mother Redcap" public-house.

(6A.) A Tramway (No. 6A) wholly in Kentish-town-road, commencing by a junction with the western of the Promoters' existing tramways at a point opposite Rochester-road, and terminating by a junction with Tramway No. 6 at a point about  $1\frac{1}{2}$  chains south of Clarence-road.

(6B.) A Tramway (No. 6B) wholly in Kentish-town-road, commencing and terminating by junctions with Tramway No. 6 at points respectively about  $1\frac{1}{2}$  chains north and about 2 chains south of Hawley-road.

(6C.) A Tramway (No. 6C) wholly in Kentish-town-road, commencing and terminating by junctions with Tramway No. 6 at points respectively about  $2\frac{1}{2}$  chains north and about  $\frac{1}{2}$  a chain north of Hawley-crescent.

(6D.) A Tramway (No. 6D) commencing in Kentish-town-road by a junction with Tramway No. 6 at a point about 2 chains south of Buck-street, passing thence into High-street, Camden-town, and terminating in that street by a junction with the western of the Promoters' existing tramways there, opposite the "Mother Redcap" public-house.

(7 and 7A.) A Tramway (No. 7) and a Tramway (No. 7A) commencing by junctions Tramway No. 7 with the eastern and Tramway No. 7A

with the western of the Promoters' existing tramways in Malden-road at points opposite the "Mother Shipton" public-house, thence passing across Prince of Wales-road into and along Malden-crescent, Ferdinand-street, Chalk Farm-road, across Chalk Farm-road Bridge, along High-street, Camden-town, and terminating in that street by junctions Tramway No. 7 with the eastern and Tramway No. 7A with the western of the Promoters' existing tramways there at points respectively opposite Park-street and about half a chain south of that street.

(8.) A Tramway (No. 8) commencing in High-street, Camden-town, by a junction with the western of the Promoters' existing tramways there at a point opposite the Cobden statue, passing across the open space in front of the statue, into and along Crowndale-road, and terminating in that road at a point about  $\frac{3}{4}$  of a chain west of Charrington-street.

(8A.) A Tramway (No. 8A) commencing in High-street, Camden-town, by a junction with the eastern of the Promoters' existing tramways in that street at a point opposite the Cobden statue, passing across the open space in front thereof, into and along Crowndale-road, and terminating in that road by a junction with Tramway No. 8 at a point about 1 chain east of Bayham-street.

(8B.) A Tramway (No. 8B) wholly in Crowndale-road, commencing and terminating by junctions with Tramway No. 8 at points respectively about  $2\frac{1}{2}$  chains west and about  $2\frac{1}{2}$  chains east of Camden-street.

(9.) A Tramway (No. 9) commencing in Crowndale-road by a junction with Tramway No. 8 at its termination as above described, thence passing along Crowndale-road into Pancras-road, and terminating in that road by a junction with the western of the Promoters' existing tramways there at a point about  $\frac{1}{2}$  a chain east of Great College-street.

(9A.) A Tramway (No. 9A) commencing in Crowndale-road by a junction with Tramway No. 9 at a point about one chain west of Great College-street, passing thence into Pancras-road, and terminating in that road by a junction with the eastern of the Promoters' existing tramways there at a point about  $\frac{1}{2}$  a chain east of Great College-street.

(10.) A Tramway (No. 10) commencing in Great College-street at its junction with Pancras-road by a junction with the eastern of the Promoters' existing tramways there, thence passing into and along Goldington-crescent, Werrington-street, and Charrington-street, and terminating in that street at a point about three-quarters of a chain south of Werrington-street.

(10A.) A Tramway (No. 10A) commencing in Great College-street at its junction with Pancras-road by a junction with the western of the Promoters' existing tramways there, passing into and terminating in Goldington-crescent by a junction with Tramway No. 10 at a point about  $1\frac{1}{2}$  chains from its commencement as above described.

(10B.) A Tramway (No. 10B) commencing by a junction with Tramway No. 10 in Goldington-crescent, at a point about 1 chain north of Werrington-street, thence passing along Goldington-crescent, Werrington-street, and Charrington-street, and terminating in that street at a point about  $\frac{3}{4}$  of a chain south of Werrington-street.

(11 and 11A.) A Tramway (No. 11) and a Tramway (No. 11A) commencing in Crowndale-road by a junction with Tramway No. 8 at its termination as above described, thence passing into and along Charrington-street, and termi-

nating in that street at points respectively about  $\frac{3}{4}$  of a chain south of Werrington-street.

(12.) A Tramway (No. 12) commencing in Charrington-street by a junction with Tramway No. 11, at its termination as above described, thence passing along Charrington-street and Ossulston-street, and terminating in that street at a point about  $\frac{1}{2}$  a chain north of Euston-road.

(12A.) A Tramway (No. 12A) commencing in Charrington-street by a junction with Tramway No. 11A at its termination as above described, thence passing along Charrington-street and Ossulston-street, and terminating in that street by a junction with Tramway No. 12 at a point about  $\frac{3}{4}$  of a chain south of Aldenham-street.

(12B.) A Tramway (No. 12B) wholly in Ossulston-street, commencing and terminating by junctions with Tramway No. 12 at points respectively about 1 chain and about 3 chains south of Phoenix-street.

(12C.) A Tramway (No. 12C) wholly in Ossulston-street, commencing and terminating by junctions with Tramway No. 12 at points respectively about  $1\frac{1}{2}$  chains and about  $3\frac{1}{4}$  chains south of Chapel-street.

(12D.) A Tramway (No. 12D) wholly in Ossulston-street, commencing by a junction with Tramway No. 12 at a point about  $3\frac{1}{4}$  chains north of Euston-road, and terminating at a point about half a chain north of that road.

(13 and 13A.) A Tramway (No. 13) and a Tramway (No. 13A) commencing in Ossulston-street by junctions with Tramways Nos. 12 and 12D respectively at their points of termination as above described, thence passing in an easterly direction along Euston-road and into Judd-street, and terminating in that street at a point about three-quarters of a chain south of Euston-road.

(14.) A Tramway (No. 14) commencing in Ossulston-street by a junction with Tramway No. 12 at its termination as above described, thence passing across Euston-road into and along Mabledon-place, Burton-crescent, Marchmont-street, and Compton-street, and terminating in that street at a point about three-quarters of a chain west of Hunter-street.

(14A.) A Tramway (No. 14A) commencing in Ossulston-street by a junction with Tramway No. 12D at its termination as above described, thence passing across Euston-road, and into and along Mabledon-place, and terminating in Mabledon-place by a junction with Tramway No. 14 at a point about  $1\frac{1}{2}$  chains north of Bidborough-street.

(14B to 14D.) Tramways (Nos. 14B, 14C, and 14D) commencing and terminating by junctions with Tramway No. 14 at the following points:— Tramway No. 14B, partly in Mabledon-place and partly in Burton-crescent, commencing and terminating respectively at points about 1 chain north and about 1 chain south of Hastings-street.

Tramway No. 14C, partly in Burton-crescent and partly in Marchmont-street, commencing and terminating at points respectively about one chain north and about 1 chain south of Leigh-street.

Tramway No. 14D, commencing in Marchmont-street at a point about 1 chain north of Compton-street, passing thence along Compton-street and terminating in that street at a point about  $1\frac{1}{4}$  chains east of Marchmont-street.

Tramways Nos. 6, 6A, 6B, 6C, 6D, 7, 7A, 8, 8A, 8B, 9, 9A, 10, 10A, 10B, 11, 11A, 12, 12A, 12B, 12C, 12D, 13, 13A, 14, 14A, 14B, 14C, and 14D will be wholly in the parish of St. Pancras.

(14E.) A Tramway (No. 14E) (junction line) partly in the parish of St. Pancras and partly in

the parish of St. George, Bloomsbury, commencing in Compton-street by a junction with Tramway No. 14 at its termination as above described, and passing thence into Hunter-street, and terminating in that street by a junction with Tramway No. 18 hereinafter mentioned at a point about  $3\frac{1}{4}$  chains north of Henrietta-street.

(15.) A Tramway (No. 15) commencing in Compton-street by a junction with Tramway No. 14 at its termination as above described, thence passing along Compton-street, the south side of Regent-square and Sidmouth-street, and terminating in that street at a point about 1 chain west of Gray's-inn-road.

(15A to 15D.) Tramways (Nos. 15A, 15B, 15C, and 15D), commencing and terminating by junctions with Tramway No. 15 at the following points:—

Tramway No. 15A, wholly in Compton-street, commencing at a point about three-quarters of a chain east of Hunter-street, and terminating at a point about half a chain west of Wakefield-street.

Tramway No. 15B, wholly in Regent-square, commencing and terminating at points respectively about 2 chains and about 4 chains east of Wakefield-street.

Tramway No. 15C, partly in Regent-square and partly in Sidmouth-street, commencing and terminating at points respectively about 4 chains and about 2 chains west of Seaford-street.

Tramway No. 15D, wholly in Sidmouth-street, commencing and terminating at points respectively about 1 chain west and about 1 chain east of Seaford-street.

(15E and 15F.) A Tramway (No. 15E) and a Tramway (No. 15F) (junction lines) commencing in Sidmouth-street by a junction with Tramway No. 15 at its termination as above described, and passing thence into Gray's-inn-road and terminating in that road at points respectively about three-quarters of a chain south of Sidmouth-street.

Tramways Nos. 15 and 15A will be partly in the parish of St. Pancras, and partly in the parish of St. George, Bloomsbury.

Tramways Nos. 15B, 15C, 15D, 15E, and 15F will be wholly in the parish of St. Pancras.

(16 and 16A.) A Tramway (No. 16) and a Tramway (No. 16A) wholly in the parish of St. Pancras, commencing in Pancras-road by junctions respectively with Tramway No. 16 with the western and Tramway No. 16A with the eastern of the Promoters' existing tramways in that road at points respectively about  $5\frac{1}{2}$  chains south of Aldenham-street, and passing thence into and along Brewer-street and Skinner-street, across Euston-road into Judd-street, and terminating in that street at a point about  $\frac{3}{4}$  of a chain south of Euston-road.

(17.) A Tramway (No. 17) commencing by a junction with Tramways Nos. 16 and 16A at their common termination in Judd-street as above described, passing thence along Judd-street and Hunter-street, and terminating in that street at a point about  $3\frac{1}{2}$  chains south of Leigh-street.

(17A.) A Tramway (No. 17A) wholly in Judd-street, commencing and terminating by junctions with Tramway No. 17 at points respectively about 1 chain north and about 1 chain south of Hastings-street.

(17B.) A Tramway (No. 17B) wholly in Judd-street, commencing and terminating by junctions with Tramway No. 17 at points respectively about 1 chain north and about 1 chain south of Cromer-street.

Tramways Nos. 17, 17A, and 17B will be wholly in the parish of St. Pancras.

(17C.) A Tramway (No. 17C) (junction line)

partly in the parish of St. Pancras, and partly in the parish of St. George, Bloomsbury, commencing in Hunter-street by a junction with Tramway No. 17 at its termination as above described, passing thence into Compton-street, and terminating in that street by a junction with Tramway No. 15A at its commencement as above described.

(18.) A Tramway (No. 18) commencing in Hunter-street by a junction with Tramway No. 17 at its termination as above described, passing thence along Hunter-street, the west side of Brunswick-square and Grenville-street, and terminating in that street at a point about  $\frac{1}{2}$  a chain north of Guilford-street.

(18A.) A Tramway (No. 18A) wholly in Hunter-street, commencing by a junction with Tramway No. 18 at its commencement as above described, and terminating by a junction with that tramway at a point about 2 chains south of such commencement.

(18B.) A Tramway (No. 18B) commencing by a junction with Tramway No. 18 in Hunter-street, at a point  $\frac{1}{2}$  a chain north of Great Coram-street, passing thence along the west side of Brunswick-square and Grenville-street, and terminating in that street at a point about  $\frac{1}{2}$  a chain north of Guilford-street.

Tramways Nos. 18, 18A, and 18B, will be partly in the parish of St. Pancras and partly in the parish of St. George, Bloomsbury.

(19.) A Tramway (No. 19) commencing in Grenville-street by a junction with Tramway No. 18 at its termination as above described, passing thence into Guilford-street, and in an easterly direction along that street, and terminating therein at a point about 1 chain west of Gray's-inn-road.

(19A.) A Tramway (No. 19A) commencing in Grenville-street by a junction with Tramway No. 18B at its termination as above described, passing thence into and along Guilford-street, and terminating in that street by a junction with Tramway No. 19 at a point about 1 chain east of Grenville-street.

(19B.) A Tramway (No. 19B) wholly in Guilford-street, commencing and terminating by junctions with Tramway No. 19 at points respectively about  $\frac{1}{2}$  a chain west of Lansdowne-place, and about 1 chain east of Caroline-place.

(19C.) A Tramway (No. 19C) wholly in Guilford-street, commencing and terminating by junctions with Tramway No. 19 at points respectively about 1 chain west and about 1 chain east of Doughty-street.

(19D and 19E.) A Tramway (No. 19D) and a Tramway (No. 19E) (junction lines), commencing in Guilford-street by a junction with Tramway No. 19 at its termination as above described, passing thence into Gray's-inn-road, and terminating in that road at a point about  $\frac{1}{2}$  a chain south of Guilford-street.

Tramways Nos. 19, 19A, 19B, 19C, 19D, and 19E, will be wholly in the parish of St. Pancras.

(20 and 20A.) A Tramway (No. 20) and a Tramway (No. 20A) commencing respectively by junctions with the Promoters' existing tramways at King's-cross at points opposite Liverpool-street, Tramway No. 20 there forming a junction with the southern and Tramway No. 20A with the northern of the said existing tramways, thence passing into and along Gray's-inn-road, and terminating in that road at a point about  $\frac{3}{4}$  of a chain south of Sidmouth-street.

(21 and 21A.) A Tramway (No. 21), and a Tramway (No. 21A) wholly in Gray's-inn-road, commencing by junctions with Tramways Nos. 20 and 20A at their termination as above

described, and terminating at points respectively about  $\frac{1}{2}$  a chain south of Guilford-street.

(22 and 22A.) A Tramway (No. 22) and a Tramway (No. 22A) wholly in Gray's-inn-road, commencing by junctions with Tramways Nos. 21 and 21A respectively at their terminations as above described, and terminating at a point opposite or nearly opposite Henry-street.

Tramways Nos. 20, 20A, 21, 21A, 22, and 22A, will be wholly in the parish of St. Pancras.

(23.) A Tramway (No. 23) partly in the parish of St. Pancras, and partly in the parish of St. Andrew, Holborn, and wholly in Gray's-inn-road, commencing by a junction with Tramways No. 22 and 22A at their common point of termination as above described, and terminating at a point about  $\frac{1}{2}$  a chain north of Theobald's-road.

(23A.) A Tramway (No. 23A) wholly in Gray's-inn-road, commencing by a junction with Tramway No. 23 at a point opposite Little Gray's-inn-lane, and terminating at a point about  $\frac{1}{2}$  a chain north of Theobald's-road.

(24 and 24A.) A Tramway (No. 24) and a Tramway (No. 24A) wholly in Gray's-inn-road, commencing by junctions with Tramways Nos. 23 and 23A respectively, at their respective points of termination as above described, passing across Theobald's-road or Clerkenwell-road, and terminating at a common point at the southern end of Gray's-inn-road.

Tramways Nos. 23A, 24, and 24A will be wholly in the parish of St. Andrew, Holborn.

(25.) A Tramway (No. 25) commencing in Pentonville-road by a junction with the northern line of the Promoters' existing tramways in that road at a point about  $1\frac{3}{4}$  chains west of North-street, passing thence into and along King's-cross-road and Farringdon-road, and terminating in that road at a point about  $1\frac{1}{4}$  chains north-west of the lamp standard at the intersection of Farringdon-road and Clerkenwell-road.

Tramway No. 25 will be partly in the parish of St. Pancras and partly in the parish of St. James, Clerkenwell.

(25A.) A Tramway (No. 25A) commencing in Pentonville-road by a junction with the southern line of the Promoters' existing tramways in that road at a point about  $1\frac{3}{4}$  chains west of North-street, passing thence along Pentonville-road into and along King's-cross-road, and terminating in that road by a junction with Tramway No. 25 at a point about  $2\frac{3}{4}$  chains north-west of Field-street.

(25B to 25I.) Tramways (Nos. 25B, 25C, 25D, 25E, 25F, 25G, 25H, and 25I) commencing and terminating respectively by junctions with Tramway No. 25 at the following points:—

Tramway (No. 25B) wholly in King's-cross-road, commencing and terminating at points respectively about  $1\frac{1}{2}$  chains north-west of York-street and about  $1\frac{1}{4}$  chains north of Great Percy-street.

Tramway (No. 25C) wholly in King's-cross-road, commencing and terminating at points respectively about half a chain north of Great Percy-street and about  $1\frac{1}{2}$  chains south of Frederick-street.

Tramway (No. 25D) wholly in King's-cross-road, commencing and terminating at points respectively about 1 chain north and about 1 chain south of Wharton-street.

Tramway (No. 25E) wholly in King's-cross-road, commencing and terminating at points respectively about 5 chains south of Wharton-street and about  $2\frac{1}{4}$  chains north-west of Baker-street.

Tramway (No. 25F) wholly in Farringdon-road, commencing and terminating at points respec-

tively opposite Lower Calthorpe-street and about  $2\frac{1}{2}$  chains south-east of Guildford-street East.

Tramway (No. 25G) wholly in Farringdon-road, commencing and terminating at points respectively about  $1\frac{1}{2}$  chains north-west and  $1\frac{1}{2}$  chains south-east of Exmouth-street.

Tramway (No. 25H) wholly in the Farringdon-road, commencing at a point about  $2\frac{1}{2}$  chains south of Exmouth-street, and terminating at a point about  $2\frac{1}{2}$  chains south-east of Baker's-row.

Tramway (No. 25I) wholly in Farringdon-road, commencing at a point about  $4\frac{1}{2}$  chains south-east of Baker's-row, and terminating at a point about three-quarters of a chain north-west of the termination of Tramway No. 25 as above described.

Tramways Nos. 25A, 25B, 25C, 25D, and 25E, will be partly in the parish of St. Pancras and partly in the parish of St. James, Clerkenwell; and Tramways Nos. 25F, 25G, 25H, and 25I, will be wholly in the parish of St. James, Clerkenwell.

At the following places it is proposed to lay the proposed tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramways Nos. 1 and 1A. On both sides of Southampton-road for the whole length of Tramway No. 1A.

Tramways Nos. 1 and 1E. On both sides of Fleet-road for the whole length of Tramway No. 1E.

Tramway No. 1F. On the north-east side of Fleet-road for the whole length of Tramway No. 1F.

Tramway No. 5. In Warlters-road on the west side thereof, for a distance of about  $2\frac{1}{2}$  chains from the southern end of that road.

Tramway No. 6C. In Kentish Town-road on the east side thereof, between points respectively about  $2\frac{1}{2}$  chains, and about  $\frac{2}{3}$  of a chain north of Hawley-crescent.

Tramway No. 7. In Chalk Farm-road, on Chalk Farm-road Bridge, and in High-street, Camden-town, on the east sides thereof respectively, between points respectively about  $1\frac{1}{2}$  chains and about  $4\frac{1}{2}$  chains south of Grange-road.

Tramway No. 7A. In Chalk Farm-road and on Chalk Farm-road Bridge on the west sides thereof respectively, between points respectively about  $1\frac{1}{2}$  chains and about 4 chains south of Grange-road.

Tramway No. 10B. In Werrington-street on the north side thereof, between Goldington-crescent and Charrington-street.

Tramway No. 12B. In Ossulston-street on the east side thereof for the whole length of Tramway No. 12B.

Tramway No. 12C. In Ossulston-street on the east side thereof for the whole length of Tramway No. 12C.

To authorise the Promoters, for the purposes of the intended Tramways Nos. 2, 2A, 3, 3A, 4, and 4A, to take up and remove, and to appropriate to and use in the construction of such intended tramways so much of their existing tramways in Fortress-road and Junction-road as lies between the points of commencement and termination as above described of the intended Tramways Nos. 2 and 2A, and of intended Tramways Nos. 3 and 3A, and of the intended Tramways Nos. 4 and 4A.

It is intended that animal power only shall be used on the said tramways.

To empower the Promoters to widen and improve and alter the levels of the following streets or roads:—

(1.) Wharton-street, in the parish of St. James, Clerkenwell, on the south side thereof, from its junction with King's-cross-road to a point 40 yards or thereabouts east thereof.

(2.) King's-cross-road, partly in the parish of St. Pancras, and partly in the parish of St. James, Clerkenwell, between two points about 2 chains and 6 chains respectively south of Frederick-street.

And to alter the levels of King's-cross-road, partly in the parish of St. Pancras and partly in the parish of St. James, Clerkenwell, from its junction with Lower Calthorpe-street to a point about 5 chains or thereabouts north-west thereof.

To authorise the Promoters in the construction of the said widenings, improvements, and alterations of levels, or any of them, to deviate from the lines and levels thereof, as shown on the plans and sections to be deposited as hereinafter mentioned.

To authorise and empower the Promoters, by agreement with any road authority, to dedicate and apply any land for the time being belonging to the Promoters, for the purpose of widening or improving any street or road in which any tramway of the Promoters may be laid.

To authorise and empower the Promoters from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, public roads, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the Bill.

To enable the Promoters, for the purposes of the proposed tramways and works and of the Bill, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover tolls, rates, and charges, for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Bill, of any paving, metalling, or road materials, extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

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

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Bill, the use of the proposed tramways and works by persons or corporations other than the Promoters with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways and works, with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

To make provision for regulating the passage of traffic (whether of the Promoters or not) along the streets, roads, or places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

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

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

To enable the Promoters and the Metropolitan Board of Works, and any Vestry, District Board, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Promoters to apply their existing funds, or any moneys which they have power to raise, to all or any of the purposes of the Bill, or to the general purposes of their undertaking, and to raise capital for the purposes of the Bill, and other the general purposes of their undertaking, by the creation of shares or stock, with or without preference or priority in the payment of interest or dividend, or other special rights and privileges, and by borrowing on mortgage or debentures, or by all or any of those means.

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

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges. And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned relating to the London Street Tramways Company, or some or one of them, that is to say:—33 and 34 Vic., cap. 171; 36 and 37 Vic., caps. 215 and 221; 37 and 38 Vic., cap. 183; 40 and 41 Vic., cap. 219; 42 and 43 Vic., cap. 189; 45 and 46 Vic., cap. 163; "The London Street Tramways Extensions Act, 1884," and any other Act or Acts relating to the Promoters.

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, the plans showing also the lands and houses to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the said parish of St. Pancras will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Pancras-road, in the county of Middlesex; and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the parish of St. James, Clerkenwell, will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Rosoman-street, Clerkenwell, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. Mary, Islington, will be deposited with the Vestry Clerk thereof, at his office at the Vestry Hall, Upper-street, Islington, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. Andrew, Holborn, in the county of Middlesex, will be deposited with the Clerk of the Holborn District Board of Works, at his office at the Town Hall, Gray's-inn-road, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. John, Hampstead, will be deposited with the Vestry Clerk of that parish, at his office at the Vestry Hall, Haverstock-hill, in the county of Middlesex; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parish of St. George, Bloomsbury, will be deposited with the Clerk of the St. Giles District Board of Works, at his office at No. 197, High Holborn, in the county of Middlesex.

Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

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

Dated this 15th day of November, 1884.

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

*J. C. Rees*, 18, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

### Southport Improvement.

(Extension of Municipal Borough; Extension of Jurisdictions, &c.; Tolls, Rates, and Assessments; Alteration of Wards; Plan of Extended Borough and Transfer of Powers, Privileges, Duties, Liabilities, and Property to Corporation; Compulsory Purchase or Purchase by Agreement of Lands, Marsh, Foreshore, and Bed of the Sea in the Parish of North Meols; Appropriation of same for the Improvement of the Borough and for other Purposes; Power to Make New Streets, Street Improvements, and Stopping-up of Streets, &c.; Power to Construct a New Cut, Channel, Training Wall, or Embankment, and to Divert therein the Land Waters flowing into Crossens Channel, and after freeing the same from Excrementitious and Noxious Solid Matter, the Effluent Water of the Sewage of the Borough; Purchase of Lands Compulsorily and by Agreement; Powers for Sale and Lease of Lands; Power to Lay Down Buoys and Beacons; Stopping-up and Diversion of Streets; Appropriation and Acquisition of Parts of Certain Property; Confirmation of Agreements with Landowners as to Taking Over, Repair, Widening, and Improving of Certain Streets and Highways; Laying-out of Lands for Recreation Grounds and Appropriation of Parts of same and of Parts of Public Parks for Special Purposes; Provisions as to Infectious Diseases, Hospitals, Burial of the Dead, and for the Prevention and Spread of Infection; Bye-laws as to Public Vehicles and Hackney Carriages; Powers as to Sanitary Matters, Buildings, Conveniences, Sewers, Streets, and Street Improvements; Confirmation and Sanction of the Application of Funds to Purchase and Improve a New Town's Yard; Further Powers as to Parks and Recreation Grounds, Free Public Library and Art Gallery; Power to Erect and Maintain and to fit up and manage Museum and Schools of Science and Art; Provisions as to Bicycles and Police Matters; Provisions as to the Casual Employment of Children and to Prevent the Attendance of Children at School when Suffering from Infectious Disease; Bye-laws and Penalties and Contribution of Funds towards Advertising the Borough as a Health Resort; Application of Funds; Levying, Alteration, and Variation of Rates; Additional Borrowing Powers; Consolidation of Loans; Creation and Issue of Stock for that and other Purposes; Provisions with Reference thereto; Incorporation, Amendment, and Repeal of Acts, and other Purposes.)

**N**OTICE 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 Southport, in the county of Lancaster (who are hereinafter called "the Corporation"), for a Bill for the following or some of the following among other 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 Southport, 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 borough,

So much of the Marsh foreshore and bed of the sea as is bounded by and included in a line drawn in a north-westerly direction from the end

and in direct continuation of the existing boundary line between the borough of Southport and the township of Birkdale to the low water channel of the River Ribble, thence continuing along the centre of the said low water channel of the River Ribble in an easterly direction, to a point  $2\frac{1}{2}$  miles west of the westerly end of the South Training Wall, authorised by the Ribble Navigation, Preston Dock, and Borough Extension Act, 1883, thence in a south-easterly direction to the existing boundary of the borough, thence along the boundary of the borough to the centre of Crossens Channel, and thence along the centre of that channel to a point indicated by the letter D on the plan referred to in Section 6 of "The Southport Improvement Act, 1875," thence in southerly and south-westerly direction along the inside and at the distance of 10 yards from the sea embankment, past letters C and B to letter A on the said plan, and thence in a north-westerly, westerly, south-westerly direction along the existing boundary of the borough to Birkdale, 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 district or union of Ormskirk, in the county of Lancaster, 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.

To extend and apply throughout the municipal borough as proposed to be extended (in this notice called "the extended borough") all the jurisdiction, rights, powers, privileges, immunities, authorities, duties, and liabilities of the Corporation in their several capacities of a municipal corporation, local board, and urban sanitary authority, and of the Corporation acting in execution of the Municipal Corporations Acts, the Public Health Acts, and the Acts for the time being affecting the Corporation as a municipal body and a sanitary authority respectively, and of any charter or charters and otherwise, and of the officers and servants of the Corporation in their respective official capacities, with such exceptions, modifications, amendments, or alterations as may be deemed expedient, or as the Bill may provide or Parliament may prescribe.

To extend and apply throughout the extended borough, the jurisdiction, powers, rights, privileges, immunities, authorities, duties, and liabilities of the magistrates, justices of the peace, constables, and other officers of the existing borough, and to abolish and exclude all other justices, magistrates, constables, and other officers from the exercise of any jurisdiction, powers, rights, privileges, duties, or authorities in the extended borough.

To extend to and make applicable within the extended borough all laws, charters, enactments, acts, deeds, orders, bye-laws, and regulations in force, within or applicable to the existing borough, with such variations, modifications, and exceptions as the Bill may provide or Parliament prescribe.

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 pay-



ment of tolls, rates, dues, duties, assessments, fees, or other payments.

To empower the Corporation to add "the added district" to any of the existing wards.

To make provision for the deposit of plans of the extended borough and of the wards into which it will or may be divided, and of other districts within the extended borough, or any or either of them, and to make certified copies of or extracts from such plans evidence in all courts of justice, and for all purposes, to authorise and fix the charges to be made for inspection, copies of, or extracts from such plans.

To exempt the marsh, foreshore, bed of the sea, 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 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 authorise the Corporation to purchase and acquire by compulsion or agreement, either for a sum in gross or in consideration of an annual rent charge, the following lands and foreshore to be used for the improvement of the borough and for other purposes, together with all rights and interest therein, that is to say:—

All that piece or parcel of land, marsh, foreshore, and bed of the sea bounded on the south-west partly by the existing boundary of the borough, and partly by the south-western boundary of the extended borough as hereinbefore described on the south-east, partly by the promenade and partly by an imaginary line commencing at Park-road and terminating at a point 769 yards or thereabouts north-east of Park-road aforesaid, and running at a distance of 50 yards from and parallel with the road leading from Park-road aforesaid, to the New Inn, and on the north-east by an imaginary line drawn from the said point north-east of Park-road aforesaid to the low-water channel of the River Ribble, and parallel with the south-western boundary line of the extended borough, and on the north-west by the centre of the low-water channel of the River Ribble, and containing in the whole by estimation 4739 acres or thereabouts, all which land, foreshore, and bed of the sea, are situate in the township and parish of North Meols and estuary of the River Ribble, in the county of Lancaster; and the Bill will or may confirm any contract or agreement which may have been entered into between the Corporation and the owners for the purchase of the said land, marsh, foreshore, or bed of the sea, prior to the passing of the Bill.

To enable the Corporation to make and construct the new streets, and to widen, extend, and improve the streets, roads, and promenade following, that is to say:—

- (a.) The widening and improving of Market-passage on the south-west side thereof, commencing from Chapel-street and terminating at the south-east end of the Victoria Toy Market. The widening and improving of Market-passage on the north-east side thereof, commencing at the passage known as Church-walk, and terminating at a point 4 yards north of the Christchurch School-yard.
- (b.) The widening and improving of Lord-street on the north side thereof as follows, namely, commencing at the south-east corner of Nevill-street and terminating at the south-west corner of the premises now in the occupation of James Watt, jeweller, commencing at the north-east end of the Preston Bank premises and terminating at the north-east end of the premises in the occupation of Messrs. Boothroyd, Sons, and Rimmer. Commencing at the north-east end of the Scarisbrick Arms Hotel and terminating at the south-west end of the same hotel. Commencing at Duke-street and terminating at the south-west boundary of the terminal station of the Southport and Cheshire Lines Extension Railway Company.
- (c.) A new street or road, being a continuation of Eastbank-street, commencing at the point of junction of that street with Lord-street, and proceeding in a north-westerly direction and terminating at the promenade.
- (d.) The widening and improving of Eastbank-street on the south-west side thereof, commencing at its junction with Riding-street and terminating on the south side of the Lancashire and Yorkshire Railway.
- (e.) A new street or road, being a continuation of Market-street, commencing at the point of junction of that street with King-street, and proceeding in a north-westerly direction and terminating at Lord-street. To authorise the Corporation to stop up the whole of Todd-street, and appropriate and sell the site thereof, when and as soon as they have completed and opened for public use the said new street or road continuing Market-street forward to Lord-street as aforesaid.
- (f.) The widening and improving of West-street on the south side thereof, commencing at Coronation-walk and terminating at the north-east corner of No. 14, West-street, and on the north side thereof, commencing at Coronation-walk and terminating on the western side of the stable yard in the occupation of the executors of Benjamin Keen.
- (g.) A new street or road, being a continuation of Part-street, commencing from a point where Part-street touches the boundary of the borough, and terminating at Aughton-road, in the township of Birkdale.
- (h.) The widening and improving of London-street on the north-east side thereof, commencing at the north end of the Primitive Methodist Chapel and terminating at Hawesside-street, commencing at the north-westerly corner of the Temperance Hall and terminating at Wright-street, and commencing at the north-westerly corner of the shop numbered 41, London-street, now in

the occupation of John Knowles, grocer, and terminating in Hoghton-street.

- (i.) The widening and improving of London-street on the south-west side thereof, commencing at the north-westerly entrance of the goods' yard of the Lancashire and Yorkshire Railway Company, and terminating at the north-westerly corner of No. 52, London-street.
- (j.) A new street or road commencing at Butt's-lane, at the north-east corner of the gasworks site, and terminating at High Park-road.
- (k.) The widening and improving of the promenade recently constructed by the Southport and Cheshire Lines Extension Railway Company, commencing from the point of its junction with the promenade opposite to Coronation-walk, and terminating at the boundary line dividing the township of Birkdale from the borough.

The above works will be wholly situate in the parish of North Meols and county of Lancaster.

To empower the Corporation to exercise the following powers, and to construct, maintain, regulate, and renew the following works (all in the County Palatine of Lancaster), or some of them, or some part or parts thereof (that is to say):—

A cut or channel, training wall or embankment, commencing at the point where the main sewer of the borough of Southport delivers into the channel, called or known as Crossens Channel, and thence running in a westerly direction 3 miles and 2 furlongs to and terminating in the low-water channel, called or known as the Boghole, or thereabouts.

The diversion of the present course of Crossens Channel into the said new cut or channel, commencing at the point where the said main sewer delivers into Crossens Channel, and terminating where Crossens Channel is merged in the Irish Sea or estuary of the River Ribble.

To enable the Corporation to construct and maintain all gates, sluices, culverts, arches, sewers, drains, embankments, walls, staithes, groynes, roads, approaches, works, and appliances, which may be necessary or convenient for the before-mentioned works, or any of them.

To authorise the Corporation to divert into the proposed new cut or channel and works all the land waters which now flow into Crossens Channel, and the effluent water of the sewage from the main sewer of the borough at Crossens, subject to such effluent water of the said sewage being freed to the satisfaction of the Local Government Board from all excrementitious and noxious solid matter.

To authorise the Corporation from time to time to purchase or take on lease or otherwise acquire lands, houses, warehouses, foreshore, the bed of the sea, and other property, compulsorily or by agreement, and to acquire easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over such lands, houses, buildings, warehouses, foreshore, the bed of the sea, and property, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill.

To empower the Corporation 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 they may think proper, or as may be prescribed or provided for by the Bill.

To empower the Corporation to lay down buoys and to erect beacons to be approved by the Corporation of Trinity House, Deptford Strand, in connection with the said cut or channel training wall or embankment and works, and in the channel of the Irish Sea fronting the borough, known as the South Channel, within a radius of 5 miles of the Southport Pierhead, in any direction between the bearings south-west by west and west-north-west "magnetic," and to employ a person or persons to attend to such buoys and beacons.

To deviate laterally and vertically from the lines and levels of the works shown on the deposited plans and sections.

To stop up, divert, and interfere with, either temporarily or permanently (and if permanently to appropriate the site of and extinguish all rights of way over), and to cross over, under, or upon all such highways, thoroughfares, railways, water pipes, and telegraph, telephone, and electric wires and apparatus as it may be necessary or convenient to stop up, divert, and interfere with or cross for any purposes of the Bill, and to extinguish all rights of way, manorial, commonable, and other rights in, over, or upon any lands to be acquired under the powers of the Bill.

To exempt the Corporation 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.

To confirm agreements made and entered into, or which may be made and entered into before the passing of the Bill, between Mrs. Anna Maria Alice Hesketh, Edward Fleetwood Hesketh, and the Corporation, and between the Trustees of the late Charles Scarisbrick, deceased, and the Corporation, with respect to the taking over and the repair and maintenance of the following highways, streets, and roads, and the widening, straightening, diverting, fencing, sewerage, and improving of the following highways, streets, and roads within the borough by the Corporation, that is to say: Marshside-lane, Bankfield-lane (from Bridge over Pool to Hesketh Estate boundary), Moss-lane, Old Park-lane, Wennington-road (otherwise Long-lane), Peats-lane, road between Cambridge-road and Peats-lane (through Chasehey), Chasehey-lane, Blundell's-lane, School-road, Tithebarn-lane, road from Bakers-lane to the shore, road leading out of the last-named road to Marshside-lane, road out of the Bankfield lane near Bankfield Farmhouse on the Moss Bakers or Gregsons-lane extending from Marshside-lane to the road leading to Little Ireland, Ash-lane, Bridge Wills-lane, Butts-lane, Foul-lane, New-lane, Town-lane, Trap-lane, Water-lane, and the road through the village of Crossens to Cylinder-bridge.

To authorise the Corporation to enclose, fence, plant, lay out, and ornament as a recreation-ground, and to maintain and improve the same as such, the piece of land conveyed to them by the Southport and Cheshire Lines Extension Railway Company, and to erect thereon, or on any part thereof, refreshment-rooms, stands, shelters, and other buildings for the use and convenience of the public, and to enable the Corporation with respect to the said recreation ground, when made and formed, and with respect to any public park vested in them, to set apart portions thereof for cricket and

other games, and to make, alter, and enforce bye-laws relating to the management, regulation, and order of the same, the days, times, terms, and conditions for admission thereto, or exclusion therefrom, and the closing wholly or partially the same or any of them, or any part or parts thereof, and of all footways in or through the same.

To confer upon the Corporation further powers with reference to streets, buildings, and 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), 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 for the giving of notice to the Corporation of persons suffering from infectious or other diseases, and of certificates or declarations by medical practitioners attending such persons, and to empower the Corporation to remunerate any such medical practitioner for his services.
- (b.) 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.
- (c.) To provide or contract for the providing of nurses for attendance upon diseased persons.
- (d.) 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, disinfection, and removal from the owner or occupier, or to make other provision for defraying the expenses thereof.

To prohibit, if so thought expedient, the body of any person dying from an infectious disease from being removed 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 burial 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 an infectious disease.

To regulate, inspect, and license omnibuses, waggonettes, stage carriages, and other vehicles (hereinafter referred to as "public vehicles"), and their proprietors, drivers, and conductors, and to make bye-laws with regard to the approval of such public vehicles prior to their use, for fixing the fares to be demanded for the use of the same, for regulating the number of persons to be carried therein, and in hackney carriages, for fixing the number and situation of stands for public vehicles, and for prescribing the number and fitness of the animals to draw public vehicles, and the disuse for that purpose

of unfit animals, and for regulating the speed of carts and carriages during specified hours and at specified places, and generally for regulating street traffic within the borough.

To make further provision as to the following matters, namely:—

The ventilation of drains.

The construction of ash-pits.

The supply of water to closets and the reconstruction of closets.

Bye-laws as to the construction of stables and any other buildings used for keeping animals.

The space of rooms, and to provide that dwelling houses shall not be built over stables and other buildings, or, if so built, shall not continue to be used.

Examination of houses by officers of the Corporation.

To authorise the execution by the Corporation of works in case of default by owners or occupiers liable to do the same.

To authorise the Corporation to purchase the frontage of houses and premises lying between the building line and street, whenever such houses and premises are converted into shops or business premises.

To make further provision to prevent the erection of cranes or other apparatus for the hoisting or lowering of goods, and to prevent the placing of signs, signboards, projections, things and obstructions at or from any house or premises within the borough beyond the building line of such house and premises.

To sanction the application by the Corporation of the amount received by them from the West Lancashire Railway Company as compensation for the purchase of lands belonging to the Corporation in Hall-street within the borough to the purchase of a new Town's Yard, and the erection of the necessary buildings thereon.

To provide public water closets, urinals, and lavatories.

To provide for the closing of the public parks and recreation grounds vested in the Corporation, and the free Public Park and Art Gallery on special occasions, and to authorise the Corporation to charge on such occasions for the admission of persons visiting the same.

To authorise the Corporation to provide apparatus and appliances for games, and to charge for the use of the same.

To authorise and empower the Corporation to erect and maintain upon land vested in them a building or buildings to be used as a Museum and Schools of Science and Art out of moneys placed at their disposal for that purpose by Charles Scarisbrick, Esq., William Frederick Scarisbrick, Esq., Mrs. Naylor Leyland, and James Wood, Esq., LL.D., and out of moneys to be borrowed by them under the powers of the Bill.

To empower the Corporation to fit up and furnish the Museum and Schools of Science and Art, when erected, to provide objects of art and science, to provide for delivery of lectures, to accept endowments and to found scholarships, to appoint, pay, and remove officers and servants, to make rules and regulations, to fix fees and charges, and to do all other acts necessary or proper for maintaining an efficient Museum and Schools of Science and Art, and to provide for the expenses incurred by the Corporation, and to authorise the Corporation to make up any deficiency out of the rate applicable to the execution of the Acts relating to public libraries, and to increase or remove the limit pre-

scribed by those Acts, and to make other provision for providing funds for the purposes aforesaid by the intended Act.

To provide for penalties on persons obstructing footways and pulling down, injuring, or defacing notice boards or conveniences for advertisements.

To prohibit the exhibition or delivery to any person within the borough of any obscene, indecent, or offensive, bill, paper, or notice.

To make bye-laws with respect to the licensing and regulation of persons employed in the collection of rags and refuse.

To regulate the riding, driving, or propelling of bicycles, velocipedes, or other similar mechanical contrivances within the borough.

To make provision with respect to the employment of children for the sale of newspapers in the streets, and in other casual employments, and to prevent children attending public schools when suffering from infectious disease, or when residing in a house where any person is suffering from an infectious disease, and to impose penalties on parents sending such children to school.

To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of bye-laws.

To make provision with reference to the publication and authentication of bye-laws.

To enable the Corporation to pay or contribute funds towards the cost of providing a public band, and of compiling, printing, and publishing books, pamphlets, and advertisements descriptive of the borough, its vicinity, and the attractions and amusements thereof.

To authorise the Corporation, for all or any of the purposes of the Bill, to levy rates, rents, duties, and charges; to vary existing rates, rents, duties, and charges, and particularly to vary and increase the rate leviable under "The Public Libraries Act, 1855," and to confer, vary, or extinguish exemptions from the payments of rates, rents, duties, and charges; and to raise money by the creation and issue of Corporation stock or otherwise, and to grant charges or annuities or other annual sums; and to borrow money on mortgages or debentures or debenture stock redeemable or irredeemable; and to charge all or any lands and property of the Corporation, and also the improvement rates, the borough rate and borough fund of the borough, and the district fund and general district rates of the Corporation, acting as the Urban Sanitary Authority, any or either of them, and all other the estates, rates, revenues, and property of the Corporation, or any of them or any part or parts thereof respectively, with and as security for all or any part of such Corporation stock, charges, annuities, or annual sums of money or money to be borrowed on mortgages or debentures or debenture stock.

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 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 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, and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

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 to make other provisions as to or in lieu of sinking funds, and to convert all or part of such loans, mortgages, and securities into a permanent debt or stock.

To authorise the investment of trust funds in the consolidated 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 entitled 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.

The Bill will enable the Corporation to carry the provisions of the Bill into effect as the Urban Sanitary Authority of the borough, and so far as the Bill relates to the Corporation as a municipal body, will enable them to carry out the provisions of the Bill under and subject to the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations for all or any of the purposes of the Bill.

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 and amendments, such of the provisions as may be deemed expedient of the "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Municipal Corporations Act, 1882," "The Public Health Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Towns Police Clauses Act, 1847," "The Local Loans Act, 1875," and all Acts amending the said Acts respectively or any of them, and to extend, amend, alter, or repeal the provisions or some of the provisions of "The Southport Improvement Act, 1865," "The Southport Improvement Act, 1871," "The Southport Improvement Act, 1875," "The Southport Improvement Act, 1876," and all other Acts, whether public or local and personal, relating to or in any way affecting the Corporation or the borough.

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 Southport, at his office at Southport, in the county of Lancaster.

And Notice is hereby further given, that duplicate plans and sections describing the lines, situation, and levels of the proposed works and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be taken compulsorily 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, houses, and other property, 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 Lancaster, at his office at 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, published as aforesaid, will be deposited with the Parish Clerk of each such 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 20th day of December, 1884.

Dated this 12th day of November, 1884.

*J. H. Ellis*, Town Clerk, Southport.

*Lewin, Gregory, and Anderson*, 24, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Birmingham Tramways and Omnibus Company (Limited).

(New Tramways in Birmingham, Aston, Northfield, and Handsworth; Dissolution and Re-incorporation of the Birmingham Tramways and Omnibus Company (Limited); Alteration of Gauge of Existing Tramways; Transfer to Company of Powers conferred by "The Birmingham and Western Districts Tramways Order, 1883," for making certain Tramways; Extension of Time for Completion thereof; Leases and Running Powers; Agreements; Cable Tramways and Six-feet Cars; Power to Purchase Lands, Levy Tolls, Rates, &c.; Other Powers in Relation to Tramways; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for all or some of the following purposes, that is to say:—

To dissolve the Birmingham Tramways and Omnibus Company (Limited) (hereinafter called "the Old Company"), constituted under "The Companies Acts, 1862 to 1880," and for cancelling or annulling their Memorandum and Articles of Association. And for dissolving, winding up, and re-incorporating the Old Company by the same or another name, and for vesting in the Company so reconstituted (hereinafter called "the Company"), all the undertaking, lands, tramways, works, rights, powers, privileges, easements, moneys, agreements and benefits of agreements, choses in action, and property, real and personal, of the Old Company, and for altering, defining, and regulating their share and loan capital, and for regulating and conducting their affairs, and for increasing their capital by creating and issuing new or additional shares or stock, ordinary or preference, or by borrowing on mortgage, or by all or any of those means, and for empowering the Company to carry into effect the purposes of the intended Act.

To confer on the Company, and to confirm the possession by the Company of all the rights, powers, and privileges conferred—(1), upon the Birmingham and Staffordshire Tramways Company, under "The Birmingham and Staffordshire Tramways Act, 1870," and "The Birmingham and Staffordshire Tramways Act, 1873;" and (2), upon the Birmingham and Staffordshire Extension Tramways Company, under "The Birmingham and Staffordshire Extension Tram-

ways Act, 1872," all which powers and privileges were transferred to and vested in the Birmingham and District Tramways Company (Limited and reduced), as assignees of the said Companies respectively, and which by virtue of a certain agreement, for the sale of the assets of the said Company (Limited and reduced), are now vested in the Old Company.

To amend the provisions of "The Birmingham and Staffordshire Tramways Act, 1870," "The Birmingham and Staffordshire Extension Tramways Act, 1872," and "The Birmingham and Staffordshire Tramways Act, 1873" (hereinafter called "the Birmingham Tramways Acts"), having reference to gauge, and to enable the Company to change the gauge of the tramways laid under those Acts, or either of them, and to empower the Company to construct such tramways upon a gauge of 3 ft. 6 in.; to alter and vary or reduce the tolls and charges which may be demanded and taken under the Birmingham Tramways Acts, or either of them.

To provide that the tramways of the Company shall be used and worked by steam, animal, or other power, and to empower the Company to work all tramways for the time being belonging to, or leased, or worked by them by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines, and for that purpose to lay down on and under the surface of any street or road, such tubes, plates, and apparatus, and to make and maintain such openings in any such surface as may be necessary, and to erect stationary engines to move such ropes, cables, or wires, and to empower the Company, to acquire and hold patent and other rights and licenses, and to use patent rights in relation to any such mechanical or other motive power, or any of them, and to authorise the Company on every or any such tramways as aforesaid, to use engines and carriages or cars of any width not exceeding 6 feet 3 inches.

To authorise the Company to make and maintain the tramways hereinafter described, or some part or parts thereof, with all necessary works and conveniences connected therewith (that is to say):

**Tramways (Nos. 1 and 1a).**—Commencing in Snow-hill, Birmingham, by junctions with the present double tramway belonging to the Corporation and leased to the Old Company, at or near the terminus of Summer-lane, at its junction with Snow-hill, and passing thence along and terminating in Summer-lane, at or near the junction of Hospital-street therewith.

**Tramway (No. 2).**—Commencing by a junction with Tramways Nos. 1 and 1a at their termination, passing thence along Summer-lane and Alma-street, and terminating in that street at the borough and parish boundary dividing Birmingham from Aston.

**Tramway (No. 2a).**—A passing place 5 chains in length in Summer-lane, commencing and terminating by junctions with Tramway No. 2 at points thereon respectively 2 chains south-west of the junction of Love-day-street with Summer-lane, and opposite Hanley-street.

**Tramway (No. 2b),** a passing place 3 chains in length in Summer-lane, commencing by a junction with Tramway No. 2, at or near the junction of Tower-street and Lower Tower-street, and terminating 3 chains northward from the commencement thereof by a junction with Tramway No. 2.

**Tramway (No. 2c),** a passing place 5 chains in length in Summer-lane, commencing and

terminating by junctions with Tramway No. 2, at points respectively 2·40 chains or thereabouts southward, and 2·60 chains or thereabouts northward of the centre of New John-street West.

Tramway (No. 2d), a passing place 3 chains in length in Summer-lane, commencing and terminating by junctions with Tramway No. 2, at points respectively 2 chains or thereabouts southwards, and 1 chain or thereabouts northward from the centre of Farm-street.

Tramway (No. 2e), a passing place 3 chains in length in Alma-street, commencing and terminating by junctions with Tramway No. 2, at points respectively 3 chains or thereabouts southward of the borough boundary and at the borough boundary.

Tramways (Nos. 1, and 1a, 2, 2a, 2b, 2c, 2d, and 2e) will be situated in the borough and parish of Birmingham, in the county of Warwick.

Tramway (No. 3), commencing by a junction with Tramway No. 2, at its termination, and passing thence in a northerly direction along Alma-street to the Six Ways, thence in an easterly direction along Victoria-road, to Upper Sutton-street, thence in a northerly direction along Upper Sutton-street and Bevington-road to Trinity-road, and thence in a westerly direction along Trinity-road, and terminating in that road at the county and parish boundary dividing Warwickshire from Staffordshire.

Tramway (No. 3a), a passing place 3 chains in length in Alma-street, commencing and terminating by junctions with Tramway No. 3, at points respectively 2·50 chains southward and 0·50 chain northward of the centre of Whitehead-street.

Tramway (No. 3b), a passing place 3 chains in length in Alma-street, commencing and terminating by junctions with Tramway No. 3, at points respectively 5 chains or thereabouts and 2 chains or thereabouts southward from the angle formed by the junction of Lozell's-road with Birchfield-road.

Tramway (No. 3c), a passing place 3 chains in length in Victoria-road, commencing and terminating by junctions with Tramway No. 3, at points respectively at the junction of Victoria-road with Witton-road, and 3 chains or thereabouts eastward thereof.

Tramway (No. 3d), a passing place 3 chains in length in Victoria-road, commencing and terminating by junctions with Tramway No. 3, at points respectively 3·25 and 6·25 chains eastward from the centre of Whitehead-road.

Tramway (No. 3e), a passing place 3 chains in length in Victoria-road, commencing and terminating by junctions with Tramway No. 3, at points respectively 3·30 and 0·30 chain westward of the centre of Upper Sutton-street.

Tramway (No. 3f), a passing place 6·15 chains in length in Upper Sutton-street and Bevington-road, commencing and terminating by junctions with Tramway No. 3, at points respectively 0·70 chain or thereabouts northward of the centre of Victoria-road, and 0·75 chain or thereabouts northward of the centre of Albert-road.

Tramway (No. 3g), a passing place 3 chains in length in Bevington-road, commencing and terminating by junctions with Tram-

way No. 3, at points respectively 8 chains and 11 chains or thereabouts northward of the centre of Frederick-road.

Tramway (No. 3h), a passing place 3 chains in length in Bevington-road, commencing and terminating by junctions with Tramway No. 3, at points respectively 3·40 and 0·40 chain or thereabouts southward of the centre of Trinity-road.

Tramway (No. 3i), a passing place 3 chains in length in Trinity-road, commencing and terminating by junctions with Tramway No. 3, at points respectively 0·80 and 3·80 chains or thereabouts westward of the centre of Witton-road.

Tramways (Nos. 3, 3a, 3b, 3c, 3d, 3e, 3f, 3g, 3h, and 3i) will be situated in the district of the Manor of Aston Local Board and parish of Aston-juxta-Birmingham, in the county of Warwick.

Tramway (No. 4), commencing by a junction with Tramway No. 3, at its termination at the county and parish boundary dividing Warwickshire from Staffordshire, and passing thence in a westerly direction along Trinity-road and Heathfield-road, and terminating in Heathfield-road, at a point 1·50 chain or thereabouts, westward of the centre of Bichfield-road by a junction with the authorised line of the Birmingham and Western Districts Tramways Company (Limited).

Tramway (No. 4a), a passing place 3 chains in length in Trinity-road, commencing and terminating by junctions with Tramway No. 4, at points respectively 3·75 and 6·75 chains or thereabouts westward of Fentham-road.

Tramway (No. 4b), a passing place 3 chains in length in Trinity-road, commencing and terminating by junctions with Tramway No. 4, at points respectively 14 chains and 17 chains or thereabouts westward of Fentham-road.

Tramway (No. 4c), a passing place 3 chains in length in Trinity-road, commencing and terminating by junctions with Tramway No. 4, at points respectively 1·40 chain and 4·40 chains or thereabouts eastward of Birchfield-road.

Tramways (Nos. 4, 4a, 4b, and 4c) will be situate in the parish and district of Handsworth, in the county of Stafford.

Tramways (Nos. 5 and 5a), in the borough and parish of Birmingham, commencing in Hockley-hill, at a point 0·20 chain or thereabouts south-east of the junction of Guest-street with Hockley-hill, passing thence in a north-westerly direction along and terminating in Guest-street, 1 chain or thereabouts southward of New John-street.

Tramway (No. 6), in the borough and parish of Birmingham, commencing by a junction with Tramways Nos. 5 and 5a, at their termination, passing thence in a northerly direction along Guest-street and Villa-street, and terminating at Villa-street, at a point 2 chains or thereabouts southward of the borough and parish boundary dividing Birmingham from Aston.

Tramway (No. 6a), a passing place 4 chains in length in Guest-street and Villa-street, commencing and terminating by junctions with Tramway No. 6, at points respectively 2 chains northward and 2 chains southward or thereabouts of the centre of Bridge-street West.



Tramway (No. 7), commencing by a junction with Tramway No. 6, at its termination, passing thence in a northerly direction along Villa-street, in the borough and parish of Birmingham, and Villa-street and George-street, in the district of Aston and parish of Aston-juxta-Birmingham, and terminating in Lozell's-road by a junction with the tramway of the Old Company at or near the junction of George-street and Lozell's-road.

Tramway (No. 7a), a passing place 3 chains in length in Villa-street, commencing and terminating by junctions with Tramway No. 7, at points respectively 2 chains southward and 1 chain or thereabouts north-westward of the boundary of the borough of Birmingham.

Tramway (No. 7b), a passing place 3 chains in length in Villa-street, commencing and terminating by junctions with Tramway No. 7, at points respectively 1'30 chain and 4'30 chains or thereabouts north-westward of Nursery-terrace.

Tramway (No. 7c), a passing place 3 chains in length in Villa-street, commencing and terminating by junctions with Tramway No. 7, at points respectively 3'30 chains and 6'30 chains or thereabouts south-eastward of Wills'-street.

Tramway (No. 7d), a passing place 3 chains in length in George-street, commencing and terminating by junctions with Tramway No. 7, at points respectively 1'50 chain south-east and 1'50 chain or thereabouts north-west of John-street.

Tramways (Nos. 6a, 7, 7a, 7b, 7c, and 7d) will be situate in the borough and parish of Birmingham, and parish and district of Aston.

Tramways (Nos. 8 and 8a), in the district and parish of Handsworth, in the county of Stafford, commencing on Soho-hill by junctions with the tramways belonging to the Corporation of Birmingham, and leased to the Old Company, at the boundary of the borough of Birmingham, passing thence in a north-westerly direction along and terminating on Soho-hill, opposite St. Michael's-road.

Tramway (No. 9), commencing by a junction with Tramways Nos. 8 and 8a at their termination, passing thence in a north-westerly direction along Soho-hill, Soho-road, and Holyhead-road, and terminating in Holyhead-road, at or near its junction with Station-road.

Tramway (No. 9a), a passing place 3 chains in length in Soho-road, commencing and terminating by junctions with Tramway No. 9, at points respectively 0'50 chain eastward, and 2'50 chains or thereabouts westward of a point opposite the centre of Summer-row.

Tramway (No. 9b), a passing place 3 chains in length in Soho-road, commencing and terminating by junctions with Tramway No. 9, at points respectively 1'50 chain eastward, and 1'50 chain or thereabouts westward of a point opposite the centre of Union-row.

Tramway (No. 9c), a passing place 3 chains in length in Soho-road, commencing and terminating by junctions with Tramway No. 9, at points respectively 4 chains and 7 chains or thereabouts westward of the centre of Baker-street.

Tramway (No. 9d), a passing place 3 chains

in length in Soho-road, commencing and terminating by junctions with Tramway No. 9, at points respectively 0'40 chain and 3'40 chains or thereabouts westward of the centre of Murdoch-road.

Tramway (No. 9e), a passing place 3 chains in length in Holyhead-road, commencing and terminating by junctions with Tramway No. 9, at points respectively 1'20 chains and 4'20 chains or thereabouts westward of Booth-street.

Tramway (No. 9f), a passing place 3 chains in length in Holyhead-road, commencing and terminating with Tramway No. 9, at points respectively 0'75 chain and 3'75 chains or thereabouts westward of the centre of Brewery-street.

Tramways (Nos. 9, 9a, 9b, 9c, 9d, 9e, and 9f) will all be situated in the parish and district of Handsworth, in the county of Stafford.

Tramway (No. 10), commencing in Holyhead-road by a junction with Tramway No. 9, at a point 3'50 chains or thereabouts westward of the centre of St. James'-road, passing thence in a southerly direction into and along and terminating in Crockett's-road, at a point 4'00 chains or thereabouts from the commencement of the said tramway.

Tramway (No. 11), commencing in Crockett's-road by a junction with Tramway No. 10, at a point about 1'30 chain from the commencement of Tramway No. 10, thence passing by a curve into and terminating in the Holyhead-road by a junction with Tramway No. 9, at a point 0'65 chain or thereabouts from the centre of Crockett's-road.

Tramway (No. 12), commencing in Holyhead-road by a junction with Tramway No. 9, thence passing in a north-easterly direction by a curve into and terminating in the dépôt of the Old Company, adjacent to the New Inns.

Tramway (No. 13), commencing on Soho-hill by a junction with Tramway No. 9, at a point 1'20 chain or thereabouts south-east of the junction of Soho-hill and Villa-road, and thence passing in a south-easterly direction along Villa-road to Villa-cross, thence along Lozell's-road, and terminating in Lozell's-road at the dépôt of the Old Company.

Tramway (No. 13a), a passing place 3 chains in length in Villa-road, commencing and terminating by junctions with Tramway No. 13, at points respectively 1 chain west and 2 chains east or thereabouts of Villa-grove.

Tramway (No. 13b), a passing place 3 chains in length in Villa-road, commencing and terminating by junctions with Tramway No. 13, at points respectively 0'80 and 3'80 chains east of Hamstead-road.

Tramway (No. 13c), a passing place 3 chains in length in Lozell's-road, commencing and terminating by junctions with Tramway No. 13, at points respectively 0'20 and 3'20 chains or thereabouts east of the centre of Barker-street.

Tramways (Nos. 14 and 14a), commencing on Soho-hill by junctions with Tramways Nos. 8 and 8a, at a point 0'70 chain or thereabouts south-east of the junction of the centre lines of Soho-hill and Wretham-road, and thence passing in a northerly direction along Hamstead-road, and terminating in

Hamstead-road at a point 3·80 chains or thereabouts from their commencement.

Tramway (No. 15), commencing by a junction with Tramways Nos. 14 and 14a, at their termination in Hamstead-road, passing thence in a northerly direction along and terminating in Hamstead-road, at a point 0·50 chain or thereabouts north of Western-road, by a junction with the authorised line of the Birmingham and Western Districts Tramways Company (Limited).

Tramway (No. 16), commencing in Villa-road by a junction with Tramway No. 13, at a point of 0·80 chain or thereabouts east of the junction of the centre lines of Hamstead-road and Villa-road, and passing thence in a westerly direction into and terminating in Hamstead-road, by a junction with the authorised tramway of the Birmingham and Western Districts Tramway Company (Limited), at a point 0·80 chain south of the point of junction of the centre lines of Villa-road and Hamstead-road.

Tramway (No. 17), commencing in Villa-road by a junction with Tramway No. 13, at a point 1·30 chain or thereabouts westward of the point of junction of the centre lines of Villa-road and Barker-street, and passing in an easterly direction into Heathfield-road, and terminating in Heathfield-road by a junction with the authorised line of the Birmingham and Western Districts Tramways Company (Limited), at a point about 0·80 chain westward of the Villa-cross Hotel.

Tramway (No. 18), commencing in Heathfield-road by a junction with the authorised line of the Birmingham and Western Districts Tramways Company (Limited), opposite the land and premises of the Old Company, lying on the eastern side of the Heathfield-road between Villa-cross and Mayfield-road, and terminating on the said land and premises.

Tramway (No. 19), commencing in Heathfield-road by a junction with the authorised line of the Birmingham and Western Districts Tramways Company (Limited), at a point 0·50 chain or thereabouts eastward of the junction of Finch-road and Heathfield-road, and passing in a south-easterly direction along Finch-road, and terminating in Finch-road at the depôt of the Old Company (Limited).

Tramways (Nos. 10, 11, 12, 13, 13a, 13b, 13c, 14, 14a, 15, 16, 17, 18, and 19) will all be situate in the district and parish of Handsworth, in the county of Stafford.

Tramways (Nos. 20 and 20a), commencing in the Bristol High-road at the boundary of the borough of Birmingham, and passing thence in a westerly direction along and terminating in the Bristol High-road, opposite the junction of that road with Dawlish-road.

Tramway (No. 21), commencing in the Bristol High-road at or near the termination of Tramways Nos. 20 and 20a, passing thence across the Bristol High-road, and terminating at the depôt of the Old Company adjacent to the Bournebrook Hotel.

Tramway (No. 22), commencing in the Bristol High-road by a junction with Tramways Nos. 20 and 20a, at their termination, and passing thence in a south-westerly direction along the Bristol High-road through the village of Selly Oak, and terminating in the Bristol High-road at a point 4·00 chains

or thereabouts south-west of Weoley Park-road.

Tramway (No. 22a), a passing place 3 chains in length in Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 2 chains east and 1 chain west or thereabouts of Hubert-road.

Tramway (No. 22b), a passing place 3 chains in length in Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 0·20 chain and 3·20 chains or thereabouts westward of the bridge carrying the Bristol High-road over the Birmingham and Worcester Canal.

Tramway (No. 22c), a passing place 3 chains in length, in Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 1·50 chain eastward, and 1·50 chain or thereabouts westward of Chapel-lane.

Tramway (No. 22d), a passing place 3 chains in length in the Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 0·00 and 3·00 chains west of Harborne-lane.

Tramway (No. 22e) a passing place 3 chains in length in the Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 4 chains and 7 chains or thereabouts west of Church-road.

Tramway (No. 22f), a passing place 3 chains in length in the Bristol High-road, commencing and terminating by junctions with Tramway No. 22, at points respectively 4 chains and 7 chains east of Weoley Park-road.

Tramway (No. 23), commencing in the Bristol High-road by a junction with Tramway No. 22 at a point 0·60 chain north of and passing into and terminating in Weoley Park-road, at a point 4·00 chains from the commencement of Tramway No. 23.

Tramway (No. 24), commencing in Weoley Park-road by a junction with Tramway No. 23, at a point 2·50 chains or thereabouts south-east of the termination thereof, and thence passing by a curve into and terminating in the Bristol High-road, by a junction with Tramway No. 22, at a point 3·20 chains north of the termination of Tramway No. 22.

Tramways (Nos. 20 and 20a, 21, 22, 22a, 22b, 22c, 22d, 22e, 22f, 23, and 24) will be situate in the parish of Northfield, in the county of Worcester.

Each of the tramways will consist of a single pair of rails upon a gauge of 3ft. 6in., and it is not intended to run on the tramways, carriages or trucks adapted for use on railways.

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 foot-path on the side or sides of the streets hereinafter mentioned and the nearest rail of the tramway.

Tramway (No. 2d), in Summer-lane, on both sides, for a distance of 66 yards, from a point 1·20 chains north of Frankfort-street.

Tramway (No. 2e), in Alma-street, on both sides, for a distance of 66 yards, from a point 1 chain south of Asylum-road.

Tramway (No. 3a), in Alma-street, on the west side, for a distance of 66 yards, from a point 2·50 chains south of Gerrard-street.

Tramway (No. 3b), in Alma-street, on both

sides, for a distance of 50 yards or thereabouts, from a point 4.70 chains south of the junction of Lozells-road and Birchfield-road.

Tramway (No. 3c), in Victoria-road, on both sides, for a distance of 66 yards, from a point 0.70 chain east of Witton-road.

Tramway (No. 3d), in Victoria-road, on both sides, for a distance of 66 yards, from a point 3.50 chains east of Whitehead-road.

Tramway (No. 3e), in Victoria-road, on both sides, for a distance of 66 yards, from a point 0.50 chain east of Upper Sutton-street.

Tramway (No. 3f), in Upper Sutton-street and Bevington-road, on both sides, for a distance of 150 yards, from a point 1 chain north of Victoria-road.

Tramway (No. 3g), in Bevington-road, on both sides, for a distance of 66 yards, from a point 8 chains north of Frederick-road.

Tramway (No. 3h), in Bevington-road, on both sides, for a distance of 66 yards, from a point 3.20 chains south of Trinity-road.

Tramway (No. 3i), in Trinity-road, on both sides, for a distance of 66 yards, from a point 1 chain west of Witton-road.

Tramway (No. 4a), in Trinity-road, on both sides, for a distance of 55 yards, from a point 4 chains west of Fentham-road.

Tramway (No. 4b), in Trinity-road, on both sides, for a distance of 55 yards, from a point 10 chains east of Hampton-road.

Tramway (No. 4c), in Trinity-road, on both sides, for a distance of 55 yards, from a point 4.20 chains east of Birchfield-road.

Tramways (Nos. 5 and 5a), in Guest-street, on both sides, for a distance of 55 yards from Hockley-hill.

Tramway (No. 6a), in Guest-street and Villa-street, on both sides, for a distance of 40 yards south-west and 40 yards north of Bridge-street.

Tramway (No. 7a), in Villa-street, on both sides, for a distance of 55 yards, from a point 2 chains north of Farm-street.

Tramway (No. 7b), in Villa-street, on both sides, for a distance of 55 yards from a point 1.30 chains north of Nursery-terrace.

Tramway (No. 7c), in Villa-street, on both sides, for a distance of 55 yards, from a point 10 chains north of Nursery-terrace.

Tramway (No. 7d), in George-street, on both sides, for a distance of 55 yards, from a point 4 chains north of Wills-street.

Tramway (No. 13a), in Villa-road, on both sides, for a distance of 100 yards, from a point 6.50 chains east of Soho-hill.

Tramway (No. 13b), in Villa-road, on both sides, for a distance of 150 yards, from a point 0.80 chain east of Hamstead-road.

Tramway (No. 13c), in Villa-road, on both sides, for a distance of 80 yards east of Barker-street.

Tramways (Nos. 14 and 14a), in Hamstead-road, on both sides, for a distance of 66 yards north of Wretham-road.

Tramway (No. 16), at the junction of Hamstead-road and Villa-road, on the eastern side, for a distance of 20 yards south of Villa-road, and a distance of 20 yards east of Hamstead-road.

Tramway (No. 19), in Finch-road, on both sides, for a distance of 100 yards south-west of Heathfield-road.

Tramway (No. 22a), in Bristol-road, on both sides, for a distance of 66 yards, from a point 4.30 chains west of Tiberton-road.

Tramway (No. 22b), in Bristol High-road, on both sides, for a distance of 66 yards from a point 0.20 chain west of the Birmingham and Worcester Canal Bridge.

Tramway (No. 22c), in Bristol High-road, on both sides, for a distance of 66 yards from a point 1.50 chains east of Chapel-lane.

Tramway (No. 22d), in Bristol High-road, on both sides, for a distance of 66 yards west of Harborne-lane.

Tramway (No. 22e), in Bristol High-road, on both sides, for a distance of 66 yards, from a point 4.50 chains s-west of Church-road.

Tramway (No. 22f), in Bristol High-road, on both sides, for a distance of 66 yards, from a point 6.75 chains east of Weoley Park-road.

To vest in or transfer to the Company, or otherwise to provide for the vesting in or transfer to the Company, of all the powers, rights, and privileges of the Birmingham and Western Districts Tramways Company (Limited), under "The Birmingham and Western District Tramways Order, 1883," and the Act confirming the same, or otherwise for making and maintaining the tramways therein referred to as Tramways No. 21, No. 22, and No. 23, or some or one of them, or some part or parts thereof respectively, and all lands and property acquired by the said Company (Limited) for the purposes of the said tramways, or parts or part thereof, upon such terms and conditions as may be agreed upon between the Old Company or the Company and the Company (Limited), or as may be settled by arbitration or otherwise provided for by the intended Act.

To extend the time limited by the said Order for making the said tramways, and for exercising all or any of the powers thereby conferred with respect to the laying down and otherwise in relation to the said tramways.

To authorise and empower the Company from time to time to enter upon, break up, open, and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes, extra-parochial and other places hereinbefore mentioned, for the purpose of constructing, laying down, maintaining, repairing, removing, or altering the said tramways and works, or substituting others in their place, or other the purposes of the intended Act.

To authorise the Company to take leases of or otherwise run over and use with their engines, carriages, and vehicles of every description, servants, and horses, the before-mentioned tramways and parts or part of tramways of the Birmingham and Western Districts Tramways Company, Limited, and all or any other tramways or parts of tramways of that Company, and all or any other tramways or parts of tramways within the borough of Birmingham and districts of Aston and Handsworth, of any other Companies, or of the Corporation of Birmingham, or of the Local Boards of Aston and Handsworth respectively, upon such terms and conditions as may be agreed upon between the Company and the respective owners or lessees, or company or persons working the tramways or parts respectively to which the agreement relates, or, failing agreement, as may be settled by arbitration, or otherwise as may be provided by the intended Act.

To enable the Company for all or any of the

purposes of the intended Act, to purchase or acquire, by compulsion or agreement, or to take lands and buildings, or easements over or in connection with lands, houses, or other property, and to erect and hold offices, buildings, stables, and other conveniences, on any such lands, and to sell, lease, or dispose of any such lands, houses, or other property.

To enable the Company to demand, take, and recover, and to vary tolls, rates, and charges for the use of the proposed tramways and works, and for the conveyance of passengers thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, or any rails, plates, chairs, sleepers, or works connected therewith may be laid, and to exempt the Company from the payment of the whole or part of any highway or other rate or assessment in respect of the said streets, roads, and places, or any portion thereof respectively.

To provide for or regulate the user by the Company for the purpose of the intended Act of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit except by agreement with the Company, and upon such terms as may be prescribed by the intended Act or otherwise, the use of the proposed tramways and works by persons, companies, or corporations, other than the Company, with carriages with flanged wheels, or other wheels especially or particularly adapted to run on an edged rail, or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons, companies, or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons or corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective local or road authorities, or any of them, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of the provisions of the intended Act.

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

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramways or works aforesaid, or any part thereof, to make in the

same or any part thereof, or in any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, or in any adjacent parish or place, and to maintain, so long as occasion may require, a temporary tramway, or temporary tramways and works, in lieu of the tramway, or any part of the tramway or works so removed or discontinued to be used, or intended so to be.

To enable the Company on the one hand, and the Corporation of Birmingham and the Local Boards for the districts of Aston and Handsworth, and the Rural Sanitary Authority for the Union of King's Norton, or any of them, and any Vestry, District Board, Highway Board, Trustees, Local or Road Authority, or other body or persons having respectively the control or management, or the duty of directing the repairs of the said streets, roads, and places respectively, on the other hand, to enter into contracts or agreements with respect to all or any of the purposes of the intended Act, or the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, between the Old Company, or the Company, and the Corporation of Birmingham, or any Local Board or Company mentioned or referred to in this notice, for any of the purposes in this notice above-mentioned.

To vary or extinguish all rights and privileges which are inconsistent with, or which would or might in any way impede or interfere with, the purposes of the intended Act, and to confer other rights and privileges, and to incorporate with the intended Act, with or without alterations, and make applicable to the purposes thereof, all or some of the provisions of "The Tramways Act, 1870," "The Birmingham and Staffordshire Tramways Act, 1870," "The Birmingham and Staffordshire Extension Tramways Act, 1872," "The Birmingham and Staffordshire Tramways Act, 1873," and "The Tramways Orders Confirmation Act, 1874," so far as relates to the Birmingham Tramways Order, and "The Tramways Order Confirmation (No. 2) Act, 1883," so far as relates to the Birmingham and Western Districts Tramways Order, and to alter, amend, or repeal the provisions of any local Act or Order confirmed by Act of Parliament, and the Act confirming the same relating to the said Corporation, or the said Local Boards, or any of them, or any company or companies mentioned or referred to in this notice, so far as may be necessary for carrying into effect the purposes of the intended Act.

Notice is hereby also given, that on or before the 29th day of November, 1884, plans and sections of the proposed tramways, showing the lines and levels thereof, with a book of reference to such plans, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Stafford, at his office in Stafford, and with the Clerk of the Peace for the County of Warwick, at his office in Leamington, and with the Clerk of the Peace for the County of Worcester, at his office in Worcester, and with the Clerk of the Peace for the Borough of Birmingham, at his office in Birmingham, and with the Town Clerk of the said Borough of Birmingham, at his office in the Council House, Birmingham; 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 tramways and works, or any part thereof, are or is intended to be made or will be situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say: so far as relates to any parish or extra-parochial place, with the parish clerk of such parish, at his residence, or (as the case may be) with the parish clerk of a parish adjoining such extra-parochial place, 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 14th day of November, 1884.

*Johnson, Barclay, Johnson and Rogers,*  
36, Waterloo-street, Birmingham, Solicitors for the Bill.

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

Board of Trade.—Session 1885.

Holywell Water.

(Extension and Completion of Existing Waterworks; Construction of New Waterworks; To Take Water from St. Winifred's Well; To Break up Roads; To Lay Down Mains and Pipes; Supply of Water to Holywell Town, Brynford, Greenfield, Whelstone, Bagillt Fawr, Bagillt Fechan, and Neighbourhood; To Levy Rates, Rents and Charges; To Make Bye-Laws; To Purchase Undertaking of the Holywell and District Waterworks Company, Limited; Amendment of Orders; Incorporation of Public Acts.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, to be confirmed by Parliament in the session of 1885, pursuant to the Gas and Water Facilities Act, 1870, for the following purposes, or some of them, namely:—

To empower the undertaker or undertakers to be named in the intended Order, or a Company formed for the purpose (all of whom are hereinafter referred to as the undertakers), to make and maintain all or any of the works hereinafter described, wholly situated in the parish of Holywell, and county of Flint, that is to say:—

- (1) An extension and completion of the partially constructed reservoir in a field situated on the west side of Greenfield-street, in the township of Greenfield, called or known by the name of Coed Cae Bach or Factory Field, the property of the Holywell and District Waterworks Company, Limited, or the Liquidator thereof, and in the occupation of Richard Jones, and abutting on the north side of the tram road leading from Greenfield to the Grange Quarries.
- (2) An aqueduct, conduit, or line of pipes commencing in the township of Greenfield at a point 40 yards or thereabouts north-east of the north-east corner of the aforesaid reservoir, and terminating in the township of Holywell, in the intended reservoir next hereinafter referred to, and which aqueduct will be wholly situate in the townships of Greenfield and Holywell.
- (3) A reservoir wholly situate in the township of Holywell, in the south-west end of a field called or known by the name of

Maes Whitford, the property of the Earl of Denbigh, and in the occupation of John Jones, and situate 150 yards or thereabouts south-west of Whitford-street, opposite Gerddi Benno.

- (4) An aqueduct, conduit, or line of pipes commencing in the township of Greenfield, at the commencement of No. 2 work before described, in the Coed Cae Bach or Factory Field before mentioned, and terminating in the township of Holywell, at a point in the Chester and Holyhead-road, at the boundary dividing the townships of Holywell and Whelstone, and which aqueduct will be wholly situate in the townships of Greenfield and Holywell.
- (5) An aqueduct, conduit, or line of pipes commencing at the termination of the aqueduct lastly hereinbefore described, terminating at a point in the Chester and Holyhead-road, at the boundary dividing the townships of Whelstone and Bagillt Fawr, and which last-mentioned aqueduct will be wholly situate in the township of Whelstone.
- (6) An aqueduct, conduit, or line of pipes, commencing at the termination of the aqueduct lastly hereinbefore described, and terminating in the Chester and Holyhead-road, at a point 10 yards south of the boundary dividing the townships of Bagillt Fawr and Bagillt Fechan, and which aqueduct will be wholly situate in the townships of Bagillt Fawr and Bagillt Fechan.
- (7) An aqueduct, conduit, or line of pipes, commencing in the reservoir, secondly hereinbefore described, and terminating in the Halkin-road, at a point 10 yards south of the boundary dividing the townships of Holywell and Brynford, and which aqueduct will be wholly situate in the townships of Holywell and Brynford.

To authorise the undertakers to take and impound water from the spring or well, known as St. Winifred's Well, situate on the east side of Greenfield-street, in the town of Holywell, and county of Flint, and all such waters as may be found in, upon, or under any lands acquired by the undertakers.

To empower the undertakers to supply water for public trading, domestic and other purposes, to the inhabitants, public bodies, and other persons within the township of Holywell, the township of Brynford, the township of Greenfield, the township of Whelstone, the township of Bagillt Fawr, and the township of Bagillt Fechan, all in the parish of Holywell, and county of Flint, or some part or parts thereof respectively. And also to empower the undertakers to supply water in bulk beyond those limits by agreement.

To empower the undertakers to construct and maintain in the parish and townships aforesaid approaches, roads and ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and all other works and appliances and conveniences necessary in connection with the before-mentioned works, and for collecting, pumping, cleansing, storing, purifying, and distributing the water so to be collected, pumped, and distributed.

To enable the undertakers to deviate from the line of works both vertically and horizontally.

To empower the undertakers to lay down and maintain pipes, culverts, and other works in, over, under, or across, and to cross, break open, alter, divert, or stop up for the purposes of the

said intended works, either temporarily or permanently, any turnpike roads, highways, footpaths, private roads, streets, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks and watercourses in the said parish and townships before mentioned.

To empower the undertakers to purchase and take by agreement any lands, houses, springs, streams, wells, waters, and other hereditaments or easements, requisite or desirable for the purpose aforesaid, and to acquire way-leaves, water-leaves, and easements in or over the same, and to confer, vary, or extinguish any rights, easements, or privileges connected therewith, which would in any way interfere with the objects and purposes of the undertaking and the objects and purposes of the said Provisional Order.

To empower the undertakers to exercise all such powers, rights, and privileges as are usually conferred upon Water Companies, or which may be necessary or expedient for carrying into execution any of the objects and purposes of the undertaking and the objects and purposes of the said Provisional Order.

To empower the undertakers to make proper provisions for the prevention of waste, illegal use, obstruction or misuse, or wrongful use of the water supplied, and to make and adopt proper and needful bye-laws and regulations in reference thereto, and to enforce the same by penalties or otherwise.

To empower the undertakers to demand, take, and recover rates, rents, and charges, and to grant exemptions therefrom, and to make special contracts, agreements, and charges for the supply of water, and to confer other rights and privileges.

To enable the undertakers to purchase from any person or persons, and from any Corporation or Corporations, and to enable such persons or Corporations respectively to sell to the undertakers any waterworks now existing, or which may hereafter be erected, and to enable the undertakers to maintain and carry on the same respectively, and to enable the undertakers to sell their own undertaking, or any waterworks hereafter to be acquired by them, to any person or persons, Corporation or Corporations, and to enable such persons or Corporations to purchase, maintain, and carry on the same respectively.

And particularly to enable the Holywell and District Waterworks Company Limited, or the liquidator, or other proper official, to sell and transfer the undertaking of that Company to the undertakers, and to confirm and carry into effect any agreements now made or to be made prior to the confirmation of the Order.

To amend, repeal, alter, extend, or enlarge all or some of the provisions of the Holywell Water Order, 1873, and the Holywell Water Order, 1878, and to empower the undertakers to carry into execution all or some of the powers conferred by those Orders.

To incorporate with the intended Provisional Order all or some of the powers and provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Waterworks Clauses Act, 1847, and also such parts of the Railways Clauses Consolidation Act, 1845, as relates to roads and the temporary occupations, and to other matters as may be deemed expedient.

Duplicate plans and sections showing the line

or situation and levels of the intended works, and the lands in or through which the same will be made, and the limits of supply of the undertaking, will, together with a copy of this notice as advertised and published in the London Gazette, be deposited, on or before the 29th day of November instant, in the office of the Clerk of the Peace for the County of Flint, at his office at Mold, and at the Office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the Office of the Board of Trade aforesaid on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Order when made, can be obtained at the offices of Messrs. Mathews, Smith and James, 29, Waterloo-street, Birmingham, Solicitors for the Provisional Order, and of Mr. William Davies, Solicitor, Well-street, Holywell, and of the Parliamentary Agents, at the price of one shilling each copy.

And notice is hereby further given, that every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections against this application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1885; and that copies of such representations or objections must at the same time be sent to the Promoters of the undertaking, addressed to the office of the Solicitors for the Provisional Order, and the objectors or their agent must inform the Board of Trade that a copy has been sent to them.

Dated this 20th day of November, 1884.

*Mathews, Smith and James, 29, Waterloo-street, Birmingham, Solicitors for the Provisional Order.*

*Sharpe, Parkers, Pritchard and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.*

In Parliament—Session 1885.

Limehouse Subway. (Extension of Time.)

(Extension of Time for construction of Works; Amendments, &c. of Acts.)

**A**PPPLICATION is intended to be made to Parliament in the session of 1885, by the Limehouse Subway Company, for leave to bring in a Bill to extend the time limited by "The Limehouse Subway Act, 1877" (hereinafter called the Act of 1877), as extended by "The Limehouse Subway Act, 1882" (hereinafter called the Act of 1882), for the construction of the Subway and Works authorised by the Act of 1877.

The intended Bill will vary and extinguish any rights or privileges which would interfere with its objects, and it will confer other rights and privileges.

So far as may be necessary or expedient, the Bill will alter, amend, and extend some of the provisions of the Act of 1877 and the Act of 1882.

Printed copies of the proposed 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.

*R. W. Cooper, 4, Westminster Chambers, Victoria-street, S.W., Parliamentary Agent.*



In Parliament.—Session 1885.

Sunderland Corporation.

(Extension of Borough; Division of Borough into Wards; Dissolution of Southwick Local Board and Cesser of Jurisdiction of the Guardians of the Poor of Sunderland Union acting as the Rural Sanitary Authority; Transfer of Powers and Property of those Bodies to Corporation; Extension of Jurisdiction of existing Corporation over added area; Constitution of Corporation the Burial Board for Extended Borough, and the Sunderland Port Sanitary Authority; Transfer to Corporation of Powers and Property of existing Burial Boards, and Sanitary Authority; Constitution of School Board for Extended Borough, and transfer of existing School Boards; Further Provisions as to Infectious Diseases and Preventing Spread of Contagion, the giving Notices, and Penalties, &c.; Provisions as to Slaughter-Houses, Drains, Sewers, &c., and the making of Bye-laws relating to Sanitary Matters; Extension of Sections 35 to 38, and amendment in application of Section 150 of Public Health Act, 1875; Further Provisions as to Streets and Buildings; Obstructions and Projections in, upon, over or under Streets; Penalties for Offences; Increase of Tolls in respect of Markets and Fairs; Bye-laws as to Parks; Exemption of Parks partly outside the Borough from County Rates as to Police, &c.; Powers as to Transfer of disused Burial Grounds to the Corporation; Bye-laws with reference thereto; Amendment of River Wear Act, 1840, and to constitute the Corporation the Commissioners under that Act; Further powers of Local Government and Police as to recovering expenses for use of Fire Brigade, &c., Bathing, Night-hawking, Hackney Carriages, Locomotives, Street Traffic and Obstructions, Bicycles, Street Music, Gambling and Betting, Obstructions and Disturbances, Damage to Public Notices, Circulation of Obscene Bills, &c., Unlicensed Premises, Brothels, &c., Buildings for Public Resort, and the Prevention of Disturbances at Public Meetings and other places, and Penalties for Offences in relation thereto; Freeing of Wearmouth Bridge from Toll; Extinguishment of Rights over Sunderland Ferry; Amalgamation of Bridge and Ferry Accounts; Establishment and Regulation of new Ferries; Bye-laws in reference thereto; Further Powers as to making, assessing, levying, collection, and recovery of Rates; Providing rooms in Museum or Library for Exhibitions; Creation of Stock; Conversion of Loans and Debts into Stock; Sinking Fund; Arrangements with Bankers; Investment of Trust Funds; Incorporation and Amendment of Acts; and other purposes.)

**N**OTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Sunderland, in the county of Durham, as the Municipal and Urban Sanitary Authority thereof (hereinafter referred to as "the Corporation"), 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 alter, amend, extend, and enlarge for all municipal, sanitary, local government, and other purposes, the boundaries of the municipal borough of Sunderland, in the county of Durham (hereinafter referred to as "the borough"), and to add to, include, and incorporate with the borough the district of the Local Board for the District of Southwick, in the county of Durham (hereinafter referred to as "the Southwick

Local Board"), and the district of the Guardians of the Sunderland Union acting as the Rural Sanitary Authority, in or in relation to that part of the Sunderland Union of which they are the Rural Sanitary Authority (hereinafter referred to as "the Rural Sanitary Authority").

To increase or diminish the number, and to alter and rearrange the boundaries of the wards into which the existing borough is divided, and to create a new ward or wards out of the area to be added thereto, 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.

To assign the Aldermen and Councillors of the borough to their respective wards, and to provide for the election, time of going out of office, and the rotation of the Aldermen and Councillors, and to alter the time of the going out of office and rotation of the Aldermen and Councillors, or to make provision in the Bill for the doing and determining of the aforesaid matters.

To provide for the dissolution of the Southwick Local Board, and the termination of the powers and jurisdiction of the Rural Sanitary Authority, and for vesting in the Corporation the rights, property, estates and interests of the Southwick Local Board and the Rural Sanitary Authority respectively, subject to all debts, liabilities and obligations attaching to or affecting the same respectively.

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, and if thought fit to divide the borough as extended into rating districts, and to authorise the levying therein 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 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 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, or otherwise, 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, addition, diminution, or rearrangement of wards.

To constitute the Corporation the sole Burial Board within and for the borough as proposed to be extended, and to provide for the transfer to the Corporation of all rights, liabilities, and obligations, exercisable by or attaching to the existing Burial Boards within the borough as proposed to be extended, viz.:—The Burial Board for the parish of Sunderland-near-the-Sea. The Burial Board for the township of Bishopwearmouth. The Burial Board for the parishes of Monkwearmouth Shore, Monkwearmouth, and Fulwell, and the Burial Board for the parish of Southwick, in the county of Durham, and as though the Corporation were constituted to be the sole Burial Board within and for the borough as proposed to be extended, in accordance with the provisions of the Burials Acts, 1852 to 1871, and all or any other Acts for the time being in force for altering or amending those Acts.

To provide for the dissolution of the before-mentioned Burial Boards, and for the exercise by the Corporation of all the powers and duties of

those Boards, and for vesting in the Corporation all the cemeteries belonging to the before-mentioned Burial Boards respectively, and all lands, buildings, property, rights, and easements belonging to or vested in those Boards respectively, in as full and ample a manner as if the same had been provided by or belonged to the Corporation, acting as the Burial Board for the borough as proposed to be extended, but subject to all debts, liabilities, and obligations attaching thereto respectively, and to provide that those debts, liabilities, and obligations shall be chargeable to and defrayed by the Corporation as the Burial Board for the borough as proposed to be extended, or otherwise as the Bill may provide.

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, and to provide for the vesting in the Corporation or in the School Board for the borough as proposed to be extended of all the estate and interest of the Ford School Board, the Fulwell School Board, the North Hylton School Board, and the Southwick School Board respectively, in any property real and personal, rights, interests and easements, into and out of such property, now vested in those School Boards respectively, or in any person in their behalf, and that the same may be held, recovered, and enjoyed by the Corporation or the School Board for the borough as proposed to be extended in the like manner, and subject to the like conditions and obligations as if provided by or belonging to the Corporation or the School Board for the District of the borough.

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.

To provide that the members of the Joint Board, constituted by the Provisional Order of the Local Government Board for permanently constituting a Port Sanitary Authority of the Port of Sunderland, shall cease to act as such members, and that the Corporation shall supersede and be in substitution for them, and shall constitute the Sunderland Port Sanitary Authority under that Order; and to provide for vesting all the property, rights, interests, privileges, powers and authorities of the Sunderland Port Sanitary Authority in the Corporation of the borough as extended, or otherwise, as will be provided by the Bill, and that all the debts, liabilities, and obligations of the Sunderland Port Sanitary Authority may be paid out of the district fund and general district rate of the borough, or out of such fund or rates as the Bill may provide.

To provide for the giving of notice to the Corporation of persons suffering or having died from infectious or other diseases, and of certificates by medical practitioners attending such persons, and to empower the Corporation to remunerate such practitioner for his services, and to empower the Corporation to declare other diseases to be infectious in certain cases.

To confer further powers upon the Corporation with respect to the following matters for preventing the spread of infectious diseases:—The furnishing of lists of customers by milk sellers,

cowkeepers, persons engaged in washing and mangling, and others; the disinfection of premises and articles therein; the prohibition of the retention of the dead bodies of persons who have died from any infectious disease, and regulating the disposal and burial of such bodies; regulating of mourning coaches, and prohibiting the conveyance of corpses in public conveyances, and otherwise for the regulation, registration, and isolation of cases of infectious or contagious diseases, and for the making and enforcing of bye-laws and penalties in connection therewith.

To prohibit the slaughtering of any cattle in any place within the borough other than a slaughter-house previously provided, registered, or licensed by the Corporation.

To empower the Corporation to compel the owner of any dwelling-house to provide and maintain such proper and sufficient drains as shall from time to time be approved by the Corporation, and to prevent the fouling or stopping up of sewers so as to prevent or affect the free flow of water; to prevent the discharge of steam into the sewers.

To empower the Corporation to make bye-laws and enforce penalties with regard to the providing, maintenance, repair, and cleansing of privies, water-closets, urinals, ashpits, &c., and to compel the owner of every house to provide sufficient means of approach for the purpose of scavenging. The providing, removal, and renewal of conveniences at inns, public-houses, eating-houses, cook-shops, and places of public entertainment, manufactories, workshops and other buildings.

To provide for the paving of unhealthy or unwholesome courts and yards, and the recovery of penalties and expenses; the giving of notices, the punishment of offences, and the delegation of powers in connection therewith; and to extend certain sections of the Public Health Act, 1875, to any building in which persons may be employed in any manufacture, trade, or business.

To confer upon the Corporation new and further powers with respect to the prevention of obstructions and projections in, upon, across, over, or under any streets, the repair of streets, the stopping up and discontinuance of streets and roads, the approval of the construction of new streets and footpaths, and of vaults and cellars under the footway or carriageway, sewerage, paving hatchways and gratings of streets, and the service of notices and enforcing of penalties in connection therewith.

To empower the Corporation to define the width and level of any new street to be constructed within the borough, and to prescribe and limit the mode in which such new streets shall be constructed.

To require the owner of any land before laying out any new street, to give notice thereof to the Corporation, and to submit plans thereof in the form to be prescribed by the Bill.

To prevent the laying out of any new street, except upon such terms and under and subject to such conditions as the Corporation shall think fit.

To define what shall be deemed new buildings for the purposes of the Public Health Act, 1875, and other Acts for altering or amending that Act.

To empower the Corporation to prevent any person erecting any building in any street or streets until the same shall have been sewered, drained, levelled, paved, kerbed, channelled, and the means of lighting and water provided to the satisfaction of the Corporation. To prescribe the height of any building, the thickness and materials to be used in the construction of walls. To prohibit the construction of the foundation

of any building upon any material or matter which would or might be or become injurious to health, or which might take fire. To prescribe the materials to be used in the construction of roofs of any building. To regulate the building and height of chimneys. To regulate and define the spaces to be left in and about any new or existing buildings for circulation of air. To prescribe the level, height, number, and mode of ventilation of the rooms, and number and size of windows in any new building. To regulate the position, construction, cleansing, employing, covering, improvement, examination, inspection, demolition, and alteration of and control over the workmanship, materials, foundations, elevations, height, open space, ventilation, and sanitary arrangements of and other provisions with reference to buildings, water-closets, ashpits, middens, slopstones, sinks, sewers, cesspools, and drains. To compel any person intending to erect any new building, to give notice of such intention to the surveyor of the Corporation, and to submit plans of such buildings, in the form to be prescribed by the Bill, for approval by the Corporation, and to prevent the erection of any such building, except according to such terms and conditions as they shall think expedient, and for that purpose to enter upon any such building during construction, and upon completion, when and as often as they think fit. To define the levels of all back yards attached to any buildings. To require the borough surveyor, or other officer, to inspect premises, and grant certificate that any building is fit for human habitation, before the same is occupied.

To empower the Corporation as the Urban Sanitary Authority to remove, alter, or pull down, any street, building, or other work, which shall have been laid out or constructed contrary to the provisions of the intended Act, and to enforce penalties for breaches.

To enable the Corporation to name, or to alter the names, of any street or streets within the borough, and to compel the owner of, or any person building any house at the corner of any street, or section thereof, to fix a stone in the front of such house, with the name of the street shown thereon in manner to be approved by the Corporation.

To prevent the erection of any gate, bar, or obstruction or encroachment of any kind, in or across, over or under any street or streets, without the consent of the Corporation.

To amend the application of Section 150 of the Public Health Act, 1875.

To authorise the taking of new and additional tolls, rates, rents, 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 matters connected with markets and fairs, and to alter or increase any of the existing tolls, rates, and duties, which the Corporation are now authorised to take and demand, and to confer, vary, or extinguish exemptions from the payments of tolls, rates, and duties, and to confer upon the Corporation all further and other powers, rights, and privileges incident to markets and fairs, 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 reletting shops, and other premises in markets and fairs.

To empower the Corporation to make and enforce bye-laws for regulating the user by the public of any parks within the borough as extended, and especially with respect to the following matters—

The fixing of the hours of opening and closing parks. The prevention of bill posting and cutting and destroying or damaging seats, trees, railings, and shrubs therein. Regulating the times and places at which games, music, and other amusements shall be allowed therein. The prevention of bathing and fishing in the lakes of any or either of such park or parks. The prevention of cruelty or injury to any animals or birds which may be in the parks. The permitting and regulating the sale of refreshments in the parks. The prohibition and regulation of the use of bicycles, velocipedes, or other like mechanical contrivances in the parks. The keeping out of dogs and other animals, and the removal of all persons infringing bye-laws, and generally to provide by the bye-laws for the good order and regulation of the parks.

To provide that all lands forming part of any park, although those lands may be situate without the borough as proposed to be extended, shall for all purposes of police and otherwise be deemed to be within the borough.

To authorise the Corporation to acquire and to provide for the transfer to and vesting in them (subject to the consents and restrictions to be prescribed in the intended Act) of the whole or any part of any disused burial grounds within the borough as proposed to be extended, including the Rector's Gill cemetery or burial ground, and a burial ground situate between Low-row and Hind's Bridge; and to provide for the regulation, control and disposal of the same by the Corporation, and for the making of bye-laws with regard thereto.

To alter and amend an Act passed in the third and fourth years of the reign of her present Majesty, intituled "An Act for establishing and maintaining a proper and effective watch on the River Wear, in the port or haven of Sunderland-near-the-Sea, in the county of Durham," and to transfer to and vest in the Corporation, or in the Watch Committee of the Corporation, all or some of the powers, property, rights and interests of the Commissioners appointed and acting under that Act, and to further amend and alter that Act, and to repeal section 29 thereof.

To empower the Corporation to charge all expenses incurred by them in connection with any fire, including the use of fire-engines or other appliances, fire brigade, constables, &c., from the individual Company or body for whose benefit the service was rendered, or from any Insurance Company in whose office property insured.

To make further provision for and in relation to the good government and improvement of the borough, and especially for and with reference to the following matters, that is to say:—The prohibition of bathing in forbidden places, and indecency while bathing or otherwise. Night hawking. Power over owners and drivers of hackney carriages guilty of misconduct. Regulation of locomotives in streets. Regulation of street traffic and prevention of obstructions. Regulating use of bicycles. Prohibition of street music. Gambling. Betting in streets. Obstructions and annoyance to passengers. Prevention of damage to public notices. Prevention of publication, and delivery, and circulation of obscene bills, prints, or other literature. Unlicensed premises, brothels, and other improper places of resort. The means of ingress to and egress from buildings for public resort. And the prevention of disturbances at public meetings, and other assemblies.

To enable the Corporation to abolish all tolls, rates and duties now levied or leviable upon the bridge across the river Wear, known as Wear-mouth Bridge; and for that purpose to amend,

alter, or repeal the Wearmouth Bridge Act, 1857.

To abolish and repeal on and after a day to be named in the Bill, all the rights, powers, and privileges of Sir Hedworth Williamson, Bart., his lessees, tenants, or assigns, and all or any other persons, in respect of the ferry called Sunderland Ferry, and any and every other ferry conferred by the Wearmouth Bridge Act, 1857, and to repeal, alter, or amend that Act, especially sections 75, 76, and 77, in regard thereto.

To make provision for the amalgamation of the accounts of Wearmouth Bridge and Sunderland Ferry, and for defraying the expense of the repair, maintenance, and lighting of the said bridge out of the said accounts, and, in case of deficiency, for defraying the same out of the district fund or general district rate, or such other fund or rate as may be defined by the Bill.

To empower the Corporation to establish and maintain new ferries over the River Wear in addition to those already established in the borough, and to defray the expense incurred in so doing, in like manner as though the same formed part of the existing ferries, and to apply the laws relating to the existing ferries and the taking of tolls and otherwise to any new ferries to be established under the powers of the Bill.

To empower the Corporation to purchase lands by agreement for the purpose of establishing any new ferry or ferries.

To make bye-laws for the regulation of ferries.

To make provision for the making, assessing, levying, collection, and recovery of certain rates within the borough, and the employment of servants and clerks in connection therewith.

To enable the Corporation to provide rooms in the museum and library of the borough respectively, for such exhibitions as they may think proper, and to make such charge therefor as they may deem reasonable.

To empower the Corporation to make and enforce bye-laws with respect to all or any of the matters or things mentioned or referred to in this notice, and to impose penalties for the breach thereof.

To authorise the Corporation to raise all or any part of the moneys which they are empowered to raise under the present statutory powers, or by virtue of any Act 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 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, and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

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

To authorise the investment of trust funds in the consolidated 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 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 alterations and amendments, or to apply, amend, or alter all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say): "The Municipal Corporation Acts," "The Markets and Fairs Clauses Act, 1847," "The Harbours, Docks, and Piers Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Public Health Act, 1875," and all Acts amending the said Acts respectively or any of them.

To alter, amend, and if need be to repeal all or some of the powers and provisions of the following local and personal Acts: 14 and 15 Vic., cap. 67; 20 and 21 Vic., cap. 39; 30 and 31 Vic., cap. 79, and any other Act or Acts relating to Wearmouth Bridge; 23 and 24 Vic., cap. 118 (Public); 28 and 29 Vic., cap. 70; 30 and 31 Vic., cap. 117; 31 and 32 Vic., cap. 84; 39 and 40 Vic., cap. 203; 40 and 41 Vic., cap. 132; 41 and 42 Vic., cap. 109; 43 and 44 Vic., cap. 86; and all or any other Acts, whether public or local and personal, relating to or in any way affecting the Corporation or the borough.

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 Sunderland.

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.

*Francis M. Bowey*, Town Clerk, Sunderland,  
Solicitor for the Bill.

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

In the Board of Trade.—Session 1885.

North-West Metropolitan Tramways.

(Construction of Street Tramways in the parishes of Willesden, Saint Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington) Chelsea, (otherwise St. Luke, Chelsea), and Paddington, all in the county of Middlesex; Animal Power; Powers to acquire Land by Agreement; to open and interfere with Public Roads, and to levy Tolls; Provisions for Regulating Traffic along Roads; Bye-laws; Agreements with Local and Road Authorities; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, under the provisions of "The Tramways Act, 1870," to authorise the construction, working, user, and maintenance of the tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith, all in the county of Middlesex, that is to say:—

Tramway No. 1 will be laid in the parish of Willesden, commencing in the Harrow-road at a point 1 chain northerly from the north-west angle of the "Crown Inn," Harlesden-green, passing thence along the Harrow-road and by the "Royal Oak" public-house, Harlesden-green, thence south-easterly along the Harrow-road, passing over the bridge carrying the roadway over the Hampstead Junction Railway, and terminating in the Harrow-road at the boundary of the parishes of Willesden and Saint Mary Abbot, Kensington (otherwise Saint Mary Abbots, Kensington), at a point 0.2 chain north-west of the junction of Greyhound and Hazel-roads with Harrow-road.

Tramway No. 1 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 3.5 chains, and 14.5 chains measured from the commencement of the tramway between points respectively 0.5 chain and 3.5 chains north-westerly of the junction of Nightingale-road with Harrow-road, between points respectively 1.25 chains north-westerly and 1.75 chains south-easterly of the centre of bridge carrying roadway over the Hampstead Junction Railway, between points respectively 0.4 chain and 3.4 chains westerly of the junction of Letchford-gardens with Harrow-road, between points respectively 1.6 chains westerly and 1.4 chains south-easterly of the junction of Kenmont-gardens with Harrow-road, and between the junction of Victor-road East with Harrow-road and a point 3 chains north-westerly of the said junction.

Tramway No. 2 will be laid in the parishes of Willesden and St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), commencing at the termination of Tramway No. 1, in Harrow-road, and passing thence south-easterly along the Harrow-road, and terminating in Harrow-road at the junction of the boundaries of the parishes of Willesden, St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), and Chelsea (otherwise St. Luke, Chelsea), at the junction of Kilburn-lane with Harrow-road.

Tramway No. 2 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 2.75 chains and 5.75 chains easterly of the junction of Greyhound and Hazel-roads with Harrow-road, between points respectively 4 chains and 7 chains easterly of the north-east angle of the "Masons' Arms" public-house, between points respectively 14.6 chains and 17.6 chains easterly of the said north-east angle of the "Masons' Arms" public-house, and between points respectively 4.3 chains and 7.3 chains north-westerly of the junction of Kilburn-lane with Harrow-road.

Tramway No. 3 will be laid in the parish of Chelsea (otherwise St. Luke, Chelsea), commencing at the termination of Tramway No. 2 in Harrow-road, and passing thence south-easterly along the Harrow-road and terminating in Harrow-road at the junction of the boundaries of the parishes of Chelsea (otherwise St. Luke, Chelsea) and Paddington, 1.5 chains westward of the junction of Bravington-road with Harrow-road.

Tramway No. 3 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—between points respectively 3 chains and 6 chains south-easterly of the junction of Kilburn-lane with Harrow-road, between points respectively 1.5 chains westerly and 1.5 chains easterly of the junction of Fourth-avenue with Harrow-road, and between points respectively 1.25 and 5.25 chains easterly

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of the junction of Second-avenue with Harrow-road.

Tramway No. 4 will be laid in the parish of Paddington, commencing at the termination of Tramway No. 3 in the Harrow-road, and terminating in the Harrow-road at a point 0.5 chain north-westerly of the junction of Lord Hill's-bridge and Cottage-road with that road.

Tramway No. 4 will be laid as a double line except in the following places, where it will be laid as a single line, viz.:—between the commencement of the tramway and a point 2.25 chains south-easterly of the junction of Ashmore-road with Harrow-road, and between the termination of the tramway and a point 1 chain measured north-westerly therefrom.

The following is a description of all the points between which the proposed tramways, or any portion of them, are intended to be so laid, that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the road and the nearest rail of the tramway, viz.:—

Tramway No. 1 in Harrow-road, on both sides thereof between points respectively 1.25 chains north-westerly and 1.75 chains south-easterly of the centre of bridge carrying roadway over the Hampstead Junction Railway; between points respectively 0.4 chain and 1.4 chains south-easterly of the junction of Kenmont-gardens with Harrow-road; and between the junction of Victor-road East with Harrow-road and a point 3 chains north-westerly of the said junction.

Tramway No. 2 in Harrow-road, on both sides thereof between points respectively 2.75 chains and 5.75 chains easterly of the junction of Greyhound and Hazel roads with Harrow-road, between points respectively 4 chains and 7 chains easterly of the north-east angle of the "Masons' Arms" public-house, and between points respectively 14.6 chains and 17.6 chains easterly of the said north-east angle of the "Masons' Arms" public-house.

The tramways hereinbefore described will be situate in or pass through or into the parishes of Willesden, St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), Chelsea (otherwise St. Luke, Chelsea), and Paddington, all in the county of Middlesex.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins another street, the distance is to be taken as measured from the point at which lines drawn along the centres of the streets and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

It is not intended to run on the tramways trucks or carriages adapted for use upon railways.

The proposed tramways are intended to be laid on a gauge of 4 feet 8½ inches, and to be worked by animal power only.

The intended Order will incorporate with itself all or some of the provisions of Part 2 and Part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the persons or on the Company to be named in the intended Order as Promoters (hereinafter referred to as "the Promoters") the powers, or some of the powers following (that is to say):—

To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, public carriage and other roads, lanes, ways, highways, bridges, footpaths, pavements,

watercourses, sewers, drains, waterpipes, gas-pipes, and pipes, tubes, wires, and apparatus used for the electric telegraph, telephone, or electric lighting, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the intended Order.

To enable the Promoters, for all or any of the purposes of their Undertaking, to purchase or acquire by agreement, and to lease and to take easements in and over lands, buildings, houses, and all other property, and to erect, hold, and maintain offices, stables, carriage-sheds, engine-sheds, workshops, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of the whole or some part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for, and to regulate, the user by the Promoters, for the purposes of the intended Order, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramways by persons or corporations other than the Promoters, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street or road authorities, or any of them, or the Board of Trade, or any local, road, or other public authority or body, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Order.

To empower the Promoters from time to time to make, construct, lay down, alter and remove all such crossings, cross-overs, passing-places, sidings, loops, junctions, and other works, in addition to those particularly specified in this Notice as may be necessary or convenient for the

efficient working of the proposed tramways, or any of them, or for providing access to any stables, carriage-sheds, engine-sheds, workshops, or premises of the Promoters.

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

To enable the Promoters and the Metropolitan Board of Works and any Vestry, District Board, Local Board, Local or Road Authority, Trustees, or other bodies or persons having respectively the duty of directing the repairs, or the control or management of the streets, roads, and places respectively in or along which any of the proposed tramways or works are or are intended to be laid, to enter into contracts or agreements with respect to the construction, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

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

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

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will be deposited, on or before the 29th day of November instant, at the office of the Board of Trade (together with, at the Board of Trade, a published map with the route of the tramways marked thereon and a diagram), and also for public inspection with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell-green, in that county; at the office of the Metropolitan Board of Works; and that a copy of so much of the said plans and sections as relates to each parish in or through which the said intended tramways will be made or pass, and also a copy of this Notice as published in the "London Gazette" will on or before the said 29th day of November be deposited for public inspection as follows:—For the parish of St. Mary Abbot, Kensington (otherwise St. Mary Abbots, Kensington), with the Vestry Clerk of that parish, at his office at the Town Hall, Kensington, in the same county; and for the parish of Chelsea (otherwise St. Luke, Chelsea), with the Vestry Clerk of that parish, at his office in King's-road, Chelsea, in the same county; and for the parish of Paddington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Harrow-road, in the same county; and for the parish of Willesden, with the clerk of that parish, at his residence; and a copy of so much of the said plans and sections as relates to the district of the Willesden Urban Sanitary Authority, and a copy of this Notice as published in the London Gazette will also be deposited with the Clerk of the Willesden Local Board of Health at his office in Brondesbury-terrace, Edgware-road, Kilburn, in the same county.



The draft of the intended Order will be deposited at the Office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft of the intended Order, when deposited, and of the intended Order, when made, will be deposited at the offices of the undersigned, Edmund Dean, of 37, Walbrook, London, E.C.; and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every Company, Corporation or person desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so on or before the 15th day of January, 1885, by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., and copies of their objections must, at the same time, be sent to the Promoters, addressed to the said Edmund Dean; and in forwarding to the Board of Trade such objections, the Objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 20th day of November, 1884.

<i>Sutton and Onmanney, 3 and</i>	} Solicitors for the Order.
4, Great Winchester-	
street, London, E.C.	
<i>Edmund Dean, 37, Walbrook,</i>	
London, E.C.	

In Parliament.—Session 1885.

Hailsham Water.

(Dissolution of the Hailsham Water Company Limited; Incorporation of New Company; Powers to Supply Water in the Parishes of Hailsham, Arlington, Hellingly, Herstmonceux, and Wartling, in the County of Sussex; Construction of Works; Agreements with Sanitary Authorities, Bodies, and Persons; Annuling Agreement between the Guardians of the Poor of the Hailsham Union and the Eastbourne Waterworks Company confirmed by the Eastbourne Waterworks Act, 1881, and Repeal of Provisions of that Act relating to the Agreement and to the Supply of Water in Hailsham by the Eastbourne Waterworks Company; other Powers; Amendment or Repeal of Acts, &c.)

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

1. To dissolve the Hailsham Water Company Limited (hereinafter referred to as the Limited Company), and to annul and cancel their Memorandum and Articles of Association, and to provide for their winding up, and to incorporate the shareholders, or some of the shareholders therein, together with such other persons and corporations as may become proprietors in the undertaking into a new Company (hereinafter referred to as the Company), and to vest in the Company all the undertaking, lands, waterworks, wells, reservoirs, tanks, engines, pumps, mains, pipes, meters, machinery, apparatus, plant, stock, effects, buildings, rights, easements, moneys, securities, and credits of what nature or kind soever, now vested in, or belonging to, or enjoyed by the limited Company.

2. To declare, define, and regulate the undertaking, capital, and borrowing powers of the Company, and to make provision for the regulation and management of the affairs of the Company, and to authorise the Company to raise further money by shares or stock, with or without a preference or guaranteed dividend, or other rights or privi-

leges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any of such means.

3. To confer upon the Company the powers and to enable them to execute the works and carry into effect the objects or some of them following (that is to say):

4. To supply with water for public and private purposes the whole or any part of all or some of the parishes following, viz., Hailsham (except so much thereof as lies within three-quarters of a mile, measured in every direction from the level crossing over the London, Brighton, and South Coast Railway, adjoining the old station at Polegate), Arlington, Hellingly, Herstmonceux, and Wartling, all in the county of Sussex.

5. To make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):

(1.) A well and pumping station, with pumping engines, engine and boiler house, and all other necessary works, buildings, and conveniences, situate at Amberstone, in the said parish of Hellingly, in a field called Lower Brook, belonging to the Earl of Chichester, and in the occupation of Mrs. Mannington, lying on the north-west side of the high road leading from Hailsham to Herstmonceux, and numbered 1025 on the  $\frac{1}{25000}$  Ordnance map of the said parish of Hellingly.

(2.) An aqueduct, conduit, or line of pipes to be wholly situate in the said parishes of Hellingly and Hailsham, or one of them, commencing at the said well and pumping station above described, and terminating in the intended reservoir next hereinafter described.

(3.) A service reservoir to be situate in the said parish of Hellingly, in the north-east corner of a wood called or known as Park Wood, and numbered 938 on the said Ordnance map, commencing at a point 70 yards or thereabouts from and to the south-westward of the south-eastern angle of the house known as Carter's Corner, thence proceeding in a south-westerly direction for a distance of 66 yards or thereabouts, thence proceeding in a south-easterly direction for a distance of 55 yards or thereabouts, thence proceeding in a north-easterly direction for a distance of 66 yards or thereabouts, and thence proceeding in a north-westerly direction for a distance of 55 yards or thereabouts, to and terminating at the point of commencement above described.

6. To make and maintain in the parishes aforesaid, or either of them, and in connection with the intended waterworks, or any of them, 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 connected therewith or incidental thereto.

7. To enable the Company to divert into the said intended waterworks, and to collect, take, use, and appropriate for the purpose of their undertaking all such underground streams, springs, and waters as can be collected by the proposed works, or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill.

8. To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, and misuse of water, and for defining and regulating the supply of water by them whether by meter or

otherwise, and the terms and conditions of such supply.

9. 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.

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 parishes mentioned in this notice, or either of them, which may be required for the purposes of the intended waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

11. To empower the Company to supply and to require their customers to take water by meter for trade and other purposes, and to authorise the Company to sell meters or let them on hire.

12. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water and for the hire of meters, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

13. To lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works, in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, in any of the parishes before mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

14. To enable the Company on the one hand, and any sanitary authority, company, corporation, public body, officers, or persons, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the supply by the Company to any such sanitary authority, company, corporation, or public body, officers, or persons, of water in bulk or otherwise for any public, sanitary, trading, or other purposes, and to authorise any such sanitary authority, corporation, company, public body, officers, or persons respectively to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

15. To declare null and void a certain contract or agreement made the 28th day of February, 1881, between the Guardians of the Poor of the Hailsham Union, in the county of Sussex, in their capacity of a Rural Sanitary Authority for the Rural Union of Hailsham of the one part, and the Eastbourne Waterworks Company of the other part, and which contract or agreement is set forth in the schedule to and confirmed by the Eastbourne Waterworks Act, 1881, and to repeal section 19 of that Act, confirming the said contract or agreement, and all other provisions of the said Act relating thereto.

16. To alter, amend, and, so far as necessary, repeal all or some of the provisions of the East-

bourne Waterworks Act, 1881, relating to the supply of water by the Eastbourne Waterworks Company to the parish of Hailsham, except as to so much and such portion of that parish as is not included within the limits of the Bill, and to provide that on the passing of the Bill all the powers, rights, authorities, and obligations of the Eastbourne Waterworks Company to supply water in the parish of Hailsham, except as aforesaid, shall absolutely cease and determine.

17. To confer upon the Company all powers, rights, and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

18. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

19. 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 Eastbourne Waterworks Act, 1881," 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 works proposed to be authorised by the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands to be taken compulsorily under the powers of the Bill, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes; and with the respective parish clerks of the said parishes of Hellingly and Hailsham, at their respective residences.

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 11th day of November, 1884.

*J. B. Campion Coles*, Hailsham, Solicitor.  
*John Charles Ball*, 16, Parliament-street,  
Westminster, Parliamentary Agent.

In Parliament—Session 1885.

Colne Valley and Halstead Railway.

(Reconstitution of the Board of Directors; Qualification and Powers of New Board; Suspension of Proceedings; Discharge of Receiver; Standing Arbitrator; Regulation of Rights and Priorities of Bondholders; Judgment and other Creditors and Shareholders; Future Government of the Company; Adjustment, Consolidation, and Conversion of Existing Capital; Additional Capital; Powers to Trustees, &c.; Payment of Costs; Amendment of Acts.)

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

To reconstitute the Board of Directors of the Company, and to provide for the appointment of Directors to the said Board from time to time by the holders of the Statutory Bonds and Construction Bonds of the Company, and the Judgment and other creditors of the Company, or some class or classes of such holders and creditors, or otherwise, as may be prescribed by the Bill.

To declare, define, and regulate the qualifications and powers of the said directors, and provide for their remuneration, rotation, retirement, and removal from time to time.

To provide for the suspension or stay of all actions and legal or other proceedings, or remedies against the Company, or their property, estate, or effects, and for the discharge of the existing Receiver, and to direct the appropriation of any monies in his hands at the date of his discharge upon such conditions, and for such period as may be prescribed by the Bill.

To provide by the Bill or by the appointment of a standing arbitrator or referee, with powers to that effect, to regulate, define, and declare the rights, privileges, preferences, and priorities of the holders of the statutory bonds, construction bonds, and debenture stock, and judgment, and other creditors of the Company, as between class and class, and of the holders of the ordinary and preference shares of the Company, as between themselves and the creditors of the Company, and to settle a scheme for the constitution and future government of the Company, and the application of the revenues thereof.

To arrange, abate, adjust, consolidate, and convert the existing share and borrowed capital of the Company, and provide for the raising of further capital and the appropriation thereof if need be among the several creditors of the Company in payment of their respective claims.

To authorise the Company to raise further capital by shares, stock, or borrowing, and to secure the repayment thereof, together with the interest or dividend thereon by a special charge upon the whole or any part of the Company's undertaking or revenues in priority over all existing charges whatsoever of such an amount and subject to such conditions as the Bill may define or the arbitrator may prescribe.

To enable trustees, executors, guardians, and persons having a limited interest to consent to any arrangements made under the powers of the Bill, and to take and hold debentures and stocks or shares to be granted or created by or under the Bill in lieu of existing bonds, securities, or shares.

To vary or extinguish all rights or interests which would interfere or be inconsistent with the objects or provisions of the Bill, and to confer other rights, interests, and privileges.

To provide for the payment of costs and expenses recently incurred in or about the affairs of the Company, and with respect to this application.

To repeal, vary, or amend the provisions, or some of the provisions of the following local and personal Acts relating to the Company, or some of them, viz.: 19 & 20 Vic., c. 61; 22 & 23 Vic., c. 122; 24 & 25 Vic., c. 231; 26 & 27 Vic., c. 186; and 28 & 29 Vic., c. 1.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 13th day of November, 1884.

*Baxters and Co.*, 5 and 6, Victoria-street, Westminster;

*Mayhew, Salmon, and Whiting*, 30, Great George-street, Westminster.

Solicitors for the Bill

In Parliament.—Session 1885.

Weston-super-Mare, Clevedon, and Portishead Tramways.

(Incorporation of Company; Construction of Tramways from Weston-super-Mare to Clevedon and Portishead, and Road and Bridge over River Yeo; Use of Horse or Steam Power on and Gauge of Tramways; Special Provisions as to User of, and Interference with, Maintenance and Repair, Materials of Streets, Roads, &c., and Regulation of Traffic thereon; Compulsory Purchase of Lands; Tolls; Exclusive Powers to Company to use Tramways; Agreements with Powers to and Provisions affecting Local Board of Weston-super-Mare, and other Street and Road Authorities, Owners, &c., of Tramways, Railways, Mines, Quarries, &c., Great Western Railway Company and Weston-super-Mare Tramways Company Limited; Special Powers to Limited Owners of Land; Power to acquire and use Patent and other Rights, &c.; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following works wholly in the county of Somerset, or some of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively (that is to say):—

- (1) A street tramway (hereinafter referred to as "Tramway No. 1") wholly in the parish of Weston-super-Mare, commencing in the road in the town of Weston-super-Mare, called the Boulevard, at a point opposite or nearly opposite the north-west corner of the Free Church, at the junction of Orchard-street with the Boulevard, running thence eastward along the road called the Boulevard aforesaid, and thence along Gerard-road into and along Milton-road, and across the northern end of Ashcombe-road, and terminating at or near the northern end of the eastern side of Ashcombe-road aforesaid.

Tramway No. 1 will be a double line throughout the entire length of the said street or road called the Boulevard, and for the rest of its length a single line. It is intended to use on Tramway No. 1 carriages or trucks adapted for use upon railways, and a less space than 10 feet 6 inches will intervene between the outside of the footpath on each of the road and the nearest rail of the tramway from the point at which the tramway enters the north-west end of Gerard-road to the termination of the tramway above described.

- (2) A Tramway No. 2, commencing by a junction with Tramway No. 1, at its termination as above described, and terminating in the parish of Portishead, at a point in the hedge forming the northern boundary of a field abutting upon the road or lane leading from the White Lion Inn in High-street, Portishead, to the Portishead Gas Works, the said terminal point being 77 yards, or thereabouts, measured along the road from the centre of the arch carrying the building across the said road, together with a bridge for carrying the said intended Tramway No. 2 over the River Yeo, in the parishes of Wick St. Lawrence and Kingston Seymour, or one of them.

The intended Tramway No. 2 will be made or pass from, in, through, or into the parishes or

townships of Weston-super-Mare, Uphill, Kewstoke, Worle, Banwell, Wick St. Lawrence, Kingston-Seymour, Kenn, Clevedon, Walton-in-Gordano, Weston-in-Gordano, and Portishead, all in the county of Somerset.

The intended tramways will be constructed throughout upon the gauge of 4 feet 8½ inches.

It is intended to use horse-power and steam-power, or one of them, for moving carriages or trucks upon the intended tramways.

(3) A road, with a bridge for carrying the same over the River Yeo, commencing in the parish of Wick St. Lawrence aforesaid, by a junction with the public road leading eastward from the village of Wick St. Lawrence, at a point in the said road about 9 chains south-eastward from the farm-buildings of Rose Farm, and terminating in the parish of Kingston-Seymour aforesaid, in the road running westward from Mendip View Farm, at a point therein about 14 chains westward of Mendip View Farmhouse.

To authorize and empower the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, public roads, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place or for the other purposes of the Bill.

To enable the Company, for the purposes of the proposed tramways and works, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandize, or other traffic upon the same, and for the use of the proposed road by passengers, carriages, carts, wagons, and other vehicles, and by horses, cattle, and other animals, and to confer exemptions from the payment of such tolls, rates, and charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways or works may be laid; and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways and works by persons or corporations, other than the pro-

motors, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

To make provision for regulating the passage of traffic (whether of the Company or not) along the streets, roads, or places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works; and for preventing obstruction to all or any such traffic; and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid; and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

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

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

To enable the Company and the Local Board of Weston-super-Mare, in the county of Somerset, and any other bodies, corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To enable and authorize any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from, the construction or working of the intended tramways, road, and works, or any of them, or any part or parts thereof respectively, or from any roads, approaches, buildings, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended tramways, road, and works, or any of them, or any part thereof, or any such road, approach, building, works, or conveniences, either without payment or other con-

sideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

To empower the Company on the one hand and the owner or owners, lessee or lessees, of any other tramways or railways, and of any mines, quarries, or other works, or any or either of such owners or lessees 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 tramways, or any of them, with the tramways or railways, or any of the tramways or railways of such owners or lessees, or any of them, shall be made.

The use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the contracting parties, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the tramways or railways of the contracting parties, or any of them.

To empower the Company on the one hand, and the Great Western Railway Company and the Weston-super-Mare Tramways Company Limited, or either of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, tramways, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways or tramways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways, tramways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorize the Company to hold, acquire, and use patent and other rights or licences relating to motive power or otherwise.

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

And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, namely 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their

undertaking, and the Weston-super-Mare Tramways Order, 1882, and any other Order or any Act or Acts relating to the Weston-super-Mare Tramways Company Limited or their undertaking.

And notice is hereby further given, that, on or before the 29th day of November instant, plans and sections of the proposed tramways, road, and works, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office, at Wells, in that county, and that, on or before the same day, a copy of so much of such plans, sections, and book of reference, as relates to each parish and extra-parochial place in or through which the said tramways, road, or works, or any part thereof, are or is intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, 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. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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

Dated this 13th day of November, 1884.

*Osborne, Ward, Vassall, and Co.*, 41, Broad-street, Bristol, Solicitors for the Bill.

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

In Parliament—Session 1885,

Ellesmere Local Board.

(Application to the Local Government Board for a Provisional Order for Powers to Purchase the Existing Gas Works at Ellesmere and adjoining land; to Confirm Agreements; to Manufacture and Supply Gas within the District of the Ellesmere Local Board, and to Levy Rates and Charges; Incorporation of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Local Government Board on or before the 23rd day of December next, by the Local Board for the District of Ellesmere, in the county of Salop (hereinafter called "the Local Board") pursuant to the Public Health Act, 1875, for a Provisional Order under and subject to the provisions of the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes (that is to say) :—

To authorise the Local Board to purchase (upon such terms and conditions as may be agreed upon, or as failing agreement may be determined by arbitration) the undertaking, lands, works, mains, plant, property and effects of the existing gas works at Ellesmere, belonging to Kyffin George Salter, Esquire, the site whereof is now on lease to him from the Right Honourable Earl Brownlow, and is hereinafter called land Number 1.

To confirm any agreement or contract already entered into, or hereafter to be entered into, between the Local Board and the said Kyffin George Salter for that purpose; and to vest in the Local Board the said undertaking, lands, works, mains, plant, property and effects.

To authorise the Local Board to purchase from the said Earl Brownlow the reversion to the freehold of the said undertaking, lands, and works,

upon such terms and conditions as may be agreed upon.

To authorise the Local Board to purchase from the said Earl Brownlow the land hereinafter called Number 2, which is now occupied by the said Kyffin George Salter for the purposes of the said gas works.

To confirm any agreement or contract to be entered into between the Local Board and the said Earl Brownlow for those purposes. And to vest in the Local Board the freehold in the said undertaking, lands and works respectively.

To authorise the Local Board to raise money and to do all other necessary acts and things for carrying out and completing such purchases, or either of them.

To authorise the Local Board upon the land hereinafter described to maintain, repair, and from time to time to enlarge, alter, and pull down and re-erect and renew the said existing gas works and works connected therewith, with all necessary buildings, gas holders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products arising therefrom, and at such works to manufacture and store gas, coke, culm, tar, oil, ammoniacal liquor and other residual products, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith, also to sell gas, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from residual products.

The land hereinbefore referred to is as follows (that is to say):

**Land Number 1.**

All that piece or parcel of ground containing 21 perches or thereabouts, in the occupation of the said Kyffin George Salter as lessee thereof to the said Earl Brownlow and used by the said Kyffin George Salter as the site of his said Gas Works, situate, lying, and being in the parish of Ellesmere in the county of Salop, abutting on the north-west upon and bounded on that side for a distance of 57 feet by land belonging to the said Earl Brownlow, and abutting on the south-west and bounded on that side for a distance of 100 feet by land belonging to the said Earl Brownlow, and abutting on the south-east upon and bounded on that side for a distance of 57 feet by land belonging to the said Earl Brownlow, and abutting on the north-east upon and bounded on that side for a distance of 100 feet by the towing path of and belonging to the Shropshire Union Railways and Canal Company.

**Land Number 2.**

All that piece or parcel of ground adjoining the last-mentioned piece or parcel of ground, and containing 18 perches or thereabouts, in the occupation of the said Kyffin George Salter, as tenant thereof to the said Earl Brownlow, and used by the said Kyffin George Salter as appurtenant to the said gas works, and situate, lying, and being in the said parish of Ellesmere, abutting on the north-west upon and bounded on that side for a distance of 54 feet by the said land Number 1, and abutting on the south-west and bounded on that side for a distance of 86 feet by land belonging to the said Earl Brownlow, and abutting on the south-east and bounded on that side for a distance of 54 feet by land belonging to the said Earl Brownlow, and abutting on the north-east and bounded on that side for a distance of 95 feet by the

said towing path of the Shropshire Union Railways and Canal Company.

To demand, take, and recover rents, rates, and charges for the sale and supply of gas, and the sale and hire of gas-meters and fittings, and to confer, vary, or extinguish exemption from the payment of such rents, rates, and charges.

To purchase or take on lease by agreement from time to time, and to hold in fee by demise or otherwise, lands within the limits of the intended Provisional Order, and to sell or lease any lands, works, and property used for the manufacture or storage of gas within the same limits.

To fix and define the limits for the supply of gas by the Local Board.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges. The intended Provisional Order will incorporate with itself all or some of the provisions of the "Gas Works Clauses Act, 1847," the "Gas Works Clauses Act, 1871," the "Gas and Waterworks Facilities Act, 1870," and the "Gas and Waterworks Facilities Act (1870), Amendment Act, 1873."

And notice is hereby given, that on or before the 29th day of November, 1884, a copy of this advertisement and a map shewing the land proposed to be acquired and used for the manufacture of gas and of residual products arising in the manufacture of gas will be deposited for public inspection with the Clerk of the Peace for the county of Salop at his office at Shrewsbury, in the said county, and will also be deposited in the office of the Local Government Board, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December, 1884, printed copies of the draft Provisional Order can be obtained by all persons applying for the same at the price of one shilling each at the office of the Local Board at Ellesmere, in the said county of Salop, or at the office of Messrs. Batten, Proffitt, and Scott, 32, Great George-street, Westminster.

All persons desirous of making any representation to the Local Government Board, or of bringing before them any objection respecting the said application, may do so by letter addressed to "The Secretary of the Local Government Board, Whitehall, London, S.W.," to be lodged with the said Board on or before the 15th day of January, 1885, and copies of such objections must at the same time be sent to the Local Board, at the office of Mr. John Pay, of Chapel-street, Ellesmere, clerk to the Local Board. In forwarding such objections to the Local Government Board the objectors or their agents should state that a copy of such objections has been forwarded to the Local Board or their agents.

And notice is hereby further given, that printed copies of the said Provisional Order, when made by the Local Government Board, will be deposited for public inspection with the said Clerk of the Peace at his said office as aforesaid and that printed copies of the said Provisional Order, when made, can be obtained at the aforesaid office of the Local Board, or at the aforesaid office of Messrs. Batten, Proffitt, and Scott, by all persons applying for the same at the price of one shilling for each copy or at such price as the Local Government Board may direct.

Dated this 17th day of November, 1884.

*J. Parry-Jones*, Solicitor, Oswestry.

*Batten, Proffitt, and Scott*, 32, Great George-street, Westminster, Parliamentary Agents.



Board of Trade.—Session 1885.

Birmingham and Western Districts Tramways  
Provisional Order.

(Construction of Tramways in the Parishes or Places of Birmingham, Aston, Edgbaston, Handsworth, West Bromwich, Oldbury, Halesowen, Smethwick, Harborne, Rowley Regis, Coseley, and Sedgley, or some of them, in the Counties of Warwick, Worcester, and Stafford; Power to use Steam or Cable or other Mechanical or other Power; Agreements with Local Authorities; Extension of Time for Completion of Tramways authorised by the Birmingham and Western Districts Tramways Orders, 1881, 1882, and 1883; Provisions as to junctions with and Running Powers over other Tramways; Repeal and Amendment of Orders; and other purposes.)

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

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

[Where in the description in this Notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and, if needs be produced, would intersect each other; and where reference is made to a building or house the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed tramway.]

Tramway No. 1, commencing in Cranford-street (Smethwick) at the borough and parish boundary by a junction with the termination of Tramway No. 9 authorised by the Birmingham and Western Districts Tramways Order, 1881 (hereinafter called "the Order of 1881"), thence passing in a north-westerly direction along Cranford-street and Soho-street, and terminating in Rabone-lane at a point 1·40 chain north-east of the intersection of Soho-street with Rabone-lane.

Tramway No. 1 will be a single line of tramway except at the following places, where it will be a double line: in Cranford-street from a point 7·80 chains distant from the commencement of the tramway for a distance of 4 chains to the north-west, also from a point 1·40 chain south-east of Moiliet-street for a distance of 3 chains to the north-west; also from a point 1·80 chain south-east of Alma-street for a distance of 3 chains to the north-west; in Soho-street from a point 0·40 chain south-east of the centre of the bridge over the Stour Valley Railway to the termination of the tramway in Rabone-lane.

Tramway No. 2, commencing at the termination of Tramway No. 1 and passing in a north-easterly direction along Rabone-lane and Booth-street, northerly along Crockett's-road and terminating therein at a point 0·40 chain south of the Holyhead-road.

Tramway No. 2 will be a single line of tramway except at the following places, where it will be a double line: in Rabone-lane from a point distant 2·20 chains from the commencement of the tramway for a distance of 3 chains to the north-east; from a point 4·90 chains south-west of Cornwall-road for a distance of 3 chains to the north-east; in Booth-street from a point 2 chains south-west of Downing-street for a distance of 3 chains to the north-east; in Crockett's-road from a point 0·40 chain north-east of Station-road for a distance of 3 chains to the north-east, also from a point 0·50 chain south of the termination of the tramway for a distance of 3 chains to the south.

Tramway No. 3, commencing in Booth-street by a junction with Tramway No. 2 at a point 0·75 chain south-west of the intersection of Station-road, and passing in a westerly and northerly direction along Station-road, and terminating in Holyhead-road at a point 0·50 chain west of Station-road by a junction with the tramways authorised by the Wednesbury and West Bromwich Tramways Order, 1881.

Tramway No. 3 will be a single line of tramway except at the following places, where it will be a double line:—In Station-road facing the Handsworth Railway Station from a point distant 6·40 chains from the commencement of the tramway for a distance of 3 chains to the west and north; also from a point 1·50 chain south of Junction-road for a distance of 3 chains to the north; also from a point 3·90 chains south of the Holyhead-road for a distance of 3 chains to the north.

Tramway No. 3A, commencing in Station-road by a junction with Tramway No. 3 at a point 0·40 chain south of the Holyhead-road, passing northerly along Station-road, and terminating in Holyhead-road by a junction with Tramway No. 2 authorised by the Wednesbury and West Bromwich Tramways Order, 1881, at a point 0·50 chain east of Station-road.

Tramway No. 3A will be a single line of tramway for its whole length.

Tramway No. 4, commencing in Freeth-street (Oldbury) by a junction with Tramway No. 5 authorised by the Order of 1881 at a point 0·20 chain west of Church-street, thence passing in a southerly direction east of the Weigh-bridge House, then along Halesowen-street, Church-bridge, Birchfield-lane, White Heath-gate, Oldbury-road, and terminating in Halesowen-street (Blackheath) at a point 2·10 chains south of High-street.

Tramway No. 4 will be a single line of tramway except at the following places, where it will be a double line: in Halesowen-street from a point 0·45 chain north of the northern face of the Talbot Hotel to a point 0·90 chain south of the centre of the bridge carrying the Oldbury Railway over Halesowen-street; in Church-bridge from a point 0·15 chain south of the centre of Whimsey-bridge over the Birmingham Canal for a distance of 3 chains to the south; from a point 5·10 chains south of the south-western angle of Church Mission Tent for a distance of 3 chains to the south; in Birchfield-lane from a point 1·50 chain north of Park-street for a distance of 3 chains to the south; also from a point opposite the centre of "Holly Bush Inn" for a distance of 3 chains to the south; from a point 2·90 chains north of the centre of the "Boat Inn" for a distance of 3 chains to the south; also from a point 0·50 chain south of the "New Hotel" (No. 83) for a distance of 3 chains to the south; in White-heath-gate from a point 3·10 chains south of Titford-road for a distance of 3 chains to the

south; also from a point 9·60 chains north of Cricket-lane for a distance of 3 chains to the south; in Oldbury-road from a point 4·20 chains south of Cricket-lane for a distance of 3 chains to the south; also from a point 2·30 chains south of the Smithy (No. 5) for a distance of 3 chains to the south; also from a point 1·50 chain south-west of the centre of "New Inn" for a distance of 3 chains to the south-west; in Halesowen-street from a point opposite the centre of the Birmingham-road for a distance of 3 chains to the south-west.

Tramway No. 4A, commencing in Halesowen-street by a junction with Tramway No. 4 at a point 1·55 chain north-east of the termination thereof, thence passing in an easterly direction along High-street, and terminating in Birmingham-road at a point therein by a junction with Tramway No. 4B (hereafter described) 0·60 chain south-east of the stone marking the boundaries of the parishes of Rowley Regis and Halesowen.

Tramway No. 4A will be a single line of tramway for its whole length.

Tramway No. 4B, commencing in Birmingham-road at a point 1·60 chain south-east of the stone marking the boundaries of the parishes of Rowley Regis and Halesowen, thence passing in a north-westerly direction along Birmingham-road and terminating in Oldbury-road by a junction with Tramway No. 4 at a point 0·40 chain north-east of Birmingham-road.

Tramway No. 4B will be a single line of tramway for its whole length.

Tramway No. 5, commencing in the Tipton-road (Sedgley) by a junction with the termination of Tramway No. 19, authorised by the Birmingham and Western Districts Tramways Order, 1882 (hereinafter called "the Order of 1882"), thence passing in a southerly and westerly and then in a north-westerly direction along the road diversion of the Tipton-road, thence in a westerly direction along the Tipton-road, and terminating therein at a point 3·40 chains north-west of Turl-street.

Tramway No. 5 will be a single line of tramway, except at the following places where it will be a double line: in the Tipton-road from a point distant 2 furlongs 4·50 chains from the commencement of the tramway for a distance of 3 chains to the west; also from a point 0·25 chain east of Brook-road for a distance of 3 chains to the east; also from a point 0·35 chain east of the centre of the "Prince of Wales Inn" for a distance of 3 chains to the east; also from a point 14·70 chains west of the entrance to the "Prince of Wales Inn" for a distance of 3 chains to the west; also from a point 0·90 chain east of the boundary post marking the boundaries of the Upper Sedgley District and Cosleley Local Board District for a distance of 3 chains to the north-west; also from the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 6, commencing at the termination of Tramway No. 5, thence passing in a north-westerly direction along Dudley-street, and terminating in High-street, otherwise Bull-ring, at a point 1·70 chain north of Duck-lane.

Tramway No. 6 will be a single line of tramway for its whole length.

Tramway No. 6A, commencing in Bull-ring by a junction with Tramway No. 6 at a point 0·60 chain south-east of the termination thereof, thence passing along Bull-ring, and terminating at the intersection of Gospel End-street and Dean-street.

Tramway No. 6A will be a single line of tramway for its whole length.

Tramway No. 6B, commencing in Bull-ring by a junction with Tramway No. 6A at a point 0·50 chain

north of the termination thereof, thence passing in a north-easterly direction along and terminating in Dudley-street by a junction with Tramway No. 6 at a point 2·40 chains north-west of the centre of the "Shinglers' Arms" public-house.

Tramway No. 6B will be a single line of tramway for its whole length.

Tramway No. 7, commencing in Icknield-street (Birmingham) by a junction with Tramway No. 20, authorised by the Birmingham and Western Districts Tramways Order, 1883 (hereinafter called "the Order of 1883"), at a point 0·85 chain south of Hockley-hill, thence passing in a north-westerly direction along Soho-hill, in a northerly direction along Hamstead-road, and terminating therein by a junction with Tramway No. 21, authorised by the Order of 1883, at a point 0·55 chain north of Western-road.

Tramway No. 7 will be a double line of tramway except at the following place, where it will be a single line; in the Hamstead-road, from a point 0·90 chain north of Soho-hill to a point 0·25 chain south of the termination of the tramway.

Tramway No. 8, commencing in the Hamstead-road by a junction with Tramway No. 20, authorised by the Order of 1883, at a point 0·60 chain south of Villa-road, thence passing in an easterly direction along Villa-road, and terminating in Heathfield-road by a junction with Tramway No. 23, authorised by the Order of 1883, at the intersection of Heathfield-road with Barker-street.

Tramway No. 8 will be a single line of tramway for its whole length.

Tramway No. 9, commencing in Church-hill road at the termination of Tramway No. 22, authorised by the Order of 1883, thence passing in an easterly direction along Trinity-road, and terminating therein at a point 0·35 chain west of Bevington-road.

Tramway No. 9 will be a single line of tramway except at the following places, where it will be a double line: in Trinity-road from a point 8·30 chains east of Hampton-road for a distance of 3 chains to the east; also from a point 1·50 chain west of Fentham-road for a distance of 3 chains to the east; also from a point 4 chains west of the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 10, commencing in Congreve-street (Birmingham) at the intersection of Edmund-street by a junction with the termination of Tramway No. 1, authorised by the Order of 1883, thence passing in a southerly direction past the eastern face of the Town Hall, then southerly along Hill-street, and terminating therein at the junction of Navigation-street with Hill-street.

Tramway No. 10, will be a single line of tramway except at the following place, where it will be a double line: in Congreve-street from a point 1 chain south from the commencement of the tramway for a distance of 4 chains to the south.

Tramway No. 11, commencing in Navigation-street at a point 1·10 chain east of Hill-street, passing in a south-westerly direction along Navigation-street, southerly along John Bright-street, and terminating at the intersection of John Bright-street with Smallbrook-street by a junction with Tramway No. 6, authorised by the Order of 1883.

Tramway No. 11 will be a single line of tramway except at the following places, where it will be a double line: in Navigation-street and John Bright-street from the commencement of the tramway for a distance of 7 chains to the south; in John Bright-street from a point 1·10 chain

north of the termination of the tramway for a distance of 3 chains to the north.

Tramway No. 12, commencing in Navigation-street at the point of commencement of Tramway No. 11, hereinbefore described, and passing in a westerly direction along Navigation-street, north-westerly along Suffolk-street to the intersection of Norfolk-street, thence westerly along a proposed new street to connect Suffolk-street with Wharf-street; thence south-westerly along the proposed Wharf-street and Holliday-street road diversion to the intersection of Granville-street; thence south-westerly along Holliday-street, westerly along Communication-row, south-westerly along William-street, and terminating in Islington-row at a point 0.50 chain west of William-street by a junction with Tramway No. 10 authorised by the Order of 1883.

Tramway No. 12 will be a double line of tramway, except at the following places, where it will be a single line: in the proposed Wharf-street road diversion from a point 2.15 chains north-east of Fordrough-street for a distance of 5.95 chains to the south-west; also from the intersection of Bridge-street to a point 1.05 chain south-west of Berkeley-street; in Holliday-street from a point 0.25 chain north-east of Granville-street for a distance of 5.90 chains to the south-west; in William-street from a point 1.50 chain south-west of Communication-row to a point 0.60 chain north-east of Islington-row.

Tramway No. 13, commencing in Islington-row at a point 1 chain east of Sturge's statue at the termination of Tramway No. 10, authorised by the Order of 1883, crossing Five Ways to the north of Sturge's statue, passing in a north-westerly direction along Ladywood-road, and terminating in Monument-road at the intersection of Alston-street by a junction with Tramway No. 12 authorised by the Order of 1883.

Tramway No. 13 will be a single line of tramway except at the following places, where it will be a double line: in Ladywood-road from a point 1.70 chain south-east of Morville-street for a distance of 3 chains to the north-west; also from a point 1 chain east of Rann-street for a distance of 4 chains to the west.

Tramway No. 14, commencing in Ladywood-road by a junction with Tramway No. 13 at a point 0.65 chain east of St. Vincent-street, and passing in a north-easterly direction along St. Vincent-street, thence in a north-westerly direction along Wood-street, Icknield Port-road, and terminating in the Dudley-road at a point 0.30 chain west of Icknield Port-road by a junction with Tramway No. 1, authorised by the Order of 1881.

Tramway No. 14 will be a single line of tramway except at the following places, where it will be a double line:—In St. Vincent-street from a point 1 chain north-east of Ladywood-road for a distance of 3 chains to the north-east; in Icknield Port-road from a point 0.75 chain north-west of Monument-road for a distance of 3 chains to the north-west; also from a point 0.25 chain north-east of Rotton-park-road for a distance of 3 chains to the north-west; also from a point 4.80 chains north-west of Coplow-street for a distance of 3 chains to the north-west; also from the termination of the tramway for a distance of 1 chain to the south.

Tramway No. 15, commencing in Dudley-road by a junction with Tramway No. 1, authorised by the Order of 1881, at a point 0.30 chain east of Winson-green-road, thence passing in a westerly direction along Dudley-road, northerly along Winson-green-road and Handsworth New-road, and terminating therein at a point 5.50 chains north of Lodge-road.

Tramway No. 15 will be a single line of tramway except at the following places, where it will be a double line: in Dudley-road and Winson-green-road, from the commencement of the tramway for a distance of 1.50 chain to the north; in Winson-green-road, from a point 0.40 chain north of Heath-street for a distance of 3 chains to the north; also from a point 3.50 chains north of Norman-street for a distance of 3 chains to the north; in Winson-green-road and Handsworth New-road, from a point 0.50 chain south of Foundry-road for a distance of 3.50 chains to the north.

Tramway No. 15A, commencing in Handsworth New-road at a point 0.50 chain north of Lodge-road by a junction with Tramway No. 15, and passing in an easterly direction along Lodge-road, and terminating therein by a junction with Tramway No. 15B, hereafter described, at a point 0.60 chain west of the commencement of Tramway No. 15B.

Tramway No. 15A will be a single line of tramway for its whole length.

Tramway No. 15B commencing in Lodge-road at a point 1.40 chain east of Handsworth New-road, and passing in a westerly direction along Lodge-road and terminating in Handsworth New-road, otherwise Lodge-road, by a junction with Tramway No. 15 at a point 2.15 chains north of Foundry-road.

Tramway No. 15B will be a single line of tramway for its whole length.

Tramway No. 16 commencing in Parade by a junction with Tramway No. 1, authorised by the Order of 1881, at a point 0.80 chain north-east of Clement-street, and passing thence in a south-westerly direction along Parade and Clement-street, crossing King Edward's-road and passing in a south-westerly direction along St. Vincent-street, and terminating therein at a point 0.50 chain south-west of Wood-street by a junction with Tramway No. 14.

Tramway No. 16 will be a single line of tramway except at the following places, where it will be a double line: in Parade and Clement-street, from the commencement of the tramway for a distance of 1.50 chain to the south-west; in Clement-street from a point 1.30 chain south-east of King Edward's-road, for a distance of 3 chains to the south-west into St. Vincent-street; in St. Vincent-street from a point 6.30 chains north-east of Sheepcote-street, for a distance of 3 chains to the south-west; also from a point 1.80 chain south-west of Sheepcote-street for a distance of 3 chains to the south-west; also from a point 0.30 chain south-west of Ledsam-street for a distance of 3 chains to the south-west.

Tramway No. 17, commencing in Islington-row at a point 1 chain east of Sturge's statue by a junction with the termination of Tramway No. 10, authorised by the Order of 1883, thence passing in a westerly direction to the south of Sturge's statue (Five Ways), and westerly along Hagley-road, and terminating in Monument-road at a point 0.50 chain north of Hagley-road by a junction with Tramway No. 14 authorised by the Order of 1883.

Tramway No. 17 will be a single line of tramway except at the following places, where it will be a double line: in Hagley-road at a point 1.65 chain west of the centre of the Sturge's statue for a distance of 3 chains to the west; also from a point 2.80 chains west of Francis-road for a distance of 3 chains to the west; also from a point 0.30 chain east of Plough and Harrow-road for a distance of 3 chains to the east; also from a point 0.60 chain east of the termination of the tramway for a distance of 3 chains to the east.

Tramway No. 18, commencing in St. Michael-street (West Bromwich) by a junction with Tramway No. 13, authorised by the Order of 1881, at a point 0.46 chain south-west of High-street, thence crossing the authorised Wednesbury and West Bromwich Tramways in High-street, and passing in a north-easterly direction along New-street and Messenger-lane, thence in a northerly direction along Mayer's-green, Seager-street, and Lloyd-street, and terminating therein at a point 2.25 chains north of the entrance to the Dartmouth-park.

Tramway No. 18 will be a single line of tramway except at the following places, where it will be a double line: in New-street from a point 1 chain north-east of High-street for a distance of 4 chains to the north-east; also from a point 3.40 chains south-west of Walsall-street for a distance of 3 chains to the north-east; in Messenger-lane from a point 2 chains east of Walsall-street for a distance of 3 chains to the east; in Mayer's-green from a point 0.50 chain north of Messenger-lane for a distance of 6 chains to the north.

Tramway No. 18A, commencing in Lloyd-street by a junction with Tramway No. 18 at a point 1.75 chain north of the entrance to the Dartmouth-park, thence passing into Seager-street, and terminating therein by a junction with Tramway No. 18B (hereinafter described) at a point 1.75 chain north of the entrance to the Dartmouth-park.

Tramway No. 18A will be a single line of tramway for its whole length.

Tramway No. 18B, commencing in Seager-street at a point 2.25 chains north of the entrance to the Dartmouth-park, thence passing in a southerly direction, and terminating in Seager-street by a junction with Tramway No. 18 at a point opposite the entrance to the Dartmouth-park.

Tramway No. 18B will be a single line of tramway for its whole length.

Tramway No. 19, commencing in Mayer's-green at a point 0.30 chain north of Messenger-lane, and thence passing in a southerly direction along Reform-street, Virgin's-end, Walsall-street, Bull-street, and terminating at the junction of High-street and Paradise-street at a point 0.50 chain south of High-street by a junction with Tramway No. 11 authorised by the Order of 1881.

Tramway No. 19 will be a single line of tramway except at the following places, where it will be a double line:—In Virgin's-end, and Walsall-street from a point 0.20 chain south of Virgin's-end-court for a distance of 4 chains to the south; in Bull-street from the northern face of High-street for a distance of 3 chains to the north.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1.—In Cranford-street from a point distant 5.50 chains from the commencement of the tramway to a point 1.90 chain south-east of London-street on both sides; also from a point 0.30 chain north-west of Fawdry-street to a point 0.20 chain south-east of Moilliet-street on both sides; also from a point 0.30 chain north-west of Moilliet-street for a distance of 1.30 chain to the west on both sides; also from a point 5.80 chains north-west of Moilliet-street for a distance of 1.30 chain to the west on both sides; in Soho-street from a point 0.30

chain north of Alma-street for a distance of 2.75 chains to the north on both sides; also from a point 5.20 chains north of Alma-street for a distance of 3 chains to the north on both sides.

Tramway No. 2.—In Rabone-lane from a point 0.80 chain north-east of the commencement of the tramway for a distance of 10.50 chains to the north-east, on both sides; also from a point 4.75 chains south-west of Cornwall-road for a distance of 3 chains to the north-east on both sides; also from a point 0.80 chain north-east of Cornwall-road for a distance of 5.90 chains to the north-east on both sides; in Booth-street from a point 1.80 chain south-west of Downing-street for a distance of 4.80 chains on both sides; in Crockett's-road from a point 0.30 chain north of Station-road for a distance of 3 chains to the north on both sides; also from a point 3.50 chains south of the termination of the tramway for a distance of 2.20 chains to the north on both sides.

Tramway No. 3.—In Station-road from a point 2.60 chains west of Crockett's-road for a distance of 2 chains to the west on both sides, also from a point 0.30 chain north of Junction-road for a distance of 1.10 chain to the north on both sides; also from a point in Station-road 3.80 chains south of the intersection of Holyhead-road for a distance of 2.70 chains to the north on both sides.

Tramway No. 4.—In Halesowen-street from a point 0.10 chain north of the northern face of the "Talbot Hotel" to a point 1.60 chain north of the centre of the Whimsey (Canal) Bridge on both sides; in Church-bridge from a point 0.50 chain north of the centre of Whimsey-bridge to a point opposite the south-west angle of Church Mission Tent on both sides; also from a point 5 chains south of the south-west angle of Church Mission Tent, for a distance of 3 chains to the south on both sides; in Birchfield-lane from a point 1.50 chain north of Park-street, for a distance of 3 chains to the south on both sides; also from a point 0.90 chain south of the centre of "Holly Bush Inn," for a distance of 2.20 chains to the south on both sides; also from a point opposite the centre of the "Boat Inn," for a distance of 3 chains to the north on both sides; also from a point 0.60 chain north of the centre of "New Hotel" (No. 83), for a distance of 7 chains to the north on both sides; from a point 0.50 chain south-west of "New Hotel" (No. 83), for a distance of 3 chains to the south on both sides; in Whiteheath-gate from a point 3.10 chains south of Titford-road, for a distance of 3 chains to the south on both sides; also from a point 2.20 chains south of the centre of the bridge carrying the road over North's Tramway, for a distance of 7.30 chains to the south on both sides; also from a point 9.60 chains north of Cricket-lane for a distance of 1.50 chain to the east on both sides; also from a point 4 chains north of Cricket-lane for a distance of 3.70 chains to the south on both sides; in Oldbury-road from a point 0.60 chain south of Cricket-lane to a point 0.35 chain north of the centre of the Smithy (No. 5) on both sides; also from a point 0.50 chain south-west of the centre of the Smithy (No. 5) for a distance of 6.70 chains to the south-west on both sides; also from a point 0.20 chain north-east of the north-west angle of No. 17 dwelling-house for a distance of 1.50 chain to the north-east on both sides; also from a point 1.50 chain south-west of the centre of "New Inn" for a distance of 3 chains to the south-west on both sides.

Tramway No. 5.—In Tipton-road, from a point situate 2 furlongs 4.75 chains from the commencement of the tramway for a distance of

2·75 chains to the west on both sides; also from a point 0·35 chain east of Brook-road, for a distance of 2·60 chains to the east on both sides; also from a point 0·30 chain east of the centre of the "Prince of Wales Inn" for a distance of 6·90 chains to the east on both sides; also from a point 0·50 chain west of the centre of the "Prince of Wales Inn" for a distance of 5·45 chains to the west on both sides; also from a point 11·25 chains west of the entrance to the "Prince of Wales Inn" for a distance of 6·40 chains to the west on both sides; also from a point 2 chains west of the boundary post marking the division of the Upper Sedgley District and Coseley Local Board District for a distance of 6·20 chains to the south-east on both sides; also from a point 0·50 chain west of Turl-street for a distance of 2·65 chains to the west on both sides.

Tramway No. 9.—In Trinity-road from a point 8·50 chains east of Hampton-road for a distance of 2·50 chains to the east on both sides; also from a point 1·30 chain west of Fentham-road for a distance of 2·60 chains to the east on both sides; also from a point 3·90 chains west of the termination of the tramway for a distance of 2·70 chains to the east on both sides.

Tramway No. 12.—In Holliday-street from a point 0·60 chain east of Communication-row for a distance of 1·40 chain to the east on both sides.

Tramway No. 13.—In Ladywood-road, from a point 0·30 chain north-west of Rawlins-street for a distance of 2·80 chains to the south-east on the south side.

Tramway No. 14.—In St. Vincent-street, from a point 1·20 chain north-east from the commencement of the tramway for a distance of 2·60 chains to the north-east on both sides; in Icknield Port-road from a point 1 chain north-west of Monument-road for a distance of 2·60 chains to the north-west on both sides; also from a point 0·10 chain south-east of Rotton Park-road for a distance of 2·60 chains to the north-west on both sides; also from a point 5 chains north-west of Coplow-street for a distance of 2·60 chains to the north-west on both sides.

Tramway No. 15.—In Winson-green-road, from a point 0·60 chain from the commencement of the tramway for a distance of 0·70 chain to the north on both sides; also from a point 0·75 chain north of Heath-street for a distance of 2·60 chains to the north on both sides; also from a point 3·70 chains north of Norman-street for a distance of 1·55 chain on both sides; in Handsworth New-road, otherwise Lodge-road, from a point 1 chain north of Foundry-road for a distance of 0·60 chain to the north on both sides.

Tramway No. 16.—In St. Vincent-street, from a point 3·50 chains north-east of Sheepcote-street for a distance of 2·80 chains to the north-east on both sides; also from a point 2 chains south-west of Sheepcote-street for a distance of 2·80 chains to the south-west on both sides; also from a point 0·50 chain south-west of Ledsam-street for a distance of 2·70 chains to the south-west on both sides.

Tramway No. 18.—In New-street from a point 1 chain north-east of High-street for a distance of 3 chains to the north-east on both sides; also from a point 3·40 chains south-west of Walsall-street for a distance of 3 chains to the north-east on both sides; in Messenger-lane from the junction of Walsall-street to a point 1·20 chain west of Mayer's-green on both sides; in Mayer's-green for its whole length on both sides; in Lloyd-street between points respectively 1·50 chain and 2·25 chains north of the entrance to the Dartmouth-park on both sides.

Tramway No. 18B.—In Seager-street, respec-

tively between points 1·50 chain and 2·25 chains north of the entrance to the Dartmouth-park on both sides.

Tramway No. 19.—In Walsall-street from a point 2·20 chains south of Virgin's-end-court for a distance of 2 chains to the south on both sides; in Bull-street from the southern face of Pitt-street to the northern face of High-street on both sides.

Which said intended tramways will pass or be made, from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say):—

The parishes or places of Birmingham, Aston, Edgbaston, Handsworth, West Bromwich, Oldbury, Halesowen, Smethwick, Harborne, Rowley Regis, Coseley, and Sedgley, in the counties of Warwick, Worcester, and Stafford, or some or one of them.

To provide that the said tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of Section 34 of "The Tramways Act, 1870," as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

To enable the Promoters, for all or any of the purposes of the proposed tramways and works, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover all tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same.

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

To empower the Promoters from time to time, and either permanently or temporarily to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turn-outs, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable, carriage-houses, or engine-sheds, works, or buildings of the Promoters.

To enable the Promoters to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the above districts.

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 expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used or intended so to be.

To enable the Promoters and the Corporation of Birmingham, and other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected

therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof respectively, and the tramways of the Promoters already authorised, of carriages and engines moved by steam, cable, or wire rope traction, or other mechanical or other power, and so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant leases of the said tramways, or any of them, or any part or parts thereof, or grant licences to use the same, and to reserve in any such lease the right for the Promoters and any local authority or local authorities to use the same for conveyance for sanitary purposes.

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham or some parts thereof, and also of the tramways or some of them authorised by the Order of 1881.

To empower the Promoters to make junctions with, and to run over and use with their engines, carriages, officers, and servants, the tramways and portions of tramways belonging to the respective companies following, or some of them, that is to say:—Birmingham Tramways and Omnibus Company (Limited), South Staffordshire and Birmingham District Steam Tramways Company (Limited), the Dudley, Sedgley, and Wolverhampton Tramways Company (Limited), the Birmingham Central Tramways Company (Limited) and the Birmingham Corporation Tramways.

To extend the time limited by the Order of 1883, for the completion of the tramways authorised by the Orders of 1881, 1882, and 1883.

To explain and define the proviso in Section 6 of the Order of 1881 at the end of the description of Tramway No. 13, so as to limit the operation of such proviso to the parish of West Bromwich.

To alter, amend, or repeal, so far as may be necessary, all or some of the provisions of the Orders of 1881, 1882, and 1883.

To authorise the said local authorities, or any of them, to subscribe towards and to hold shares in the Undertaking of the Promoters.

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

And the intended 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.

A copy of this Notice as published in the London Gazette, with a plan and section of the said intended tramways will, on or before the 29th day of November, 1884, be deposited in the Office of the Board of Trade, Whitehall, London; and for public inspection in the office of the Clerk of the Parliaments, in the Private Bill Office of the House of Commons; in the office of the Clerk of the Peace for the county of Warwick, at his office at Leamington; with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and a copy of so much of the said plan and section as relates to each of the said parishes will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and with the respective clerks to the Local

Boards or Highway Boards of Aston, Handsworth, Oldbury, Smethwick, Rowley Regis, Coseley and Sedgley, and with the Town Clerks of the boroughs of Birmingham and West Bromwich respectively.

On or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the Office of the Board of Trade, Whitehall, London; and on and after that date printed copies of the Draft Provisional Order and of the Provisional Order when made will be furnished by the solicitors and Parliamentary Agents for the Promoters, at their offices respectively as under to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office in Whitehall, London, on or before the 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messieurs Mathews, Smith, and James, 29, Waterloo-street, Birmingham; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 20th day of November, 1884.

<i>Mathews, Smith, and James,</i> 29, Waterloo-street, Birmingham,	} Solicitors for the Provisional Order.
<i>Baylis and Pearce, Church Court - chambers, Old Jewry, London,</i>	
<i>Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.</i>	

In Parliament.—Session 1885.

Westminster (Parliament Street, &c.) Improvements.

(Powers to Undertakers or a Company to be Incorporated by the Bill; Widening of Parliament-street, Charles-street, and Delahay-street, and New Street from Parliament-street to Delahay-street; Compulsory Purchase of Lands for Works and Additional Lands between Parliament-street and Delahay-street and Charles-street and Great George-street; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Power to Build, Sell, Let, &c.; Interference with and Stopping Up of Roads, &c.; Agreements with Powers to and Provisions affecting Her Majesty the Queen, the Commissioners of Her Majesty's Woods, &c., Her Majesty's First Commissioner of Works, the Metropolitan Board of Works, and the Westminster District Board of Works; Amendment of Acts.)

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

To authorise and empower certain persons, to be called "the Undertakers," or a Company to be incorporated by the Bill (and which persons and Company are hereinafter collectively and severally referred to as "the Promoters") to make and maintain with all necessary and proper approaches, buildings, machinery, works, and conveniences, the following works, or some of them, in the parish of Saint Margaret, Westminster, in the city of Westminster and county of Middlesex (that is to say):—

1. A widening (No. 1) of Parliament-street



on the western side thereof for the whole length thereof between Charles-street on the north and Parliament-square on the south.

2. A widening (No. 2) of Charles-street, on the southern side thereof, between Parliament-street on the east and Delahay-street (formerly Duke-street) on the west.
3. A widening (No. 3) of Delahay-street, on the eastern side thereof, between Charles-street on the north and the house numbered 4 in Delahay-street (in the occupation of James Abernethy, Esquire), on the south.
4. A new street, commencing by a junction with the roadway of Parliament-street as proposed to be altered under the powers of the Bill, at a point about 55 yards southward from the north-east corner of the house numbered 15 in Parliament-street (in the occupation of Messrs. Trollope and Son and others), and terminating by a junction with the roadway of Delahay-street as proposed to be altered under the powers of the Bill at a point opposite, or nearly opposite, the house numbered 15 in Delahay-street, in the occupation of Edward Lloyd, Esquire.

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

To authorise and empower the Promoters during the construction of the intended works to stop up or interfere with the carriage and footways of any road or street which it may be necessary or convenient to stop up or interfere with, and to make all necessary and convenient junctions and communications with any such roads or streets, and for that purpose to alter the levels of the same and remove or alter or interfere with any gas, water, or other mains or pipes, telegraphic and telephonic apparatus, sewers, and drains.

To authorise the Promoters to purchase by compulsion or agreement all lands or other property required or which it may be expedient to acquire for the construction or maintenance of the intended works or for any purposes in connection therewith, and also all or any of the lands or property situate in the parish of Saint Margaret, Westminster aforesaid, and lying between Charles-street and Great George-street, and between Parliament-street and Delahay-street, and easements or rights in, over, or affecting any of such lands and property, 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 land, vaults, cellars, arches, or other offices or parts of or attached to or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To authorise the Promoters to stop up and discontinue for public use the following streets, roads, and places, or some of them, or some part or parts thereof respectively, and to vest in the Promoters the sites or soil of the streets, roads, or places, or parts of streets, roads, or places so to be stopped up (that is to say), King-street,

Gardener's-lane, Boar's Head-yard, Little Boar's Head-yard, and roadways, yards, passages, and places leading out of or communicating with the same respectively, or any of them.

To authorise the Promoters to hold, and from time to time to build upon, sell, let on building or other leases or agreements, and otherwise deal with or dispose of, or to raise money upon mortgage, of all or any lands, buildings, or property acquired, constructed or made by them, under the powers of the intended Act.

Also to authorise the Promoters on the one hand, the Queen's Most Excellent Majesty, the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, Her Majesty's First Commissioner of Works, the Metropolitan Board of Works, and the Board of Works for the Westminster District (hereinafter called "the Westminster District Board"), or any of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction and maintenance of the intended works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements, which may have been made or entered into prior to the passing of the intended Act with reference to all or any such matters, and to confer upon the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, Her Majesty's First Commissioner of Works, the Metropolitan Board of Works, the Westminster District Board, respectively, or any or either of them, in furtherance of any such contract, agreement, or arrangement, all or any of the powers of the intended Act, and to authorise or provide for the vesting in Her Majesty's First Commissioner of Works, the Metropolitan Board of Works, and the Westminster District Board, or any one or more of them, upon terms to be agreed on or prescribed by the intended Act of the intended new street, and the portions to be widened and improved under the Act of existing streets, and any lands or other property purchased or acquired under the powers of the Act and the maintenance thereof by them, and the application of their respective funds, rates, and revenues thereto.

Also to authorise the Metropolitan Board of Works and the Westminster District Board, for all or any of the purposes of the intended Act, to apply their funds and revenues, and any existing rates, dues, or other revenues, which they are already authorised, or may be authorised, to raise; and also to borrow money from time to time on the security of any corporate property belonging to them, or of any such rates, dues, or revenues by rates, and on mortgages or bond, debenture stock, or otherwise.

To vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or repeal, as far as may be necessary for the purposes of the intended Act, the powers and provisions of the public and local and personal Acts of Parliament following, or some of them (that is to say):—

The Metropolis Management Act, 1855, and all Acts amending the same, and the Metropolitan Streets Improvements Act, 1877, and all other Acts relating to the Metropolitan Board of Works, and the Westminster District Board,

or either of them, or in any way relating to or affecting any street, road, or place to which the powers of the intended Act will relate.

And notice is hereby also given, that plans and sections of the intended works, the plans showing also the additional lands to be purchased compulsorily under the powers of the Bill, together with a book of reference to such plans, will be deposited on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the Clerk of the Board of Works for the Westminster District, at his office at the Town Hall, Caxton-street, Westminster. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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

Dated this 14th day of November, 1884.

*Cope and Co., 3, Great George-street, Westminster, Solicitors for the Bill.*

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

In Parliament.—Session 1885.

Hampshire Tramways.

(Incorporation of Company; Power to Construct and Maintain Tramways; Road Improvements; Use of Steam, Mechanical, or Animal Power; Tolls, Rates, and Charges; Agreements with Local and Road Authorities, and with Provincial Tramways Company; Power to Use Portion of Tramway of that Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in Session 1885, for an Act to incorporate a Company (hereinafter called "the Company") and to authorise the Company to form, lay down, and maintain with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them, in Hampshire, that is to say:—

Tramway No. 1, situate in the parishes of Wymering and Widley, commencing by a junction with the tramway of the Provincial Tramways Company, at the termination thereof in the London-road, Cosham, thence proceeding in a northerly direction along the London-road and across the London and South Western Railway on the level, and terminating at a point in that road, otherwise High-street, Cosham, distant 2 chains or thereabouts northward of the commencement of the intended Tramway No. 1, before described.

Tramway No. 1 will be a single line throughout.

Tramway No. 2, situate in the said parishes of Widley and Wymering, or one of them, commencing in High-street, Cosham, at the point of termination of Tramway No. 1 before described, thence proceeding in a northerly direction along High-street, Cosham, and diverging in a north-easterly direction into and along Magdala-road, and in a northerly direction into and across a piece of land abutting upon the west side of that road, belonging or reputed to belong to Thomas Brown Baker, thence across Park-road, and into and across a field abutting upon the north side of that road belonging or reputed to belong to George Coffin, thence crossing the Havant-road into and passing along a road leading northward past the

western side of the grounds of Cosham House, thence diverging in a north-easterly direction into and across land belonging or reputed to belong to Winchester College and the War Department, and terminating at the top of Por'sdown-hill, at a point 40 links or thereabouts westward of the south-western angle of the "George" Inn.

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

From a point 30 links northward from its commencement for a distance of 4 chains to the north.

From a point in High-street, Cosham, 13 chains from its commencement to a point in Magdala-road 4 chains to the eastward.

Between two points in the said field belonging to George Coffin, distant respectively 4 chains and 70 links and 70 links south of Havant-road.

Between two points distant respectively 7 furlongs 5 chains and 7 furlongs 9 chains from the commencement of Tramway No. 2 before described.

Tramway No. 3, commencing in the said parish of Wymering, by a junction with Tramway No. 2 at the termination thereof, and proceeding in a north-easterly direction along the London-road, in the parish of Farlington, and terminating at a point in that road at Waterloo, in the parish of Waterloo, 4 chains north-eastward of the south-western corner of the "Waterloo" Hotel.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line:—

Between the commencement of the tramway, and a point 4 chains north-east therefrom.

Between two points distant respectively 6 furlongs 8 chains and 7 furlongs 2 chains from the commencement of the tramway.

Between two points distant respectively 1 mile 6 furlongs 1 chain and 1 mile 6 furlongs 5 chains north-east of the commencement of the tramway.

Between two points distant respectively 9 chains and 9 chains south-west of the termination of the tramway.

Tramway No. 4, commencing in the parish of Farlington by a junction with Tramway No. 3, at a point in the London-road 5 chains or thereabouts south-westward of the termination of Tramway No. 3 before described, thence proceeding in a north-westerly direction along the Hambledon-road, in the parishes of Waterloo, Catherington, and Hambledon to Barn Green, thence diverging into, and passing westward through certain fields on the north side of the last-mentioned road, numbered respectively 1051, 1044, 1043, and 961, on the 25-inch ordnance map in the parish of Hambledon, thence passing westward along the road on the southern side of Anthill Common, and diverging into and crossing the fields respectively numbered 618 and 584 on the said ordnance map, thence crossing the Fareham-road into and passing through the field numbered 583 on the said map, and terminating at a point on the north-east side of the field numbered 556 on the same map in the parish of Hambledon.

Tramway No. 4 will be a single line of tramway, except at the following places, where it will be a double line of tramway:—

From a point 1 mile from the commencement

of the tramway for a distance of 4 chains to the north-west.

From a point 1 mile 7 furlongs 7 chains from the commencement of the tramway for a distance of 4 chains to the north-west.

In the said field numbered 961 on the 25-inch ordnance map for a distance of 4 chains.

In the said field numbered 618 on the said ordnance map for a distance of 4 chains.

In the said field numbered 556 on the said ordnance map for a distance of 5 chains.

The tramways before described will pass from, in, through, or into, or be situated within the parishes and places of Wymering, Cosham, Widley, Farlington, Purbrook, Waterloo, Catherington, Barn Green, and Hambledon, or some of them.

Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches, and to be worked by mechanical or animal power, but it is not intended to run on the tramways carriages or trucks adapted for use upon railways.

It is not proposed to lay any tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street or road and the nearest rail of the tramway, except in the following instances:—

Tramway No. 1.—Across the London and South Western Railway.

Tramway No. 2.—In the High-street, Cosham, and on both sides thereof, from a point 30 links northward of its commencement for a distance of 4 chains. In the High-street, Cosham, on the west side thereof, between a point 6 chains west and a point 50 links west of the "Ship" Inn. In Magdala-road, on the north side thereof, between a point 50 links and a point 2 chains east of High-street, Cosham. In Magdala-road, on the south side thereof, between a point 4 chains east of High-street, Cosham, and a point 10 chains eastward. In Magdala-road, on the north side thereof, between two points 6 chains and 1 chain westward of Park-road. In roads fronting western side of grounds of Cosham House and on the eastern side thereof from Havant-road, for a distance of 18 chains northward therefrom.

Tramway No. 3.—In the London-road, and on both sides thereof, from its commencement opposite the "George" Inn for a length of 4 chains. In London-road, and on the west side thereof, between a point 8 chains north of Park Cottage, and for a length of 4 chains northward.

Tramway No. 4.—In the Hambledon-road, and on the western side thereof, from its point of commencement for a distance of 3 miles 6 furlongs 5 chains.

To authorise the Company to make the following works, or some of them:—

To widen Magdala-road at the north-western end thereof, in the parish of Widley, for a distance of 2 chains.

To alter the level and improve the gradient of Hambledon-road, in the parish of Waterloo, such alteration and improvement commencing about 1 chain westward of the London-road, and terminating about 19 chains westward of the same road.

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments thereof as may be deemed expedient, and it

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will enable the Company to exercise the powers granted by that Act, as well as the powers hereinafter mentioned.

To authorise the Company to enter upon, open the surface, and alter the levels of, stop up, or otherwise interfere with roads, streets, footpaths, railways, sewers, drains, watercourses, gas and water pipes, or mains, telegraph tubes, pipes, plant, and apparatus in the aforesaid parishes and places within which the tramways will be laid down, for the purpose of constructing, maintaining, removing, or renewing, altering, or reinstating the tramways, or for other purposes of the intended Act.

To enable the Company to purchase by compulsion or agreement, or take on lease, and hold lands, buildings, and hereditaments, and rights or easements in or over lands, buildings, and hereditaments, for the purpose of the intended tramways and works, and to erect offices, stables, buildings, and other conveniences, and to sell, let, or otherwise dispose of any lands, buildings, and hereditaments acquired by them, and not required for the purpose of their undertaking.

To enable the Company to levy tolls, fares, and charges for the use of the tramways, such tolls and charges being levied either upon or in respect of carriages using the tramways other than the carriages of the Company, and the traffic conveyed therein, or upon, or in respect of passengers or other traffic conveyed on the tramways in the carriages of the Company.

The intended Act will provide for and regulate the use by the Company of any paving, metalling, or road materials, extracted or removed by them during the construction of any of the proposed works, and the ownership and the disposal of any surplus paving, metalling, or material.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the tramways by companies or persons other than the Company with carriages with flanged wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other companies and persons for the use of the tramways with such carriages, and to confer all necessary powers in that behalf on all such other companies and persons.

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

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

To enable the Company on the one hand, and any local or road authority having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter

into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To authorise and empower the Company, by agreement or otherwise, to run over, work, and use with their engines, carriages, horses, officers, and servants, so much of the tramway of the Provincial Tramways Company as is situated between the termination thereof at Cosham and Stubbington-lane, North End, Portsmouth, and all works and conveniences of or connected with the said tramway, upon such terms (pecuniary or otherwise) and conditions as may be agreed upon, or as, in case of difference, may be determined by arbitration, or as may be prescribed by the intended Act.

To authorise the Company and the Provincial Tramways Company from time to time to enter into and carry into effect, alter, vary, or rescind agreements and arrangements relative to the working and use by either of them of the tramways, or some of the tramways of the other; and so far as may be necessary for the purposes of any such agreements or arrangements to alter the tolls and charges which the said Companies or either of them are now or may be authorised to take for the use of their respective tramways, and to confer, vary, and extinguish exemptions from the payment of such tolls and charges, and to enable the said Companies to levy tolls, rates, and charges in respect of the tramways so run over, worked, and used by them respectively.

And the intended Act will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate with itself, and with or without alteration, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

And notice is hereby given, that plans and sections of the said intended tramways and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for Hampshire, at his office, at Winchester; and on or before the same day so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes, with a copy of the said Gazette notice, will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the intended Act will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

*Besant and Wills*, 12, Union-street, Portsmouth, Solicitors.

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

Board of Trade—Session 1885.

The Tramways Act, 1870.

North Staffordshire Tramways Extensions and Amendment Order, 1885.

(Application for a Provisional Order to Authorise the Construction of Tramways in the Boroughs of Stoke-upon-Trent and Longton; Amendment

of the North Staffordshire Tramways Order, 1880, and the North Staffordshire Tramways (Extensions) Order, 1881; Abandonment of certain Tramways and portions of Tramways; Authority to use Steam or other Mechanical Power; Return of Deposit: Repeal and Amendment of Acts; Extension of Time; and other purposes.)

**N**OTICE is hereby given that application is intended to be made by the North Staffordshire Tramways Company Limited (hereinafter called "the Company") on or before the 23rd day of December, 1884, to the Board of Trade for a Provisional Order to effect the following purposes, or some of them (that is to say):—

To authorise the Company to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):

Tramway No. 1 in the parish of Stoke-upon-Trent, commencing in London-road, Stoke, by a junction with the existing tramway there, proceeding thence along London-road, Stoke, to the termination of that road at its junction with London-road, Newcastle-under-Lyme.

Tramway No. 1 will be a single line, except—

(a.) In London-road, Stoke, at a point 3 furlongs from its commencement, for a distance of 3 chains south-westward.

(b.) In London-road, Stoke, at a point 5 furlongs 7·50 chains from its commencement, for a distance of 3 chains south-westwards.

The total length of Tramway No. 1 is 6 furlongs 1·80 chains, of which 5 furlongs 5·80 chains is single line, and 6 chains is double line.

Tramway No. 2.—In the parish of Stoke-upon-Trent, commencing by a junction with the existing tramway in Stafford-street, Longton, opposite the Eagle Hotel, proceeding thence through the Market-place, and terminating at a junction with the existing tramway in Market-place, Longton, at a point 1·20 chains from the commencement of Market-street.

Tramway No. 2 will be a single line throughout its entire length.

The total length of Tramway No. 2 is 2 chains.

Tramway No. 3.—In the parish of Stoke-upon-Trent, commencing in High-street, Stoke-upon-Trent, at or near the junction of High-street with London-road, Stoke, and terminating in that road by a junction with the existing tramway there, at a point about 1 chain north-east from the centre of Hill-street.

Tramway No. 3 will be a single line throughout its entire length.

The total length of Tramway No. 3 is 1·75 chains.

The proposed tramways will be made, and pass from, in, through and into the following parishes and townships, or some or one of them (that is to say) Stoke-upon-Trent and Longton.

To empower the Company, with the consent of the owners, lessees, and occupiers of any works or premises adjoining any tramways, either already authorised or to be authorised by the Provisional Order, to make junctions from the tramways to such works or premises.

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly specified in this notice, as may be necessary for or convenient to the efficient working of the tramways or any of them, or for facilitating the pas-

sage of traffic along the streets, or for providing access to any stables, carriages, houses, works, or buildings of the Company.

To authorise and empower the Company, and all persons, corporations, and companies lawfully using the proposed tramways, or any or either of them, and also any other tramways constructed or authorised to be constructed by the Company, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to or in substitution for animal power.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend, all or some of the provisions of that Act, and of the following among other Acts: "The Locomotives Act, 1861;" and "The Locomotives Act, 1865;" and "The Highways and Locomotives Act, 1878;" or any Act amending such Acts.

To extend the time for the construction of certain of the tramways authorised to be constructed by "The North Staffordshire Tramways Order, 1880;" and "The North Staffordshire Tramways (Extensions) Order, 1881."

To amend "The North Staffordshire Tramways Order, 1880;" and "The North Staffordshire Tramways (Extensions) Order, 1881," by authorising the abandonment of the following tramways, or portions of tramways, authorised by such Orders respectively (that is to say):

Tramway No. 1 authorised by "The North Staffordshire Tramways Order, 1880."

Tramway No. 2 authorised by "The North Staffordshire Tramways Order, 1880."

That portion of Tramway No. 3 authorised by "The North Staffordshire Tramways Order, 1880," running through Marsh-street and Great York-street, Hanley.

The whole of Tramway No. 5 authorised by "The North Staffordshire Tramways Order, 1880."

The whole of the tramways authorised by "The North Staffordshire Tramways (Extensions) Order, 1881."

To provide for the return to the Company of a proportionate part of the deposits paid in accordance with the Board of Trade regulations in respect of the tramways, and the portions of the tramway to be abandoned.

To vary and extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the intended Order, or any of them, and to confer all necessary powers, rights, and privileges for carrying the same into effect.

To amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Order, all or some of the provisions of "The North Staffordshire Tramways Order, 1880;" "The North Staffordshire Tramways (Extensions) Order, 1881;" "The Tramways Act, 1870;" and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways.

And notice is hereby given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace

for the county of Stafford, at his office at Stafford.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice; and a published map with the line of the proposed tramways marked thereon, and a diagram, will be deposited at the Office of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this notice, will, on or before the same day, be deposited in the Office of the Clerk of the Parliaments, and in the Private Bill Office, and that a copy of such plans and sections, or of so much thereof as relates to their respective parishes or districts, and a copy of this notice, will on or before the same day be deposited as follows: with the Town Clerk of the borough of Stoke-upon-Trent; at his office at Stoke-upon-Trent; and with the Town Clerk of the borough of Loughon, at his office at Loughon; and with the parish clerk of each parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 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 cost of 1s. for each copy, to all persons applying for the same at the office of the undersigned W. P. Slater, 3, King-street, Cheapside, in the city of London.

Any Company, Corporation, or person, desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must at the same time be sent to the promoters, addressed to the undersigned W. P. Slater, at 3, King-street, Cheapside, London, E.C., and in forwarding to the Board of Trade such objection, the objectors or their agents must state that a copy of the same has been so sent to the promoters.

Dated this 18th day of November, 1884.

W. P. Slater, 3, King-street, Cheapside, London, E.C., Solicitor and Parliamentary Agent.

Board of Trade.—Session 1885.

"Electric Lighting Act, 1882."

Chelsea Electric Lighting.

(Power to the Chelsea Electricity Supply Company Limited to Produce, Store, and Supply Electricity within the parish of Chelsea, in the county of Middlesex; to Construct Works; to Lay Down Wires, and other Apparatus, and to Break up Streets therein; to Acquire Land; to Levy Rates, and exercise other Powers; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the Chelsea Electricity Supply Company Limited, of 5, Lime-street-square, London, E.C. (hereinafter called "the Company"), to the Board of Trade, on or before the 20th day of December next, under the provisions of "The Electric Lighting Act, 1882," for a Provisional Order for all or some of the following purposes, that is to say:—To authorize and empower the Company to produce, store, and supply electricity, as defined by the said Act, for

all or some of the public and private purposes, as defined by the said Act, within the area hereinafter mentioned, in the parish of Chelsea, in the county of Middlesex, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph and telephone wires, within the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, and distribute electricity.

To authorize the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents and licences for patents for the making, producing, controlling, and measuring, or otherwise, relating to the supply of electricity.

To enable the Company on the one hand, and the Metropolitan Board of Works and the Vestry of the parish of Chelsea, or either of those bodies, on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorize such board or vestry to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorize the Company to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the "Electric Lighting Act, 1882," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the "Electric Lighting Act, 1882," or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorize or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To limit, if thought fit, the district within the area of supply within which the supply of electri-

city shall be compulsory, or, if thought fit, to provide for its being permissive throughout the whole area of supply.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is so much of the said parish of Chelsea as lies north and east of the line formed by College-street, Markham-street, King's-road (from the junction therewith of Markham-street to the junction therewith of Smith-street), Smith-street (to the junction therewith of Queen's-road), and Queen's-road (to the junction therewith of Chelsea-embankment).

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply.

And among such streets and places it is more particularly proposed to place electric lines and works in, over, and along the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

Pavilion-road, Hans-place, York-street, Pont-street, Grove-place, Walton-street, Lenuox-gardens, Milner-street, Cadogan-square, Cadogan-terrace, Draycott-place, Sloane-street, Cadogan-place, D'Oyley-street, Little Cadogan-place, Ellis-street, Sloane-square, Lower George-street.

The streets, roads, or places not repairable by the Local Authority, which the Company propose to take power to break up are as follows:—Clabou-mews; Lennox-gardens; Lennox-gardens-mews; Pont-street-mews; Shafto-mews; Blacklands-place, Symons-street; Boltons-gardens, Pimlico-road; Bosbury's-yard, White Lion-street; Dove-court, Pimlico-road; Exeter-buildings, Exeter-street; Garden-row, North-street; George-place, Lower George-street; Grove-place, Symons-street; Hooper's-court, North-street; Little Keppel-place, Leader-street; Markham-place, College-place; Mermaid-yard, Turk's-row; Morby's-yard, Turk's-row; Moss-place, Symons-street; Pentagon-place, Pavilion-road; Rose and Crown-court, Turk's-row; Victoria Cottage, Little Cadogan-place; Victoria-yard, Turk's-row; Wickham-place, Oakham-street; and Tite-street.

The railway which the Company, propose to take power to break up, pass or cross over, or under is as follows:—Metropolitan District Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 20th day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the undersigned, Sydney Morse, of 5, Lime-street-square, in the city of London, Solicitor, and at the office of Messrs. Henry Oughton and Son, 165, Sloane-street, S.W. Every local or other public authority, Company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application may do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 1st of February, 1885.

Dated this 19th day of November, 1884.

*Sydney Morse*, 5, Lime-street-square, E.C.,  
Solicitor.

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



Board of Trade—Session 1885.

Salford Corporation Tramways (Provisional Order).

(Powers to Corporation of Salford to construct Tramways in the Borough, to be worked by Animal, Steam, Gas, Compressed Air, Electricity, Hallidies' System, or other mechanical power—Removal of portion of existing Tramway in Bury New-road—Breaking up Streets, Levying Tolls, Rates, and Charges—Borrowing Moneys—Agreements, Incorporation, and Amendment of Acts.)

**N**OTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Salford, in the County Palatine of Lancaster (hereinafter called "the Corporation"), intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing session, for the following or some of the following among other purposes, that is to say:—

1. To enable the Corporation to make, lay down, form, and maintain partly in the townships of Broughton and Salford, both in the parish of Manchester, and partly in the township of Pendleton, in the parish of Eccles, in the said County and within the said Borough, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The said proposed tramways are the following:—

A Tramway No. 1 (a double line), wholly situated in the Bury New-road, in the said township of Broughton and parish of Manchester (formerly the Manchester and Bury New Turnpike-road), commencing by a junction with the existing tramways in the Bury New-road at a point two chains south-east of the ornamental lamp situated in the carriage-way where Moor-lane joins that road, and terminating by a junction with the existing tramways at the point where they cross the boundary between the City of Manchester and the Borough of Salford.

A Tramway No. 2 (a single line), wholly in the said township of Broughton and parish of Manchester, commencing in the Bury New-road by a junction with Tramway No. 1 at a point opposite to Broom-lane, proceeding thence along Lower Broughton-road and Great Clowes-street, and terminating by a junction with the existing tramways in Great Clowes-street, at a point about 0.5 of a chain south of the junction of Broughton-lane with that street.

A Tramway No. 3 (a single line), wholly in the said township of Broughton and parish of Manchester, commencing by a junction with the existing tramways in Great Clowes-street at a point about 1.33 chains north of the centre of Broughton-bridge, passing along Great Clowes-street and Lower Broughton-road, and terminating by a junction with the existing line of tram-

ways in Lower Broughton-road at a point 1 chain north of the junction of Camp-street with that road.

A Tramway No. 4 (a double line), wholly in the said townships of Salford and Pendleton and parishes of Manchester and Eccles, commencing in Broad-street in the said township of Pendleton by a junction with the existing tramways at a point 0.4 of a chain west of the junction of Cross-lane with Broad-street, passing thence across Broad-street, along Cross-lane, across Regent-road (otherwise the main road to Eccles), along Trafford-road, and terminating in the said township of Salford at the centre of the bridge carrying Trafford-road over the River Irwell.

A Tramway No. 4a (a double line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with the existing lines at a point 1.47 chain north-west of the centre of the bridge known as Windsor-bridge, carrying the main road over the railway of the Lancashire and Yorkshire Railway Company, passing along the road known as Windsor, leading from that point past a piece of ornamental ground of the Corporation to Cross-lane, and terminating by a junction with Tramway No. 4 at the junction of the said road with Cross-lane.

A Tramway No. 5 (a double line), wholly in the said township of Salford and parish of Manchester, commencing in Trafford-road by a junction with Tramway No. 4 at a point 0.75 of a chain south of Regent-road, and terminating in Regent-road by a junction with the existing tramway at a point 0.75 of a chain east of the junction of Cross-lane with Regent-road.

A Tramway No. 6 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with the existing tramways in Regent-road at a point 0.56 of a chain eastward of the junction of Goodiers-lane with Regent-road, and passing into and along Goodiers-lane to the end of Tatton-street, thence in a westerly direction across the proposed Tramway No. 4 in Trafford-road into and through Broadway, in a south-westerly direction, past the entrance to the Race-course, and terminating at the southern end of Howard-street.

A Tramway No. 7 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with Tramway No. 6 at its termination, passing along Broadway into Trafford-road, and terminating by a junction with Tramway No. 4 at a point 1 chain south of Farm-street.

A Tramway No. 8 (a single line), wholly in the said township of Salford and parish of Manchester, commencing by a junction with Tramway No. 6 at a point 1 chain east of the centre of Trafford-road, and terminating by a junction with Tramway No. 4 at a point opposite the production of the north side of Tatton-street.

A Tramway No. 9 (a double line), wholly in the said township of Broughton and parish of Manchester, commencing in the Bury New-road by a junction with the existing tramways of the Corporation at a point about 1.58 chains south of the junction of Moor-lane with that road, and terminating at a point 2.27 chains north of its commencement by a junction with the Manchester, Bury, and Rochdale Tramways in Bury New-road aforesaid.

The tramways will be laid as single lines except between the following points, where they will be laid as double lines, that is to say:—

No. of Tramway.	Name of Street or Streets in which Tramway will be situated.	Points between which Tramways will be laid as Double Lines.
1	Bury New-road .. ..	Throughout.
2	Bury New-road and Lower Broughton-road	Commencement of tramway and a point 2 chains south of that point.
"	Lower Broughton-road and Great Clowes-street	2 chains north of the northerly corner of the grounds of Broughton Bank and a point opposite that corner.
"	Great Clowes-street ..	1 chain north of the junction of Hope-street and 1 chain south of that junction.
"	Great Clowes-street ..	1 chain north-east of the junction of Back Duncan-street and 1 chain south-west of that junction.
"	Great Clowes-street ..	Opposite the gate of "The Priory" and a point 2 chains south of the same.
"	Great Clowes-street ..	1 chain north-west of the junction of Wellington-street and a point 1 chain south-east of that junction.
"	Great Clowes-street ..	A point opposite to Murray-street and a point 2 chains south-east of the same.
"	Great Clowes-street ..	1 chain north-west of the junction of Great Cheetham-street West and a point 1 chain south-east of that junction.
"	Great Clowes-street ..	1 chain north-west of the junction of Fenney-street and a point 1 chain south-east of that junction.
"	Great Clowes-street ..	Opposite the northern end of Northern-terrace and a point 2 chains south of the northern end of Northern-terrace.
"	Great Clowes-street ..	2·05 chains north of the junction of Broughton-lane and a point 0·44 chains south of that junction.
3	Great Clowes-street and Lower Broughton-road	Commencement and a point 1·4 chains north-west of that point.
"	Lower Broughton-road ..	A point opposite to Armitage-street and a point 0·60 of a chain north-west of the junction of Hough-lane.
"	Lower Broughton-road ..	1 chain south-east of the junction of Montague-street and a point 1 chain north-west of that junction.
"	Lower Broughton-road ..	1 chain south-east of the junction of Heath-street and a point 1 chain north-west of that junction.
"	Lower Broughton-road ..	2·15 chains south-east of the junction of Camp-street and a point opposite the production of the south-east side of Camp-street.
4	Broad-street, Cross-lane, Regent-road, and Trafford-road	Throughout.
4A	Windsor .. ..	Throughout.
5	Trafford-road and Regent-road	Throughout.
9	Bury New-road .. ..	Throughout.

All of the said tramways will be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade may approve and the Provisional Order prescribe, and it is not intended to run on such tramways carriages or trucks adapted to run on railways, and it is not proposed to lay any tramway so that for a

distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described, that is to say :—

No. of Tramway.	Road or Street.	Side or sides of Street.	Narrow Places.
1	Bury New-road .. ..	South-west	Between Moor-lane and Radford-street.
"	Bury New-road .. ..	East ..	Park-lane and Devonshire-street.
"	Bury New-road .. ..	West ..	Devonshire-street and termination.
2	Lower Broughton-road and Great Clowes-street	East ..	Between a point 1·83 chains north of northerly corner of Broughton Bank to a point 0·17 of a chain north of that corner.
"	Great Clowes-street ..	Both ..	Between a point 0·83 of a chain north of the junction of Hope-street and a point 0·83 of a chain south of that junction.
"	Great Clowes-street ..	Both ..	Between a point 0·83 of a chain north-east of the junction of Back Duncan-street and a point 0·83 of a chain south-west of that junction.
"	Great Clowes-street ..	Both ..	From a point 0·17 of a chain south of the entrance to "the Priory," for a length of 1·66 chains in a southerly direction.
"	Great Clowes-street ..	Both ..	Between a point 0·83 of a chain north-west of the junction of Wellington-street and a point 0·83 of a chain south-east of that junction.

No. of Tramway.	Road or Street.	Side or Sides of Streets.	Narrow Places.
2	Great Clowes-street ..	Both ..	Between a point 0·83 of a chain north-west of the junction of Great Cheetham-street West and a point 0·83 of a chain south-east of that junction:
"	Great Clowes-street ..	Both ..	Between a point 0·83 of a chain north-west of the junction of Fenney-street and a point 0·83 of a chain south-east of that junction.
"	Great Clowes-street ..	Both ..	From a point opposite the northern end of Northern-terrace, for a length of 1·66 chains.
"	Great Clowes-street ..	Both ..	From a point 0·36 of a chain north of the junction of Broughton-lane, for a length of 1·90 chains in a northerly direction.
3	Lower Broughton-road ..	Both ..	Between Armitage-street and Hough-lane.
"	Lower Broughton-road ..	South-west	Between a point 0·83 of a chain south-east of the junction of Montague-street and a point 0·83 of a chain north-west of that junction.
"	Lower Broughton-road ..	Both ..	Between a point 0·83 of a chain south-east of the junction of Heath-street and a point 0·83 of a chain north-west of that junction.
"	Lower Broughton-road ..	Both ..	From a point 2·18 chains south-east of the junction of Camp-street, for a length of 1·66 chains in a north-westerly direction.
4	Trafford-road .. ..	Both ..	Between Glen-street and New Park-road.

2. To authorise and empower the Corporation to take up and remove Tramway No. 44 and so much of the Tramway No. 1 authorised by "The Salford Tramways and Improvement Act, 1875," as are laid in the said Bury New-road, and all the sidings and passing-places connected therewith respectively.

3. To empower the Corporation to make from time to time such crossings, passing-places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the tramways, or any of them, or for affording access to the stables, carriage houses, buildings, sheds, and works of the Corporation.

4. To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

5. To reserve to the Corporation and their lessees the exclusive right of using on any of the tramways carriages drawn or propelled by animal, steam, gas, compressed air, electricity, Hallidies' system, or other power, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

6. To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares, in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways.

7. To authorise the Corporation, and their lessees, or other the person or persons working the said tramways, to levy tolls, rates, and charges, for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

8. To authorise the Corporation, and any corporation, person, company, or body, from time to time to enter into and fulfil contracts and

agreements for and in relation to the construction, maintenance, use, working, lease, sale, and purchase, of the whole or any part of the tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Order may define, and to confirm any such contracts and agreements which may have been or may be entered into prior to the grant or confirmation of the intended Order.

9. To empower the Corporation for all or any of the purposes of the Order, to stop up, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, footways, sewers, drains, gas and water mains, valves, hydrants, pipes, tubes, telegraph, and other apparatus.

10. To enable the Corporation for any of the purposes of their undertaking to purchase or otherwise acquire by agreement, and to take on lease, lands and hereditaments and easements thereover, and to use any lands now belonging to them, and to erect offices, buildings, stables, sheds, and other conveniences thereon.

11. To empower the Corporation to apply to the purposes of the Order their district fund and general district rates, and borough fund and borough rate, and any revenues over which they have control, and any moneys they are now authorised to borrow, and to borrow further sums by debentures, mortgage, debenture stock, or annuities, and to charge such moneys on all or any of the before mentioned funds, rates, and revenues.

12. The Order will provide that before laying Tramway No. 1, the Corporation shall widen Bury New-road so that in no part thereof will a less space than 9 feet and 6 inches intervene between the nearest rail of the said tramway and the outside of the footway.

13. The Order will vary or extinguish all rights and privileges which might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, and with or without alteration, all or some of the provisions of "The Tramways Act, 1870," "The Lands Clauses Consolidation Acts 1845, 1860, and 1869" (except the compulsory powers thereof), and "The Local Loans Act, 1875," and enable the Corporation

(in addition to the powers herein specifically mentioned) to exercise all or any of the powers by "The Tramways Act, 1870," conferred on the persons therein referred to as promoters, and to acquire and hold patent rights in relation to tramways and the motive power thereon, and will or may authorise the use on the existing and authorised tramways of the Corporation and on the proposed tramways, or any part or parts thereof respectively, of carriages and engines propelled by animal, steam, gas, compressed air, electricity, Hallidies' system, or any mechanical power, and will or may, so far as may be necessary, alter, amend, extend, and repeal the necessary provisions of "The Salford Tramways and Improvement Act, 1875," and any other Act relating directly or indirectly to the Corporation, "The Locomotives Act, 1861," and "The Locomotives Act, 1865," and of any and every other other Act which will interfere with its objects.

14. Duplicate plans and sections of the proposed tramways and works, and a copy of this notice as published in the London Gazette, will be deposited for public inspection, on or before the 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 the said plans and sections, and of this notice, will be deposited at the Town Hall in the Borough of Salford, and with the parish clerk of Manchester, at his office at the Cathedral, Manchester, and with the parish clerk of Eccles, at his residence in Eccles, and at the office of the Board of Trade, Whitehall, London.

15. The draft of the proposed Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December, 1884, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each, at the Town Hall of the Borough of Salford, and at the offices of Messrs. Dyson and Co., Parliamentary Agents, Nos. 23 and 24, Parliament-street, Westminster.

16. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1885, and copies of such objections must at the same time be sent to the Corporation at the office of the Town Clerk of Salford, or their Parliamentary Agents hereinbefore named, and in forwarding such objections the objectors or their agents should state that a copy of the same has been forwarded to the Corporation or their Agents.

Dated this 20th day of November, 1884.

*John Graves*, Town Clerk, Salford;

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

In Parliament.—Session 1885.

Lincoln Corporation Gas Purchase.

(Acquisition of Undertaking of Lincoln Gas Light and Coke Company, and Dissolution of Company; Extension of Limits of Supply for Gas; Electric and other lighting; Heating and Motive Power; Further Provision relative to supply of Gas; Borrowing Powers; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Citizens of the City of Lincoln, as the Urban Sanitary Authority of the city, and hereinafter referred to as "the Corporation," for leave to

bring in a Bill to effect the objects or some of the objects following, that is to say:—

To transfer to and vest in or provide for the transfer to and vesting in the Corporation of all or any part of the undertaking, lands, works, and easements of the Lincoln Gas Light and Coke Company (hereinafter called "the Company"), and of all the real and personal property, rights, powers, privileges, and authorities of the Company, for such price or consideration, and upon such terms, conditions, and stipulations, and at such period as have been, or as may be agreed on, between the Corporation and the Company, or as may be defined in the Bill or prescribed by Parliament, and to provide for the application and distribution of the purchase money, the discharge of the debts and liabilities, the distribution of assets, and the winding up and the dissolution of the Company, and to confer on the Corporation and the Company all powers necessary for or in relation to the matters aforesaid.

To enable the Corporation to carry on the undertaking of the Company, and to maintain, alter, and extend the same, and to exercise all or any of the rights, powers, authorities, and privileges of the Company, subject to such alterations (if any) as the Bill may define or Parliament may prescribe, and to manufacture residual products and to store the same and the articles manufactured therefrom, and to deal therein and in articles and things connected therewith, and all such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

To empower the Corporation and the Company to enter into and carry into effect contracts or agreements touching the matters aforesaid, and to alter and vary any such contracts or agreements when made, and to confirm and carry into effect and (if thought fit) to alter and vary a certain contract or agreement bearing date the 4th day of November, 1884, and made between the Company of the one part and the Corporation of the other part, and to confer upon the Corporation all powers necessary for carrying into full effect the provisions of the said agreement, and the creation, granting, distribution, and dealing with annuities to be created under or in pursuance thereof.

To confer on the Corporation all such further powers as may be necessary or expedient for and with reference to the purchase of and carrying on the undertaking of the Company, and (with exceptions and alterations) to extend to the Corporation the provisions of the several Acts relating to the undertaking of the Company.

To extend and define the limits within which the Corporation shall be authorised to supply gas, and to include within such limits the parish of Skellingthorpe, or some part or parts thereof respectively, and to empower the Corporation to put in force within the limits so extended and defined, the powers both as to levying rates and charges, and otherwise conferred on the Company by their existing Acts, or to be conferred on the Corporation by the Bill.

To authorise the Corporation to levy rates and charges for the supply of gas, and to alter the rates and charges made by the Company for the supply of gas, and to authorise the Corporation to levy other rates and charges in lieu thereof.

To empower the Corporation and (if deemed expedient) to the exclusion of any other person or Company, (a) to produce, store, distribute, and supply, for public or private purposes within the gas supply district of the Corporation, light, heat, or motive power, by means of

electricity or any light (other than gas) produced by artificial means or power, and for those purposes, or any of them, (b) to exercise all or any of the existing powers of the Company or the Corporation relative to lighting by gas, or oil, or such other powers, rights, and privileges as may be conferred by the Bill, and (c) to utilize in any way that may be expedient all or any of the lands or works, and (d) (if need be) to erect and maintain new works, plant, machinery, and apparatus, and to manufacture, buy, sell, provide, supply, and deal in, or let on hire, machines, machinery, steam engines, gas engines, apparatus, materials, meters, fittings, cables, and other articles, and (e) to acquire patent rights, licenses, or authorities under letters patent for themselves or any person or Company licensed or supplied by them for the use of any inventions, patented or protected processes, inventions, machinery, apparatus, methods, materials, or other things, and (f) to demand and recover rates, rents, or charges, and to execute, do, and perform all incidental matters.

To make special provision for the protection of the works, property, and gas supply of the Corporation, and for defining and regulating such supply, and for preventing frauds and abuses thereof, and for imposing penalties in respect of all or any such matters.

To prohibit the fixing of tubes or pipes to any of the mains or pipes of the Corporation for certain purposes, except with the consent of the Corporation.

To enable the Corporation from time to time to supply gas to any urban or rural sanitary authority, or other public body, or any person or persons, in bulk or otherwise, beyond the limits of the gas supply of the Corporation, upon terms to be agreed or prescribed or authorised by the Bill.

To empower the Corporation to supply gas within their gas limits for heating purposes, and to manufacture, furnish, sell, let, and lay pipes, stoves, apparatus, fittings, and conveniences.

To require notice to be given to the Corporation by consumers before quitting any premises supplied with gas, and in the case of bankruptcy of consumers.

To empower the Corporation to place and carry gas pipes over railways, rivers, and public drains, and to fix the same to bridges over, and to place pillars and supports over and upon railways, and from time to time to repair, alter, or remove any such pipes, and to enter on any lands for such purpose, and to break up the soil and surface thereof, and to make provision for the protection of any gas pipes from injury.

To exempt the Corporation from obligation to supply gas to part only of a dwelling-house, and to require separate pipes to be laid in each house supplied by them with gas.

To enable the Corporation to supply and furnish, and from time to time fix, repair, alter, or add to any pipes, valves, meters, cocks, apparatus, or other gas fittings, and to provide all materials, and do all works necessary or proper in that behalf, upon such terms and conditions, pecuniary or otherwise, as may be agreed on or as may be prescribed by the Bill, and to provide for the removal of any such fittings or things, and to exempt all such fittings and things from distress or from execution under any legal process, to prevent the same being disposed of without the consent of the Corporation, and for their remaining the property of the Corporation until paid for, and to authorise the Corporation to enter upon any premises and to remove any such fittings or things, and discontinue the supply of

gas to the premises until such fittings and things are paid for.

To empower the Corporation for any purposes of the Bill to apply their corporate funds and revenues, and for those purposes to raise further sums by borrowing on the security of their estates, property, rates, and funds.

To make provision with respect to sinking funds for the repayment of moneys to be borrowed, and for the redemption of stock and annuities created under the Bill, and for the investment and accumulation of moneys carried to such sinking funds.

To empower the Corporation to borrow any moneys which, by any former Acts, or by the Bill, they may be authorised to borrow under the powers and subject to the provisions of "The Local Loans Act, 1875," by debentures, debenture stock, or annuity certificates, or partly in one way, and partly in another, and to declare the ranking and charge of any moneys so borrowed, and to provide for the discharge thereof by means of sinking funds or otherwise.

To enable the Corporation, if they think fit, to provide a reserve fund in connection with their gas undertaking.

To enable the Corporation, if they think fit, to provide a reserve fund in connection with their electric lighting undertaking.

To empower the Corporation to make and enforce other bye-laws, rules, and regulations in relation to all or any purposes of the Bill, and to exempt all or any such bye-laws and regulations of the Corporation from the provisions of "The Public Health Act, 1875," with respect to the confirmation, allowance, or approval of bye-laws or regulations.

To attach penalties, and, if thought fit, continuing penalties to all acts and things done, omitted, or suffered in contravention to the provisions of the Bill or any bye-law of the Corporation.

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 and extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the Bill, and to confer upon the Corporation and others all such other rights, powers, and privileges, and make all such other provisions as may be necessary or expedient for carrying out such several objects.

To alter, extend, enlarge, amend, vary, consolidate, repeal, incorporate, or re-enact, in extenso, all or some of the provisions of the following Acts or Orders, viz.: An Act passed 9th George IV, cap. 24, intituled "An Act for Lighting with Gas the City of Lincoln, and the Bail and Close of Lincoln, in the County of Lincoln," "The Lincoln Gas Light and Coke Company's Act, 1873," "The Lincoln Gas Light and Coke Company's Act, 1880," and all other Acts relating to the Lincoln Gas Light and Coke Company; "The Municipal Corporation Acts," "The Public Health Acts," "The Local Loans Act, 1875," and all other Acts amending or extending those Acts, or any of the provisions thereof.

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 10th day of November, 1884.

*J. T. Tweed*, Town Clerk, Lincoln;  
*H. K. Hebb*, Lincoln, Solicitors for the Bill;  
*J. E. Fox*, 2, Serle Street, Lincoln's Inn, Parliamentary Agent.

In Parliament.—Session 1885.

**Brentford and District Tramways.**

(Dissolution and reincorporation of the Brentford District Tramways Company, Limited; Transfer to new Company of Undertaking and powers of Dissolved Company; Transfer to Company of the powers of the Brentford and Isleworth Tramways Company (hereinafter called "the Brentford Company") under the Brentford and Isleworth Tramways Acts, 1879 and 1880, and the Brentford and Isleworth Tramways and New Roads Act, 1883, and of the Tramways authorised by those respective Acts; Dissolution and winding-up of the Brentford Company; Application of Assets; Release of Deposit Monies; Power to lay down and work authorised Tramways and construct additional Tramways, Street Widening, and Bridge Widening, in Ealing, Brentford, Isleworth, Hounslow, Heston, and Twickenham, all in the county of Middlesex; Compulsory Purchase of Lands, Houses, and other Buildings; Definition and Regulation of Share and Loan Capital; Additional Capital; Power to levy Tolls, Fares, and Charges, and to alter and regulate existing Tolls, Fares, and Charges; Agreements with Local Authorities and others; Incorporation and Amendment of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 for leave to bring in a Bill for the following or some of the following purposes, viz.:—

To dissolve the Brentford District Tramways Company, Limited (hereinafter called "the Limited Company"), and to annul and cancel the Memorandum and Articles of Association of the Limited Company, and any special resolutions passed by that Company, and any other instrument under which they are now acting.

To incorporate the shareholders of the Limited Company, together with such other persons and Corporations as may become shareholders in the Undertaking, into a new Company, and to confer upon the Company so incorporated (hereinafter called "the Company") all necessary powers and authorities for carrying into effect the objects and purposes of the Bill.

To authorise the acquisition by and transfer to the Company and to vest in the Company the Undertakings, lands, and property of the Brentford Company under The Brentford and Isleworth Tramways Act, 1879, The Brentford and Isleworth Tramways Act, 1880, and The Brentford and Isleworth Tramways and New Roads Act, 1883, respectively, and to enable the Company to exercise all the rights, powers, and privileges of the Brentford Company with reference to the construction, maintenance, and working of the tramways thereby authorised, and otherwise subject to such alterations and additions as may be contained in the Bill or prescribed by Parliament.

To provide for the dissolution and winding up of the Brentford Company, the distribution of the assets of the Brentford Company, the release of the several sums of money deposited by the Brentford Company in pursuance of the Standing Orders of Parliament with respect to the Bills promoted by the Brentford Company, for the Brentford and Isleworth Tramways Act, 1879, The Brentford and Isleworth Tramways Act, 1880, and the Brentford and Isleworth Tramways and New Roads Act, 1883, or any of those Acts.

To authorise the Company to make, lay down, construct, maintain, and work all or some of the tramways hereinafter described, with all neces-

sary and proper rails, chairs, plates, sleepers, turn-outs, crossings, junctions, passing-places, weigh-bridges, weighing-machines, hydrants, workshops, sheds, stables, buildings, works, and conveniences connected therewith respectively.

The tramways proposed to be authorised by the Bill are intended to be worked by horse-power, and are the following (that is to say):—

1. Tramway No. 1, wholly situate in the parish of Ealing, commencing in Kew Bridge-road by a junction with the West Metropolitan Tramway at a point in that road opposite the north-east side of the booking office at the Kew Bridge station of the London and South Western Railway Company, passing thence in a south-westerly direction along High-street, Brentford, and terminating in that street at a point opposite the south-west side of the "Express" public-house.

Tramway No. 1 will be laid as a double line throughout.

2. Tramway No. 2 wholly situate in the parish of Ealing, commencing at the termination of Tramway No. 1, passing thence in a south-westerly direction along High-street, Brentford, and terminating in that street at a point opposite the east side of St. Paul's-road.

Tramway No. 2 will be laid as a single line except between the following places where it will be laid as a double line, viz.:—Between the commencement thereof and a point opposite the west side of the water tower of the Grand Junction Waterworks at Brentford; between points respectively 3 chains north-east of the "Salutation Inn," Brentford, and a point opposite the said inn; between points respectively, a point opposite the "Hand and Flower" public-house, and a point 3 chains south-west therefrom; between points respectively the centre of Pottery-road, and a point 3 chains south-west therefrom; between points respectively 0.5 chains and 3.5 chains south-west of Goat Wharf; and between points respectively 3.50 chains and 0.50 chains from the termination thereof.

3. Tramway No. 3, wholly situate in the parishes of Ealing and Hanwell, commencing at the termination of Tramway No. 2, passing thence in a south-westerly direction along High-street, Brentford, and terminating in that street at a point opposite the Town Hall, Brentford.

Tramway No. 3 will be laid as a single line throughout.

4. Tramway No. 4, wholly situate in the parish of Hanwell, commencing at the termination of Tramway No. 3, passing thence in a south-westerly direction along High-street, Brentford, and terminating in that street at a point 1 chain east of the bridge conveying that street over the River Brent and the Grand Junction Canal.

Tramway No. 4 will be laid as a single line except between the following places where it will be laid as a double line, viz.: between points respectively 0.5 chains and 3.5 chains from the commencement thereof; and between points respectively the termination thereof and 2 chains therefrom.

5. Tramway No. 5, wholly situate in the parishes of Hanwell and Isleworth, commencing at the termination of Tramway No. 4, passing thence in a westerly direction along and over the bridge carrying High-street, Brentford, over the River Brent and the Grand Junction Canal, and terminating in the road leading from Brentford to Hounslow at a point 1 chain south-west of the said bridge.



Tramway No. 5 will be laid as a double line throughout.

6. Tramway No. 6, wholly situate in the parish of Isleworth, commencing at the termination of Tramway No. 5, passing thence partly in a south-westerly and partly in a westerly direction along the road leading from Brentford to Hounslow, and terminating in that road at the boundary of the parishes of Isleworth and Heston 22·7 chains or thereabouts west of the bridge carrying the London and South Western Railway over the said road near Isleworth station.

Tramway No. 6 will be laid as a single line except in the following places, where it will be laid as a double line, viz.: between points respectively the commencement of the tramway and 1·5 chains therefrom; between points respectively 7·4 chains and 10·4 chains north-east of Syon-lane; between points respectively 10·2 chains and 15·2 chains south-west of Syon-lane; between points respectively 0·9 chains north-east, and 2·1 chains south-west of the north-east side of the "Rose and Crown" public-house; between points respectively 7·85 chains and 10·85 chains south-west of Wood-lane; and between points respectively 6·9 chains and 9·9 chains west of the bridge carrying the London and South Western Railway over the said road from Brentford to Hounslow, near Isleworth station.

7. Tramway No. 7, wholly situate in the parish of Heston, commencing at the termination of Tramway No. 6, passing thence in a south-westerly direction along the road from Brentford to Hounslow into and along High-street, Hounslow, and terminating in that street at a point 2·20 chains north-eastwards of Bell-road.

Tramway No. 7 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.:—between points respectively 0·50 chains and 3·5 chains south-westerly from the commencement of the tramway; between points respectively 5·60 chains and 8·60 chains south-west of the "Milford Arms" public-house; between points respectively 2 chains and 5 chains south-west of Gunnersbury House; between points respectively 3·70 chains and 0·70 chains north-east of Kingsley-road; between points respectively 1·80 chains north-east and 1·2 chains south-west of Gilbert-street; and between points respectively 2·20 chains north-east and 0·80 chains south-west of Douglas-road.

8. Tramway No. 8, wholly situate in the parish of Heston, commencing at the termination of Tramway No. 7, passing thence in a south-westerly direction along the Roman-road and Staines-road leading from Hounslow to Staines, and terminating in Staines-road at a point 0·40 chains south-west of Barrack-road.

Tramway No. 8 will be laid as a single line except in the following places, where it will be laid as a double line, viz.: between points respectively 2·50 chains and 5·50 chains south-west of the commencement of the tramway; between points respectively 0·10 chains and 3·10 chains south-west of Cromwell-road; between points respectively 13·80 chains and 10·80 chains north-east of Wellington-road North; between points respectively 1·10 chains and 4·10 chains south-west of Wellington-road North; between points respectively 6 chains and 3 chains north-east of Barrack-lane; and between points respectively 4 chains and 1 chain from the termination of the tramway.

Tramway No. 9, wholly situate in the parish

of Heston, commencing at the termination and commencement respectively of Tramways Nos. 7 and 8, passing thence in a north-westerly direction along the Bath-road and terminating in that road at a point 6·70 chains north-west of Barrack-lane.

Tramway No. 9 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between points respectively 0·30 chains and 3·80 chains from the commencement of the tramway; between points respectively 11·40 chains and 8·40 chains south-east of the "Duke of Cambridge" public-house; between points respectively 1 chain and 4 chains north-west of the "Queen Victoria" public-house; between points respectively 4·5 chains and 1·5 chains south-east of Wellington-road North; between points respectively 13·10 chains and 10·10 chains south-east of Barrack-lane; and between points respectively 5 chains and 2 chains from the termination of the tramway.

10. Tramway No. 10, wholly situate in the parish of Isleworth, commencing in the road from Brentford to Hounslow by a junction with Tramway No. 6 at a point 13 chains north-east of the mile-stone situate in the said road marked "London 8 miles; Hounslow 2 miles," passing thence in a southerly direction along the road leading to Isleworth and Twickenham, past the Brentford Union Workhouse, and terminating in Isleworth in that road at a point 0·50 chains south of North-street.

Tramway No. 10 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.:—Between points respectively the commencement of the tramway and 1·30 chains therefrom; between points respectively 3·30 chains and 6·30 chains south-west of the mile-stone situate in the road leading to Isleworth and Twickenham, marked "London 8 miles, Twickenham 2 miles, Teddington 4 miles;" between points respectively 7·90 chains and 10·90 chains north of Linkfield-lane; and between points respectively 1·50 chains and 4·50 chains from the termination of the tramway.

11. Tramway No. 11, wholly situate in the parish of Isleworth, commencing at the termination of Tramway No. 10, passing thence southwards along the road leading from Isleworth to Twickenham, and terminating in that road at the boundary of the parishes of Isleworth and Twickenham at the centre of the bridge known as Ivy Bridge.

Tramway No. 11 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: Between points respectively 9 chains and 13 chains from the commencement of the tramway; between points respectively 11·25 chains and 14·25 chains south of Worton-lane; between points respectively 1·60 chains and 4·60 chains north of the road-way leading to Whitton and Hounslow, known as Mogden-lane; and between points respectively the termination of the tramway and 1·50 chains therefrom.

12. Tramway No. 12, wholly situate in the parish of Twickenham, commencing at the termination of Tramway No. 11, passing thence southwards along the road leading to Twickenham known as London-road, over the bridge known as Cole's Bridge, thence over the bridge carrying the said road over the Windsor line of the London and South Western Railway, and terminating in that road opposite Holly-road.

Tramway No. 12 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.: between points res-

pectively the commencement of the tramway, and 1.50 chains therefrom; between points respectively 5.75 chains and 8.75 chains south of Orwell Cottage; between points respectively 5 chains and 8 chains in a northerly direction from the bridge carrying roadway over the Windsor line of the London and South Western Railway; and between points respectively the termination of the tramway and 9.50 chains therefrom.

The following is a description of all points between which the proposed tramways, or either of them, are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of tramway, viz.:—

Tramway No. 2, in Brentford High-street, on both sides thereof, between a point 4.35 chains measured in a south-westerly direction from the "Salutation Inn," and a point 5.85 chains measured in a south-westerly direction from Pottery-road on both sides thereof; between points respectively 6.5 chains and 6.82 chains measured in a south-westerly direction from Ealing-lane and on both sides thereof; between points respectively the termination of the said tramway, and 3.50 chains therefrom.

Tramway No. 3, in Brentford High-street, on both sides thereof, between points respectively the commencement of the said tramway, and 3.90 chains therefrom, and on both sides thereof between points respectively 6.80 chains and 10.65 chains from the commencement thereof.

Tramway No. 4, in Brentford High-street, on both sides thereof, between points respectively 0.5 chains and 3.5 chains from the commencement thereof, and between points respectively the termination of the said tramway and 0.75 chains therefrom.

Tramway No. 5, on both sides thereof for the whole length thereof.

Tramway No. 7, on both sides thereof, between points respectively 5.60 chains and 8.60 chains along the road leading from Hounslow to Brentford, south-west of the "Milford Arms" public-house, and between points respectively 1.80 chains and 3.80 chains in High-street, Hounslow, from Douglas-road.

Tramway No. 8, on both sides thereof, between points respectively in Staines-road 0.10 chains and 3.10 chains south-west of Cromwell-road; between points respectively 13.80 chains and 10.80 chains north-east of Wellington-road North; between points respectively in Staines-road 1.10 chains and 4.10 chains south-west of Wellington-road, North; between points respectively in Staines-road 6.0 chains and 3.0 north-east of Barrack-lane; between points respectively in Staines-road 4.00 chains and 1.00 chain from the termination of the tramway.

Tramway No. 9, on both sides thereof, between points respectively in Staines-road 11.40 chains and 8.40 chains south-east of the "Duke of Cambridge" public-house; and between points respectively in Staines-road 5.00 chains and 2 chains from the termination of the tramway.

Tramway No. 10, in the road leading from Brentford to Isleworth and Twickenham, on both sides thereof, between points respectively 1.80 chains and 4.00 chains from the commencement of the tramway; between a point opposite the mile-stone marked "London 8 miles; Twickenham 2 miles;

Teddington 4 miles" and a point 4.50 chains north-east therefrom; between points respectively 3.30 chains and 9.50 chains south-west of the said mile-stone, between points respectively 13.75 chains and 15.25 chains south-west of the said mile-stone, and between points respectively 0.75 chains and 5.60 chains north of Linkfield-lane. In the said road leading from Brentford to Isleworth and Twickenham, on the west side thereof, between points respectively 7.90 chains and 8.90 chains north of Linkfield-lane, in the same road on the east side thereof, between points respectively 2.80 and 3.30 chains south-west of the above mentioned mile-stone.

Tramway No. 11, in the road leading from Isleworth to Twickenham, on both sides thereof, between points respectively 4.50 chains and 6.40 chains from the commencement of the tramway, between points respectively 10.00 chains and 13.00 chains from the commencement of the tramway, between points respectively 10.75 chains and 14.25 chains south of Worton-lane, between points respectively 2.00 chains and 3.50 chains north of the south side of the "Jolly Gardeners" public-house, between points respectively 1.60 chains and 5.10 chains north of the road leading to Whitton and Hounslow, known as Mogden-lane, and between points respectively the termination of the tramway and 2.00 chains therefrom. In the road leading from Isleworth to Twickenham on the west side thereof, between points respectively 13.00 chains from the commencement of the tramway and 10.75 chains south of Worton-lane, between points respectively 14.25 chains and 14.75 chains south of Worton-lane, between points respectively 4.75 chains and 8.60 chains north of the south side of the "Jolly Gardeners" public-house, between points respectively 5.10 chains and 8.10 chains north of the road leading to Whitton and Hounslow, known as Mogden-lane, and between points respectively 1.60 chains north of the said road and 2.00 chains from the termination of the tramway.

Tramway No. 12, in the road leading from Isleworth to Twickenham, otherwise known as London-road, on both sides thereof, between points respectively the commencement of the Tramway and 1.50 chains therefrom, between points respectively 5.25 chains and 9.25 chains south of Orwell Cottage, and between the termination of the tramway and a point opposite Amyand Park-road. In the same road on the west side thereof between points respectively 1.5 chains from the commencement of the tramway, and 5.25 chains south of Orwell Cottage, between points respectively 3.90 chains and 6.20 chains north-west of the centre of bridge carrying road over the Windsor line of the London and South Western Railway, and between points respectively 2.40 chains and 4.60 chains north-west of Amyand Park-road. In the same road on the east side thereof between points respectively 9.25 chains south of Orwell Cottage, and 3.90 chains north-west of the centre of bridge aforesaid, and between a point opposite Amyand Park-road, and a point 1.30 chains north-west of that road.

Wherever in this Notice any point of distance is described by reference to or to the direction or distance from any street, road, or other place (other than any side thereof), the point or

distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

The proposed tramways will be made or pass from, in, through, or into the parishes, townships, and places following or some of them (that is to say): Ealing, New Brentford, Hanwell, Isleworth, Heston, and Twickenham, all in the county of Middlesex.

To authorise the Company to widen in the parish of Ealing in the county of Middlesex, High-street, Brentford, on the northern side thereof;

- (a.) Between the south-western corner of the "Hand and Flower" public-house and the south-western corner of the shop and dwelling-house known as No. 375 in High-street, Brentford, aforesaid.
- (b.) Between the south-eastern and south-western corners of the shop and dwelling-house known as No. 370, in High-street, Brentford, aforesaid.
- (c.) Between the south-western corner of the dwelling-house known as No. 356, in High-street, Brentford, aforesaid, and the south-eastern corner of the dwelling-house known as No. 361, in High-street, Brentford, aforesaid.
- (d.) Between the junction of Pottery-road with High-street, Brentford, aforesaid, and a point in High-street, Brentford, aforesaid, distant 1.20 chains measured in a straight line in a south-westerly direction from the said point of junction lastly hereinbefore described.
- (e.) Between the south-eastern corner of the dwelling-house known as No. 339, in High-street, Brentford, aforesaid, and the south-western corner of the dwelling-house known as No. 335, in High-street, Brentford, aforesaid.

To authorise the Company to widen in the parishes of Hanwell and Isleworth, Brentford Bridge and the approaches thereto, on both sides thereof, between the point of junction of the road known as "The Ham" with High-street, Brentford, and a point distant 4 chains measured in a westerly direction from the last-mentioned point of junction hereinbefore described.

To authorise the Company to widen in the parishes of Isleworth and Twickenham the bridge known as "Ivy Bridge" and the approaches thereto on the western side thereof between points distant respectively from the centre of the roadway on the top or crown of the bridge 2 chains measured in a straight line in a northerly direction, and 2 chains measured in a straight line in a southerly direction.

To authorise the Company to widen in the parish of Twickenham the bridge known as "Cole's Bridge" and the approaches thereto on the eastern side thereof for a distance of 7 chains, such widening commencing at a point in the road leading from Isleworth to Twickenham, distant 2.15 chains or thereabouts measured in a straight line in a north-westerly direction from the top or crown of the bridge carrying the said road over the Windsor Branch of the London and South Western Railway, and terminating at a point distant 9 chains or thereabouts measured along the eastern boundary of the said road from the top or crown of the said bridge carrying the said road over the said Windsor Branch.

To authorise the Company on the one hand and the respective Local Boards for the several Local Board Districts of Brentford, Twickenham, and Heston and Isleworth, and the Justices of the Peace for the county of Middlesex on the other hand, to enter into and fulfil contracts

and agreements for and in relation to such widening.

The whole of the tramways, street widenings, bridge widenings, and works will be situate in the county of Middlesex.

To authorise and empower the Company from time to time to enter upon and open and break up the surface of and to cross, alter, and stop up, remove and otherwise interfere with streets, roads, lanes, highways, public and private roadways, footways, watercourses, bridges, canals, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering or reinstating the authorised and proposed tramways and works, or of substituting others in their place, or for other the purposes of the Bill; and also to temporarily occupy lands and buildings for those purposes, and to incorporate all or some of the provisions of the Railway Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

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

To enable the Company for all or any of the purposes of the tramways and works to acquire lands and houses by compulsion or agreement, and to acquire easements in and over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places on which the tramways and passing-places, turn-outs, sidings, and other works are or will be laid, or any part or parts thereof, and along, over and across such tramways and works, and for preventing obstruction to all or any such traffic, and to enable the Company and the respective road and street authorities, or either of them, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of any such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To authorise, or to authorise and require the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turn-outs, and other works as may be necessary or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the Company, or for effecting junctions or connections with the tramways of any other Company, body, or person.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramway rails or plates may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment

in respect of any portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road material excavated, extracted, or removed by them in and during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To enable the Company and any Corporation, Local Board, or other body or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To reserve to the Company the exclusive right of using on the proposed tramways and any existing tramways carriages adapted or suitable for running thereon.

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

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or Corporations other than the Company, with carriages having flange wheels, or otherwise suitable or adapted to run upon the tramways; and to authorise and give effect to agreements between the Company and any other person or corporation for the use of the said tramways with such carriages: and to confer all necessary powers in that behalf on all such other persons or corporations.

To authorise and empower the Company to provide, work, and use omnibuses and other vehicles for the conveyance of passengers and the carriage of goods and minerals and other traffic, and to demand, take, and recover tolls, rates, and charges for the use of such omnibuses or other vehicles.

To authorise the Company to purchase, take upon lease, or otherwise acquire, tramways or running powers or rights over tramways, and to grant leases of their tramways, or any of them, or any part or parts thereof, or to grant licences to use the same, and to reserve in any such lease the right for the Company and any local authority or local authorities to use the same for conveyance or for sanitary purposes.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the before-mentioned purposes.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the authorised and proposed tramways by carriages passing along the same, and for the conveyance of passengers and the carriage of goods and minerals and other traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges, as fixed by The Brentford and Isleworth Tramways Act, 1879; The Brentford and Isleworth Tramways Act, 1880; and The Brentford and Isleworth Tramways and New Roads Act, 1883, or any of those respective Acts, and any exemptions therefrom, and to prescribe the mode of reckoning and collecting such tolls, rates, and charges.

To enable the Company to apply to and for the purposes of the Bill the existing funds of the Limited Company and any moneys the Limited

Company or the Company may from time to time receive, or which they or either of them may have power to raise, and to alter and regulate the capital of the Company and its distribution into shares and its appropriation among the shareholders, and to empower the Company to raise further money by the creation and issue of new shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, or by any or either of those means, and to enable the Company to divide all or some of the shares of their capital into half shares, and to attach to some of such half shares a preference or priority in the payment of dividend or interest or other special rights or privileges.

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

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions of The Brentford and Isleworth Tramways Act, 1879, The Brentford and Isleworth Tramways Act, 1880, and The Brentford and Isleworth Tramways and New Roads Act, 1883, with or without modification or amendment; and, so far as may be necessary for the purposes of the Bill, to amend, alter, extend, enlarge, or repeal the provisions or some of the provisions of the said Acts.

To incorporate in the Bill, and to confer upon the Company, all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by the Commonable Rights Compensation Act, 1882, and The Lands Clauses (Umpire) Act, 1883, and certain provisions of the Railways Clauses Consolidation Act, 1845, and of the Railways Clauses Act, 1863; and the Bill will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions, of the Tramways Act, 1870, and the Locomotives Acts, 1861 and 1865, the Highways and Locomotives Act, 1878, and any Act amending those Acts.

Duplicate plans and sections describing the lines, situation, and levels of the proposed tramways, street and bridge widenings and works, with a book of reference to the plans, showing the lands and houses to be taken compulsorily, 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 Clerkenwell, in the said county, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, or extra-parochial places from, in, through or into which the intended tramways and works will be made, and a copy of this Notice will, on or before such 29th day of November instant, be deposited for public inspection, with the Parish Clerk of each of such parishes at his place of abode, and in case of an extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his place of abode.

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, 1883.

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

In Parliament.—Session 1885.

Great Eastern Railway.  
(General Powers).

Widenings and Improvements of Railways from Loughton to Epping.—From Colchester (North) Station to Hythe, and of parts of the Tendring Hundred Railway.—From Kennett to Bury St. Edmunds.—Of Main Line near Globe-road, Mile End Old Town.—Diversion of Road at Thetford.—Alteration of Bridges at West Ham and Cambridge.—Diversion of Footpath at Dereham Station.—Stopping up of Level Crossing in the Parish of Birchanger, Essex.—Compulsory Purchase of Lands.—Additional Lands in various places.—Tolls.—Extension and Revival of Powers for Compulsory Purchase of Lands for and Completion of certain Railways and Works authorised by the Great Eastern Railway Acts, 1876, 1877, 1879, 1881, 1882.—Abandonment of certain Railways authorised by the Great Eastern Railway Act, 1879, and East Norfolk Railway Act, 1879, and Tramways authorised by the Great Eastern Railway Act, 1882.—Additional Capital and Borrowing Powers.—Provisions as to separate Capital for Parkeston Quay, Harwich.—Redemption of Preference Stocks. Amendment of Acts, &c.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next session, by or on behalf of the Great Eastern Railway Company (in this Notice called "the Company"), for leave to bring in a Bill for the purposes or some of the purposes following, 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 works, or some of them, or some part or parts thereof respectively, that is to say:—

- (a) A widening and improvement (No. 1), situate wholly in the parish of Loughton, in the county of Essex, of the Company's Loughton and Ongar Branch Railway, commencing at a point 10 chains, or thereabouts, measured in a north-easterly direction along the said railway, from the booking-office of the Loughton Station, and terminating at a point 2½ chains or thereabouts, measured in a south-westerly direction along the said railway, from the booking-office of the Chigwell-lane Station.
- (b) A widening and improvement (No. 2), wholly situate in the county of Essex, of the said Loughton and Ongar Branch Railway, commencing in the parish of Loughton at a point 10 chains or thereabouts, measured in a north-easterly direction along the said railway, from the booking-office of the Chigwell-lane Station, and terminating in the parish of Theydon Bois, at a point 4 chains or thereabouts, measured in a southerly direction along the said railway, from the booking-office of Theydon Bois Station.
- (c) A widening and improvement (No. 3), wholly situate in the county of Essex, of the said Loughton and Ongar Branch Railway, commencing in the parish of Theydon Bois, at a point 7½ chains or thereabouts, measured in a northerly direction along the said railway, from the booking-office of Theydon Bois Station, and terminating in the parish of Theydon Garnon, at a point 5½ chains or thereabouts, measured in a southerly direction along the said railway

from the booking-office of the Epping Station,

which said intended widenings and improvements Nos. 2 and 3 will be wholly situate in the county of Essex, and will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Loughton, Theydon Bois, Theydon Garnon, Chigwell, Ongar, Theydon Mount, and Epping.

- (d) A widening and improvement (No. 4) of so much of the railway from Colchester to Hythe as lies between the eastern end of Colchester (North) Station, in the parish of St. Michael, Mile End, in the county of Essex, and the Hythe Station in the parish of St. Andrew, Greenstead, otherwise Greenstead, in the county of Essex.
- (e) A widening and improvement (No. 5) of the railway from Hythe to Wivenhoe, commencing in the parish of St. Botolph (detached), at a point 3 chains or thereabouts, measured in a south-easterly direction along the said railway, from the booking-office of the Hythe Station, and terminating in the parish of Wivenhoe, otherwise St. Mary, Wivenhoe, at or near the mile-post indicating 3¼ miles from Colchester (North) Station.
- (f) A widening and improvement (No. 6) of the said railway from Hythe to Wivenhoe, commencing in the parish of Wivenhoe, otherwise St. Mary Wivenhoe, at or near the mile-post indicating 3¼ miles from Colchester (North) Station, and terminating in the parish of Wivenhoe, otherwise St. Mary Wivenhoe, at or near a point 7 chains, measured in a westerly direction along the said railway, from the booking-office of Wivenhoe Station.
- (g) A widening and improvement (No. 7) of the Branch Railway from Eastgate Junction to St. Botolph's Station, Colchester, commencing in the parish of St. James, at or near the Eastgate Junction, and terminating in the parish of St. Botolph (detached), at or near a point 1½ chains, measured in an easterly direction along the said Branch Railway, from the centre of the bridge carrying it over the river Colne.
- (h) A widening and improvement (No. 8) of the Branch Railway from St. Botolph's Station, Colchester, to Hythe, commencing in the parish of St. Botolph (detached), at or near a point 1½ chains, measured in an easterly direction along the said Branch Railway, from the centre of the bridge carrying the said Branch Railway over the river Colne, and terminating in the parish of St. Andrew Greenstead, otherwise Greenstead, at or near a point 2 chains, measured in a north-westerly direction along the said railway, from the Hythe signal-box, which said intended widenings and improvements (Nos. 4, 5, 6, 7, and 8) will be wholly situate in the county of Essex, and will be made pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them,—that is to say: St. Michael Mile End, St. Botolph (detached), St. Andrew Greenstead, otherwise Greenstead, St. Leonard, Wivenhoe, otherwise St. Mary Wivenhoe, Lexden, St. Mary Magdalen, St. Giles, St. James, All Saints.
- (i) A widening and improvement (No. 9) of the Tendring Hundred Railway, wholly situate in the parish of Thorrington, in the county of Essex, commencing at or near a

point 5 chains, measured along the said railway in a westerly direction, from the booking-office of Thorington Station, and terminating at or near a point 8 chains, measured in an easterly direction along the said railway, from the said booking-office.

(k) A widening and improvement (No. 10) of the Tendring Hundred Railway, commencing in the parish of Great Bentley, at or near a point  $7\frac{1}{2}$  chains, measured in a westerly direction along the said railway, from the booking-office of Great Bentley Station, and terminating in the parish of Weeley, at or near a point 8 chains, measured in a westerly direction along the said railway, from the booking-office of Weeley Station.

(l) A widening and improvement (No. 11) of the Tendring Hundred Railway, commencing in the parish of Weeley, at or near a point 3 chains, measured in an easterly direction along the said railway, from the booking-office of the Weeley Station, and terminating in the parish of Thorpe-le-Soken, at or near a point 10 chains, measured in a westerly direction along the said railway, from the booking-office of the Thorpe Station,

which said intended widenings and improvements Nos. 10 and 11 will be wholly situate in the county of Essex, and will be made pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them,—that is to say: Great Bentley, Tendring, Weeley, Thorpe-le-Soken.

(m) A widening and improvement (No. 12) of the Company's main line wholly situate in the hamlet of Mile End Old Town, in the county of Middlesex, on the south side, commencing at or near the bridge carrying the said main line over James-street, and terminating at a point about 5 chains east of the bridge carrying the said main line over Globe-road.

(n) A widening and improvement (No. 13) of the Newmarket and Bury Railway of the Company, commencing in the parish of Kennett, in the county of Cambridge, at or near a point opposite the booking-office of the Kennett Station, and terminating in the parish of St. James, Bury St. Edmunds, in the county of Suffolk, at a point 8 chains, or thereabouts, measured in an easterly direction along the said railway, from the centre of the engine-shed of Bury St. Edmunds Station, which said intended widening and improvement No. 13 will be made pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say: Kennett, in the county of Cambridge, Kentford, Gazeley, Higham, Barrow, Great Saxham, Little Saxham, Fornham All Saints, Westley, and St. James, Bury St. Edmunds, in the county of Suffolk.

(o) A diversion wholly situate in the parish of Thetford St. Peter, in the county of Norfolk, of the public road leading from Thetford to Two-Mile Bottom and Mundford, now crossing the Company's Ely and Norwich Railway, on the level at the Thetford Station, such diversion to commence at or near a point on the said road, about 11 chains north of the level crossing at Thetford Station, and to terminate at or near a point on the road leading from Thetford to Croxton, 2 chains north of the centre of the bridge carrying the last-mentioned road over the said

railway, and the Bill will, or may, extinguish all public and other rights of way over the said railway, at the point at which the said public road from Thetford to Two-Mile Bottom and Mundford now crosses the same on the level, and will authorise the stopping up of such level crossing.

(p) An alteration and extension in the parish of West Ham, in the county of Essex, of the bridge carrying the London, Tilbury, and Southend Railway over the North Woolwich Branch Railway of the Company.

(q) An alteration and extension in the parish of St. Andrew-the-Less, Cambridge, in the county of Cambridge, of the bridge carrying the Hills-road over the main line of the Company near the Cambridge Station.

To empower the Company to divert or alter in the parish of East Dereham, in the county of Norfolk, the public footpath now crossing the Company's Dereham and Wells Railway on the level at or near the north end of the Dereham Station, between a point on the west side of the said railway about 14 yards from the centre of the railway, and a point on the east side of the said railway, 14 yards from the centre thereof, and the Bill will or may extinguish all public or other rights of way over the said railway at the point at which the said footpath now crosses the said railway on the level.

To authorise the stopping up of the level crossing over the Company's railway from Bishop's Stortford to Cambridge, in the parish of Birchanger, in the county of Essex, of the public road known as Gipsy-lane, which road leads from Hazel End and Farnham to Stanstead, and the Bill will or may extinguish all public or other rights of way over the said railway, at the point at which the said public road now crosses the same on the level.

To authorise the purchase of so much of any house, manufactory, building, or property, as may be required for the purposes of the intended Act, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to purchase, by compulsion or agreement, lands and buildings, and rights and easements in, over, or affecting lands and buildings, for all or any of the works and purposes of the intended Act, and to purchase by agreement additional lands for extraordinary purposes, and to authorise the Company to purchase by compulsion or agreement other lands and buildings in the counties hereinafter mentioned for stations sidings or other purposes connected with their undertaking, that is to say:—

In the county of Essex,

In the parish of Low Leyton, otherwise St. Mary Leyton, on the south-west side of the Company's Railway from Stratford to Lea Bridge, and about 6 chains north-west of the Temple Mills North Junction signal-box.

In the said parish of Low Leyton, otherwise St. Mary Leyton, on the west side of the Loughton Branch Railway, near the Leytonstone Station.

In the parish of West Ham, near the Canning Town Station, being part of the site of Stephenson-street.

In the parish of West Ham adjoining Star-lane.

In the county of Huntingdon,

In the parish of St. Ives, near the St. Ives Station.



In the county of Cambridge,  
In the parish of Sawston, on both sides of the Company's Cambridge main line, near the place where the road leading from Borough Mill to Sawston crosses the said railway on the level.

In the county of Middlesex,  
In the parish of Tottenham, near the Tottenham Hale Station.

In the county of Hertford,  
In the parish of Cheshunt, near Waltham Station.

In the county of Norfolk,  
In the parish of Thetford St. Peter, near the Thetford Station.

To authorise the Company, in the construction of any of the works proposed to be authorised by the intended Act, to deviate from the line and levels thereof described in the plans and sections hereinafter mentioned, to any extent to be prescribed by the said intended Act, whether within or beyond the limits prescribed in either case by the Railways Clauses Consolidation Act, 1845, and to stop up, alter, divert temporarily or permanently, all or any turnpike or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, watercourses, sewers, drains, pipes, telegraphic and other tubes, wires and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

To demand, levy, take, and recover tolls, rates, and charges, for and in respect of the works to be authorised by the intended Act, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

To extend, and so far as it may be necessary to revive, the periods now limited for the compulsory purchase of lands for the purposes of the following railways, improvements of railways and works, that is to say:—

Of the railway in the parish of Marks Tey, in the county of Essex, authorised by Section 7, Sub-section B, of "The Great Eastern Railway Act, 1879."

Of the improvement of the railway from St. Ives to Huntingdon, authorised by Section 7, Sub-section C, of "The Great Eastern Railway Act, 1877."

Of so much of the Bethnal Green and Bow improvement in the parish of St. Matthew, Bethnal Green, and the hamlet of Mile End Old Town, in the county of Middlesex, authorised by Section 7, Sub-section J, of "The Great Eastern Railway Act, 1876," as lies between the commencement of the said improvement in the said parish of St. Matthew, Bethnal Green, and the commencement in the said hamlet of Mile End Old Town, of the improvement of the Company's main line, authorised by Section 7, Sub-section 2, of "The Great Eastern Railway Act, 1881."

Of the railway (No. 1) authorised by Section 6, Sub-section A, of "The Great Eastern Railway Act, 1882."

Of the railway (No. 2) authorised by Section 6, Sub-section B, of "The Great Eastern Railway Act, 1882."

Of the improvement of the Company's main line, authorised by Section 7, Sub-section 1, of "The Great Eastern Railway Act, 1882."

Of the improvement of the Company's main line, authorised by Section 7, Sub-section 2, of "The Great Eastern Railway Act, 1882."

Of the improvement of the Company's North Woolwich Branch Railway in the county of

Essex, authorised by Section 7, Sub-section 3, of "The Great Eastern Railway Act, 1882."

Of the improvement of the Company's Colchester main line on both sides thereof, in the county of Essex, authorised by Section 7, Sub-section 4, of "The Great Eastern Railway Act, 1882."

Of the new footpath in the parish of All Saints, Poplar, in the county of Middlesex, authorised by Section 9, Sub-section 1, of "The Great Eastern Railway Act, 1882."

To extend the time for the compulsory purchase of the lands for the enlargement and improvement of Liverpool Street Station, in the parish of St. Botolph, Bishopsgate, in the city of London, and the liberty of Norton Folgate, and the parish of St. Leonard, Shoreditch, in the county of Middlesex, authorised by Section 64, Sub-section A, of "The Great Eastern Railway Act, 1882," and the lands in parishes of Enfield, Tottenham, Hornsey, St. Pancras, and St. Mary, Islington, in the county of Middlesex, authorised by Section 64, Sub-section B, of "The Great Eastern Railway Act, 1882."

To extend, and so far as may be necessary to revive, the periods now limited for the completion of the following railways, improvements of railways and works, that is to say,

Of the railway in the parish of East Dereham, in the county of Norfolk, authorised by Section 6, Sub-section D, of "The Great Eastern Railway Act, 1876."

Of the railway in the parish of Marks Tey, in the county of Essex, authorised by Section 7, Sub-section B, of "The Great Eastern Railway Act, 1879."

Of so much of the Bethnal Green and Bow improvement in the parish of St. Matthew, Bethnal Green, and the hamlet of Mile End Old Town, in the county of Middlesex, authorised by Section 7, Sub-section J, of "The Great Eastern Railway Act, 1876," as lies between the commencement of the said improvement in the said parish of St. Matthew, Bethnal Green, and the commencement in the said hamlet of Mile End Old Town, in the county of Middlesex, of the improvement of the Company's main line, authorised by Section 7, Sub-section 2, of "The Great Eastern Railway Act, 1881."

Of the improvement of the railway from St. Ives to Huntingdon, in the county of Huntingdon, authorised by Section 7, Sub-section C, of "The Great Eastern Railway Act, 1877."

Of the alteration of the bridge in the parish of Tottenham, in the county of Middlesex, authorised by Section 7, Sub-section Q, of "The Great Eastern Railway Act, 1876."

Of the improvement of the Newport Station in the parish of Newport, in the county of Essex, authorised by Section 8, Sub-section M, of "The Great Eastern Railway Act, 1879."

To authorise the Company to abandon or relinquish the construction of the following railways, tramways, and works,—that is to say:

Of the railway in the parish of Thorpe St. Andrew, in the county of Norfolk, authorised by Section 7, Sub-section D, of "The Great Eastern Railway Act, 1879."

Of the railway (No. 2) in the county of Norfolk, authorised by Section 4, Sub-section D, of "The East Norfolk Railway Act, 1879."

Of the tramways Nos. 1, 2, and 3, in the parish of Wisbech St. Peter, in the Isle of Ely, in the county of Cambridge, authorised by Section 43 of "The Great Eastern Railway Act, 1882."

To authorise the Company to raise or borrow, and appropriate to all or any of the purposes of the intended Act, or all or any of the purposes of the Company, any surplus capital at their disposal, or which they may have power to raise or borrow, and to alter, repeal, amend, or extend the provisions of Section 27 of "The Great Eastern Railway Act, 1877," and Section 35 of "The Great Eastern Railway (General Powers) Act, 1883," with reference to the separate capital for the purposes of the Parkeston Quay at Harwich, and in lieu of such separate capital, and for other purposes of the undertaking, to raise further money by the creation of and issue of ordinary or deferred stock or by preference stock or preference stock convertible into ordinary stock at such times and upon such terms (pecuniary or other) and conditions as the Company may think proper, or the Bill may prescribe, or by debenture stock, or by mortgage. And for the purpose of the redemption of the Great Eastern Railway 5 per cent. preference stock, 1876, issued under the provisions of the Great Eastern Railway Acts, 1874, 1876, 1877, and 1878, and of the redemption of the Great Eastern Railway (Northern Extension) 5 per cent. preference stock issued under the powers of "The Great Eastern Railway (Northern Extension) Act, 1878," to create and issue ordinary or deferred stock, or preference stock, ranking as regards priority of payment of dividend thereon in the same way as the stocks to be redeemed, or in such other way as the Bill may define, or by preference stock convertible into ordinary stock at such time and on such terms (pecuniary or other) and conditions as the Company think proper or the Bill may prescribe, and the Bill will, or may, contain further provisions for the redemption thereof of any such stock as aforesaid, or by the sale and the application of the proceeds of any such stock, or partly by one mode and partly by the other.

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

To repeal or amend the provisions, or some of the provisions, of the several Acts of Parliament following, or some of them, that is to say:—The Great Eastern Railway Acts, 1862, 1872, 1874, 1875, 1876, 1877, 1879, 1881, 1882, 1883, the East Norfolk Railway Act, 1879, and any other Acts relating to the Company; and the Companies Clauses Acts, 1845, 1863, 1869, and any other Acts amending or extending the same, so far as they relate to the Company or their undertaking.

Plans and sections of the proposed works, so far as they are of the second class specified in the Standing Orders of either House of Parliament, and of the works the periods for completing which have expired, and plans of the lands which may be subject to the compulsory powers of purchase to be conferred by the intended Act, and (where the periods for completing the works for which lands have been authorised to be taken compulsorily have expired) plans of the lands so authorised to be taken, together with books of reference to the said plans respectively, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited as follows, that is to say: In the case of all works and lands in the county of Essex, with the Clerk of the Peace for that county, at his office at Chelmsford. In the case of all works and lands in the county of Suffolk, with the Clerk of the Peace

for that county, at his office at Ipswich. In the case of all works and lands in the county of Norfolk, with the Clerk of the Peace for that county, at his office at Norwich. In the case of all works and lands in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Cambridge. In the case of all works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office, at the Sessions House, Clerkenwell. In the case of all works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans. In the case of all works and lands in the county of Huntingdon, with the Clerk of the Peace for that county, at his office at Huntingdon. Copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place in or through which the proposed works are intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, will be deposited as follows,—that is to say: In the case of the parish of St. Matthew, Bethnal Green, with the vestry clerk of that parish, at his office at Bethnal Green. In the case of the hamlet of Mile End Old Town, with the vestry clerk of that hamlet, at his office at the Vestry Hall, Bancroft-road, Mile End. In the case of any other 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 adjoining thereto, at his residence. Each such deposit, as aforesaid, will be made on or before the 29th day of November inst., and will be accompanied by a copy of this Notice, as published in the London Gazette.

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 this 13th day of November, 1884.

*W. F. Fearn*, Liverpool-street Station,  
E.C., Great Eastern Railway, Solicitor  
for the Bill.

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

In Parliament.—Session 1885.

Wakefield Corporation.

(Extension of Borough of Wakefield; To Provide for the Transfer of Property and Liabilities, the Apportionment and Adjustment of Debts and Liabilities, and to Authorise Agreements between the Corporation and Authorities affected; To Dissolve the Sandal Magna Local Board, and Detach from the District of the Wakefield Rural Sanitary Authority portions thereof; Continuance in Office of Corporation Officials; Extension of Burial Board; To Alter Existing Wards, and Provide for New Wards; To Increase Number of Aldermen and Councillors; Rearrangement of School Districts, and Dissolution of School Boards; Certain Debts and Expenses to be Charged on different parts of Extended Borough; Extension of Time for Purchase of Land and Construction of Waterworks; Alteration of Charge for Water for Domestic Purposes, and Differential Water Rents and Charges; Infectious Diseases; Private Street Works; Urinals; Telegraph and other Wires; Levy Tolls; Alteration in Mode of Levying Rates; Borrowing of Money; Bye-laws; Recovery and Application of Penalties; Building and other Provisions; Amendment and Consolidation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough

of Wakefield, in the West Riding of the county of York (hereinafter called the Corporation and Borough 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 borough so as to comprise, in addition to the existing borough, the township of Sandal Magna, the portion of the township of Alverthorpe-with-Thornes lying beyond the existing borough, a portion of the township of Stanley-cum-Wrenthorpe lying beyond the existing borough, and a portion of the township of Warmfield-cum-Heath, all within the parishes of Wakefield, Warmfield, and Sandal Magna, and in the West Riding of the county of York, and the borough so proposed to be extended will be situate and comprised within the following boundaries or limits (or so much thereof as may be prescribed by the intended Act), that is to say:—

A boundary line, commencing at the most southerly point of the township boundary of Stanley-cum-Wrenthorpe, at Kirkthorpe Wood, thence in a straight line, in a south-easterly direction, to the junction of Hell-lane and the highway on Heath Common, thence in a straight line, in a south-westerly direction, to the boundary of the township of Warmfield-cum-Heath, on the Wakefield and Doncaster-road, opposite to the entrance to the Oakenshaw Railway Station, thence along the boundary of the last-mentioned township, in a westerly direction, to its junction with the boundary of the township of Sandal Magna, thence following the boundary of, and including the township of Sandal Magna, to its junction with the boundary of the township of Alverthorpe-with-Thornes, thence along the boundary of, and including the said township of Alverthorpe-with-Thornes to its junction with the township of Stanley-cum-Wrenthorpe at Far Beck-Bottom, thence following the boundary of Stanley-cum-Wrenthorpe, in a northerly direction, along Car Gate Beck to Lingwell-road, thence along the said last-mentioned road, in a south-easterly direction, to its junction with Robin Hood Hill-lane, thence in a south-easterly direction to the most westerly point of the churchyard of Outwood Church, thence along the south-western boundary of such churchyard to the Wakefield and Leeds Main-road, and thence in a straight line to the most northerly point of the burial ground of the Outwood Burial Board, thence in a south-easterly direction along the boundary fence of such burial ground, and across a field in a straight line to a point in Ouchthorp-lane, 200 yards westerly of Coates, otherwise Coach-road, thence along Ouchthorp-lane, in a southerly direction, to the tramroad, thence in an easterly direction, along the said tramroad for a distance of 1,050 yards, and thence, in a straight line, in an easterly direction to the River Calder at Smalley Bight, and thence along the boundary of the township of Stanley-cum-Wrenthorpe, southerly, to the point first mentioned. Where the boundary line is described as passing along a road, lane, or tramroad, the centre of the road, lane, or tramroad is referred to.

The area proposed to be added to the borough 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 Cor-

poration 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 Justices of the Peace and police constables of the borough to and throughout the added area.

To extend and make applicable to the borough as proposed to be extended all or some of the laws, charters, enactments (both public and local), bye-laws, orders, regulations, and deeds now in force or operation within the existing borough, with such additions, variations, and exceptions as may be provided by the intended Act.

To dissolve the Local Board for the District of Sandal Magna, in the West Riding of the county of York, 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 such Local Board.

To detach so much of the townships of Alverthorpe-with-Thornes, Stanley-cum-Wrenthorpe, and Warmfield-cum-Heath as are proposed to be added to the borough from the district and jurisdiction of the Wakefield Rural Sanitary Authority, from the district and jurisdiction of the Outwood and Stanley Burial Boards, and from the jurisdiction of the several Surveyors of Highways having control of highways within the added area, and to transfer to the Corporation all the property and liabilities situate in or properly belonging to the portion of townships so proposed to be added to the borough.

To exempt the added area from the payment of police, highway, sanitary, general district, school board, burial, local, and other rates which are, or which by law might be, levied in such area by any authority other than the Corporation or the School Board for the borough.

To authorise and carry into effect agreements between the Corporation and any Sanitary Authority, Burial Board, or Surveyors of Highways with respect to the transfer of any property, liabilities, or powers to the Corporation, or 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 differences, 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 borough, all estates, undertakings, and property now vested in or enjoyed by the Corporation for the benefit of the existing borough, but subject to the debts and liabilities affecting the same.

To continue in office the present Town Clerk, Treasurer, Auditors, Clerks, Officers, and Servants of the Corporation in respect of the extended borough.

To provide for the deposit of plans of the extended borough, 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 borough, with all the powers, rights and duties of a Burial Board under the Burial Acts, 1852 to 1871.

To alter the boundaries of the existing wards of the borough, or some of them, and to provide for the division of the borough as proposed to be extended into new wards, or partly existing and partly new wards, and either to define in the intended Act the number, names, and boundaries of the wards, or to provide for their being fixed by the Home Secretary or Local Government Board, or some Commissioner or person

appointed by them respectively; to increase the existing number of Aldermen and Councillors, and to apportion or make provision for the apportionment of existing Councillors amongst 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 borough.

To extend the present School Board district of the borough so as to include the area proposed to be added to the borough, and to constitute the members and officers of the School Board for the existing borough the members and officers of the School Board for the extended district. To provide for the dissolution of the School Board for Sandal Magna, if any, the School Board for Alverthorpe-with-Thornes, and for the transfer of the schools, buildings, property, debts, and liabilities of those Boards to the School Board for the extended borough; to detach from the district and jurisdiction of the School Board for the district of Stanley-cum-Wrenthorpe the portion of that district which is proposed to be added to the borough, and to make other provision with reference to the boundaries of the districts of the School Board for the borough and neighbouring School Boards, and the attendance of children thereat respectively. To authorise and carry into effect agreements between the School Board for the borough and the School Board for any adjoining district with reference and to empower the Education Department or other authority to settle and adjust doubts or difficulties, and to apportion any rights, property, or liabilities arising in the execution of the intended Act.

To apply to the School Board for the extended borough all or some of the bye-laws and regulations in force in respect of the School Board of the existing borough, and to render inoperative in any part of their extended district all other bye-laws and regulations.

Or to empower the Education Department, or other authority, to dissolve all or any of the School Boards whose districts are wholly or partially within the extended borough, and to form the borough as extended into one School Board district; to rearrange the boundaries of the districts of all School Boards affected, and if deemed expedient create contributory districts; and to make all necessary or proper changes in the constitution of the School Boards affected, and all other necessary or proper arrangements respecting the property, rights, and liabilities of the School Boards affected.

To make provision for charging the present debt, and any future expenses incurred by the Corporation in relation to the sewerage works, sewage lands, and street improvements on the area of the existing borough, and to charge the present debt and any future expenses incurred in respect of sewerage works, sewage lands, and street improvements in or for the benefit of the added area, or any part thereof upon such area, and to empower the Corporation to levy a separate or increased rate upon the owners and occupiers of lands and hereditaments within the several areas chargeable with such debt or expenses, and to make other provision by differential rating or otherwise for the payment of expenses in relation to the sewerage of the extended borough, or any part or parts thereof, passing through the sewers of the existing borough.

To extend the time limited by the Wakefield Corporation Waterworks Act, 1880, for the com-

pulsory purchase of land for the purposes of that Act, and to extend the time limited by that Act for the construction and completion of the works thereby authorised.

To empower the Corporation to increase or alter the scale of charge for the supply of water for domestic purposes, and to authorise them to charge a differential rate for the supply of water for domestic use outside the borough, or extended borough, and to make other provisions with reference to the charge for the supply of water, to alter the basis of valuation, and to provide for the collection and recovery of water rates, rents, and charges, and the application of the water revenue, and to make provision for meeting any deficiency therein.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channelling, lighting, repairing and taking over or adoption of streets, footways, courts, yards, and passages, or some part or parts thereof respectively, within the borough, whether public or private, the apportionment and recovery of the expenses of such works, with interest and commission, from the owners or occupiers of the adjoining or neighbouring lands, houses, or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale and letting, and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses to authorise agreements between the Corporation and owners with limited interest in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters or some of them to alter or render inapplicable the provisions of the Public Health Act, 1875.

To make further provisions with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the providing of temporary or permanent hospitals or shelters for persons suffering from infectious diseases and for families turned out of infected premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, prohibition of the letting of infected premises, the furnishing of certain particulars by cowkeepers and others, and penalty for offences under Section 84 of the Public Health Act, 1875.

To provide that no urinal or similar convenience shall be made in or adjoining any street without the consent of the Corporation, and for the removal of any urinal or other convenience if so placed as to be offensive to public decency.

To empower the Corporation to prohibit or regulate by licence or otherwise the placing or maintaining of wires, conductors, cables, tubes, or other projections, works, or things, over, above, along, across, or beneath streets or other public places within the extended borough.

To alter or extend the definition of new buildings in relation to the Public Health Act, 1875, and any local Acts in force within the borough, and to extend Section 56 of the Wakefield Improvement Act, 1877, so as to include the addition to or alteration of (either internally or externally) any building or room adjoining or in the principal building. And also to amend Section 66 of the last-mentioned Act, and to empower the Corporation to prescribe the material upon which any plans submitted to them are to be drawn.

To make provision for the authentication, proof,

and service of orders, resolutions, notices, summonses, and other documents, and the protection of notice boards.

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 empower the Corporation to make, assess, levy, and collect the borough rate, and to amend or render inapplicable all or some of the provisions of the Municipal Corporations Act, 1882, in relation to the making, assessing, levying, and recovery of borough rates, and to make other provision for the consolidation or collection by the Corporation or by the overseers of all or some of the rates, rents, and charges for the time being leviable or recoverable within the extended borough, and to enable the Corporation to recover any such rates, rents, and charges by instalments or otherwise.

To authorise the Corporation to borrow money for any of the purposes of the intended Act, and to charge the same on the borough fund and rate, district fund, and general district rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or on any of 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 empower the Corporation to issue to the holders of any mortgage or other security, now or hereafter granted, coupons for the interest from time to time falling due thereon, and to extend all or some of the provisions of Section 58 of the Wakefield Corporation Waterworks Act, 1880, to coupons so issued.

To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of such bye-laws.

To make better provision for the prosecution of offences and recovery of penalties, whether in respect of the intended Act or any Act (public or local) in force within the borough, and for the application of such penalties, and also as to the application of fees and payments made to the borough police on the granting of pedlar's certificates and licences.

To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts and public Acts of a local character, namely: The Wakefield Borough Market Act, 1847; The Public Health Supplemental Act, 1853 (No. 1); The Wakefield Improvement Act, 1877; The Wakefield Waterworks Act, 1862; The Wakefield Waterworks Act, 1873; The Wakefield Waterworks Act, 1874; The Wakefield Waterworks Act, 1876; The Wakefield Corporation Waterworks Act, 1880; and any other Acts, if any, relating to the Corporation or their water Undertaking.

To incorporate and apply, with or without amendment, or render inapplicable all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; The Public Health Act, 1875; The Local Loans Act, 1875; The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; The Waterworks Clauses Act, 1847; The Burial Acts, 1852 to 1871; The

Public Libraries (England) Acts, 1855 to 1884; The Elementary Education Act, 1870; and all Acts amending those 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 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 Town Hall, Wakefield; with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; with the Clerk to the Local Board for the District of Sandal Magna, at his office at King-street, Wakefield; and with the Clerk to the Wakefield Rural Sanitary Authority, at his office at Tetley House, Kirkgate, Wakefield.

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 13th day of November, 1884.

*Chas. Jas. Hudson*, Town Clerk, Wakefield.

*Sharpe, Parkers, Pritchard, and Sharpe*,  
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1885.

Wigan Corporation.

(Creation and Issue of Stock and other Financial Provisions; Closing of Public Footpaths; Private Street Works; Notification and Suppression of Infectious and other Diseases; Slaughter Houses; Telegraph and other Wires; Application of Profits of Gas Undertaking; Borrowing of Money for various Purposes; Extension of Free Library Rate; Tolls, Rates and Charges; Rating of New Buildings; Bye-Laws; Returns under Municipal Act; Amendment, Repeal and Incorporation of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the Session 1885, by the Mayor, Aldermen and Burgesses of the borough of Wigan, in the county of Lancaster (hereinafter called the Corporation), for an Act for all or some of the following objects and purposes (that is to say):—

To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages, debentures, debenture stock and securities raised, granted or issued, or hereafter to be raised, granted or issued by the Corporation, under their present statutory powers or under the powers of the intended Act, or of 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, debentures, debenture stocks and securities, and the transfer and application of the sinking funds in relation thereto, and to equalise and extend the periods for such repayments, 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 by the intended Act, or hereafter be authorised to raise.

To charge the said stock upon the Borough Fund and Rate, the District Fund 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 pay off, discharge, or extinguish, either by agreement or compulsion, any of their existing mortgages, debentures, debenture stock and securities, and to enable them to enter into and carry into effect, arrangements with persons holding mortgages, debentures, debenture stock, and 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, and to empower the Corporation to compensate the holders of any such securities for any loss sustained by such exchange or conversion.

To make provision with reference to the exemption from stamp duty, in respect of the issue and transfer 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 of 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 the payment of 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 stop up and extinguish all rights of way in and over the public footpath leading from the towing path of the Leeds and Liverpool Canal at its junction with the canal feeder, thence passing along the east side of the said feeder, and continuing in a north-easterly direction under the railways of the London and North-Western Railway Company, and the Lancashire and Yorkshire Railway Company, to and across lands belonging to the Corporation, to a point near the south-western fence or boundary of the Sovereign Mill, at which point the footpath divides into two footpaths, one of which passes along the western fence or boundary of the said mill, and terminates in Darlington-street, near Victoria Bridge, and the other passes along the south and south-eastern fence or boundary of the said mill, and terminates in Warrington-lane, all which footpath or footpaths are situate in the parish, township and borough of Wigan, in the county of Lancaster, and to vest in the owners of the land on or through which the said path or paths passes the site and soil thereof.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channeling, lighting, repairing, and taking over or adoption of streets, footways, courts, yards, backyards, and passages, or some part or parts thereof respectively within the borough, whether

public or private, the apportionment and recovery of the expenses of such works, with interest and commission from the owners or occupiers of the adjoining or neighbouring lands, houses or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale and letting, and appointment of receiver, and in other respects to make further provision in relation to the ascertaining apportionment and recovery of private improvement expenses; to authorise agreements between the Corporation and owners with limited interests in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters, or some of them; to alter or render inapplicable some of the provisions of the Public Health Act, 1875.

To make further provision with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the providing of temporary or permanent hospitals or shelters for persons suffering from infectious diseases, and for families turned out of infected premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, prohibition of the letting of infected premises, the furnishing of certain particulars by cowkeepers and others, and penalty for offences under sec. 84 of the Public Health Act, 1875.

To empower the Corporation to prohibit, restrict, license, and regulate the use of existing slaughter-houses and knackers' yards, and to prevent the slaughter of animals elsewhere than in public slaughter-houses and knackers' yards provided or licensed by the Corporation, and to enable the Corporation to provide, fit up, and establish the same, and to take rents, tolls, and charges in respect of such public slaughter-houses and yards, and to make further provision in relation to licensed slaughter-houses, and the granting, suspension, or refusal of licences.

To empower the Corporation to prohibit or regulate by licence, or otherwise, the placing or maintaining of wires, conductors, cables, tubes, or other projections, works, or things, over, above, along, across, or beneath streets, or other public places within the Borough.

To empower the Corporation from time to time to apply all or some of the profits arising from their gas undertaking, market tolls, rates, rents, or other revenue, towards the maintenance of the Wigan Free Library, Museum, and School or Gallery of Art, or to such other objects or purposes as shall be prescribed or authorised by the intended Act.

To authorise the Corporation to borrow money for and in connection with their outfall sewer, for the erection of buildings on the sewage farm, for the construction and laying down of new sewers, for new streets and street improvements, for the purchase and laying out of a depot for the storing of and dealing with night-soil, ashes, and other refuse; for the completion and improvement of Mesnes Park, for the erection and fitting-up of a museum, and school, and gallery of art, and the purchase of books and objects of art and science, for the repayment or restoration of moneys misapplied or misappropriated by the late treasurer and other person or persons, for the erection, establishment, and fitting-up of slaughter-houses and knackers' yards, and for other the purposes of the intended Act, and to charge the same on the Borough Fund and Rate,



the District Fund and General District Rate, the gas and water undertakings of the Corporation, the estates, tolls, rates, rents, revenue, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, Corporation stock, 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 alter or remove the limit of rate prescribed by the Acts relating to public libraries, to empower the local authorities of adjoining or neighbouring districts to contribute to the expenses of the Wigan Free Library, and to enable the inhabitants of such districts to use such library, to authorise and confirm agreements in relation thereto, and to make other provision for providing funds for the purposes of the library.

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 exemption from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof.

To make further provision with reference to the rating of buildings erected between the making of the last valuation list, or the last rate for the relief of the poor, and the making of the next General District Rate by the Corporation.

To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of such bye-laws.

To make provision with reference to the prosecution of offenders, the bringing of actions and proceedings, evidence of appointment, or authority of officers and others, extension of time for summary proceedings for the recovery of penalties and other moneys payable to the Corporation, the proof of debts in bankruptcy and liquidations, the authentication, signing, and service of orders, contracts, and notices, and the appointment and payment of auditors and accountants.

To require the treasurer to make and furnish all returns in relation to the accounts of the borough, which by the Municipal Corporations Act, 1882, or any other public or local act, are required to be made and furnished by the Town Clerk, and to impose penalties in case of neglect or default.

To vary or extinguish all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts, and public Acts of a local character (that is to say): The Wigan Waterworks Act, 1853, The Public Health Supplemental Act, 1850 (No. 2), The Local Government Supplemental Act, 1859 (No. 2), The Wigan Waterworks Act, 1860, The Wigan Gas Act, 1861, The Wigan Rectory Glebe Act, 1871, The Wigan Improvement Act, 1874, The Local Government Board's Provisional Orders Confirmation Act, 1873, The Local Government Board's Provisional Orders Confirmation (Bournemouth, &c.) Act, 1878, The Wigan Improvement Act, 1880, and The Wigan and District (Mines and Sewers) Act, 1883.

To incorporate and apply with or without amendment, or render inapplicable all or some of the following public Acts: The Municipal Cor-

porations Act, 1882, The Public Health Act, 1875, The Local Loans Act, 1875, The Public Libraries (England) Acts, 1855 to 1884, The Bills of Exchange Act, 1882, The Bankers' Books Evidence Act, 1879, The Inland Revenue Act, 1880, The 24th and 25th Victoria, chapter 98, and The Forgery Act, 1870, and any Act amending the same respectively.

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 13th day of November, 1884.

*Maskell William Peace*, Town Clerk,  
Wigan.

*Sharpe, Parkers, Pritchard and Sharpe*,  
9, Bridge-street, Westminster, Parlia-  
mentary Agents.

In Parliament.—Session 1885.

Isle of Axholme Railway.

(Incorporation of Company; Construction of Railways in the Isle of Axholme (Haxey to Crowle); Diversion of Roads; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Power to Vary, Abandon, or Repeal the Isle of Axholme and Marshland Tramways Order, 1882; Provision for Repayment of Tramway Deposit; Dissolution of the Isle of Axholme and Marshland Steam Tramways Company Limited; Provisions for Winding-up same; Working Traffic and other Arrangements with the Manchester, Sheffield, and Lincolnshire, the Great Northern and Great Eastern Railway Companies; Incorporation, Repeal, and Amendment of Acts.)

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") for making and maintaining the railways and works hereinafter described, or some part or parts thereof respectively, in the county of Lincoln (Parts of Lindsey), together with all proper stations, sidings, junctions, approaches, bridges, roads, yards, buildings, works, and conveniences connected therewith (that is to say):

Railway No. 1, commencing in the parish of Haxey, in the county of Lincoln (Parts of Lindsey), by a junction with the joint line of the Great Northern and Great Eastern Railway (Doncaster and Gainsbro' line), at a point on that railway distant 473 yards or thereabouts, measured in a westerly direction along that railway from the west end of the up platform of the Haxey station, and terminating in the parish of Belton, in the said county, at the south side of the public highway leading from Grey Green to Westgate, at a point on that highway distant 137 yards or thereabouts, measured in an easterly direction along that highway from the Primitive Methodist Chapel at Westgate, which said railway will pass from, through, and into the parishes, townships, and places following, or some of them, viz.: Haxey, Newbig, Park, Westwoodside, Burnham, Cardside Epworth, Car Houses Belton, and Westgate, all in the said Parts of Lindsey, county of Lincoln.

Railway No. 2, commencing in the said parish of Belton by a junction with the said Railway No. 1 at the south side of the public highway leading from Grey Green to Westgate, at a point on that highway distant 137 yards or thereabouts, measured in an easterly direction along that highway from the Primitive Methodist Chapel at Westgate, and terminating in a field called Nettle Common or

Eighteen Acres, belonging to and in the occupation of George Robinson, situate in the parish of Crowle, in the said county of Lincoln, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction from the north side of the said North Soke Drain.

Railway No. 3, wholly in the said parish of Crowle, commencing by a junction with the said Railway No. 2, in a field called Nettle Common or Eighteen Acres, belonging to and in the occupation of George Robinson, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction from the north side of the said North Soke Drain, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway (Doncaster and Keadby line), at a point on that railway distant 153 yards or thereabouts, measured in a westerly direction from the west end of the down platform of Crowle Station on that railway.

Railway No. 4, wholly in the said parish of Crowle, commencing by a junction with the said Railway No. 2, in a field called Nettle Common or Eighteen Acres, belonging to and in the occupation of George Robinson, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction, parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction, from the north side of the said North Soke Drain, and terminating at the south side of the public highway called Godknow-road, leading from the town of Crowle to Godknow-bridge, at a point on that highway distant 60 yards or thereabouts, measured in a south-westerly direction along that highway, from the west end of a cottage belonging to Maria Fallowfield, in the occupation of William Smith.

All the above railways and works will be situate in the Isle of Axholme, county of Lincoln (Parts of Lindsey).

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 deposited plans, and to deviate vertically from the levels shown on the deposited sections to such an extent as may be prescribed by the Bill.

To purchase by compulsion or agreement, lands, houses, and property, and to acquire easements in or over land, for the purposes of the intended railways and works.

To vary or extinguish all existing rights and privileges connected with any lands to be purchased or affected under the powers of the Bill,

or which would be interfered with in the construction and use of the proposed railways and other works, and to confer, vary, or extinguish other rights and privileges.

To cross on the level, or over or under, and to deviate, alter, or stop up, whether temporarily or permanently, all such roads, streets, highways, rivers, canals, streams, railways, tram-roads, bridges, drains, sewers, pipes, and other works within the parishes, townships, and places afore-said as may be necessary for the purposes of the undertaking proposed by the Bill.

To levy tolls and charges for the use of the proposed railways and works, and for the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, rates, and charges.

And power will be taken in the said Bill to dissolve the Isle of Axholme and Marshland Steam Tramways Company Limited, and to make provision for distributing the assets and for winding up the affairs of such Company, and to relieve the undertakers of the Isle of Axholme and Marshland Tramways Order from proceeding with the construction thereof, and to provide for the repayment or transfer of the moneys deposited by the promoters in respect of such order to the depositors or undertakers, or to such other persons or companies as may be defined by the Bill, and to confer all necessary powers for such purposes, and for the above purposes, if need be, to alter, amend, or, in part, vary or repeal all or some of the provisions of "The Isle of Axholme and Marshland Tramways Order, 1882;" "The Tramways Orders Confirmation (No. 2) Act, 1882;" and "The Tramways Act, 1870," so far as regards the said Order.

The authorise the Company on the one hand, and the Great Northern Railway Company, the Great Eastern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any one or other of them on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance of all or any part of the railways of the Company, the supply of engines and rolling stock and machinery, and of officers and servants for the conduct and conveyance of the traffic on such railways, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, transmission, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from the traffic, the rents, payments, allowances, and rebates (whether annual or in gross) to be paid, made, or allowed by either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Acts, 1845, 1860 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Regu-

lation of Railways Act, 1868;" and "The Tramways Act, 1870."

To alter, extend, amend, and enlarge, and if need be to repeal some of the powers and provisions of the following local and personal Acts, viz.: 23 Geo. 3 cap. 13, 35 Geo. 3 cap. 107, 53 Geo. 3 cap. 161, 24 and 25 Vict. cap. 185, and also the 17 Vict. cap. 9 and the 25 and 26 Vict. cap. 140, and also 12 and 13 Vict. cap. 81, and any other acts relating to the Manchester, Sheffield and Lincolnshire Railway Company, the 9 and 10 Vict. cap. 7, and any other acts relating to the Great Northern Railway Company, the 25 and 26 Vict. cap. 123, and any other acts relating to the Great Eastern Railway Company, and the Hatfield Chase Warping and Improvement (Railway) Act, 1866.

And notice is hereby given, that plans and sections of the proposed railways and works and of the lands and houses which may be taken under the powers of the Bill, with a book of reference to such plans, an ordnance map with the lines of the proposed railways delineated thereon, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, 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 in or through which the said railways and works are intended to be made, 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 place of abode, and in the case of any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

And notice is hereby also given, that, on or before the 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.

*Parkin and Co.*, Doncaster, Solicitors for the Bill.

*Jno. Jordan*, 3, Westminster Chambers, Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

East Usk Railways.

(Incorporation of Company; Construction of Railways in the County of Monmouth; Running Powers over Portions of Great Western Railway; Working and Traffic Arrangements with Great Western Railway Company; Compulsory Purchase of Lands; Tolls, &c.; Payment of Interest out of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for effecting the purposes or some of the purposes hereinafter mentioned (that is to say):—

To incorporate a Company (hereinafter called or referred to as "the Company"), and to confer upon the Company all necessary powers for making and maintaining the railways hereinafter described, or some of them, or some part or parts thereof respectively, all in the county of Monmouth, together with all proper stations, junctions, approaches, roads, sidings, rails, tunnels, bridges, viaducts, works, and conveniences connected therewith respectively (that is to say):

(1) A Railway (No. 1) commencing in the parish of Christchurch by a junction with No. 25417. Z

the main line of the Great Western Railway Company's South Wales Railway at a point about  $8\frac{1}{2}$  chains eastward of the mile-post thereon indicating  $157\frac{1}{2}$  miles from Paddington, passing into and through the parishes of Christchurch and Nash, and terminating in the said parish of Nash in a field numbered 80 on the Tithe Commutation Map of that parish, at or near a point 52 yards measured in a southerly direction from the northern fence, and three yards measured in an easterly direction from the western fence of the before mentioned field.

(2) A Railway (No. 2) to be situated wholly in the said parish of Christchurch, commencing by a junction with the before-mentioned South Wales Railway, at a point about seven yards or thereabouts measured in an eastern direction, from the north-eastern corner of the Great Western Railway Company's signal-box, opposite Liswerry Lime Works, and terminating by a junction with the intended Railway (No. 1) at a point 24 chains or thereabouts, measured in a south-easterly direction from the eastern face of the Bridge, carrying the public road from Nash to Newport over the said South Wales Railway at Somerton.

The intended Act will authorise the Company to exercise the powers and effect the objects following (that is to say):

To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans hereinafter mentioned, or to such extent as may be authorised or prescribed by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as may be determined by or authorised under the powers of the Bill, and in either case, whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To cross, open, break up, stop up, alter, divert, or interfere with temporarily or permanently turnpike and other roads, highways, footpaths and rights of way, pipes, sewers, drains, reens, streams, rivers, canals, navigations, watercourses, bridges, railways, tramways, and telegraph and electric lines, and apparatus within the aforesaid parishes, or places, or either of them, so far as may be necessary or expedient in, or for constructing, maintaining, or using the intended railways and works, or other the purposes of the Bill.

To purchase, take, enter upon, and use compulsorily, or by agreement for the purposes of the intended railways and works, and of the Bill, lands, houses, tenements and hereditaments and any estates, rights, interests, or easements, in over or affecting the same, and to alter, vary, or extinguish any rights or privileges connected with such lands, houses, tenements, and hereditaments, and to confer other rights and privileges.

To demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railways and works, and upon the portion of the Great Western Railway Company's railway which it is proposed to enable the Company to run over, work, and use as hereinafter mentioned, to alter existing tolls, fares, rates, and charges now authorised to be taken, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company, notwithstanding any-

thing in "The Companies' Clauses Consolidation Act, 1845," or any other Act of Parliament contained to the contrary, to pay out of their capital and funds interest or dividends on any shares or stocks of the Company during such time as may be limited by the Bill.

To empower the Company on the one hand, and the Great Western 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 working, use, management, and maintenance by the Great Western Railway Company of the intended railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting Companies, the supply and maintenance of engines, stock, and plant, the erection, formation, and providing by the contracting Companies of terminal and other stations, platforms, buildings, booking and other offices, warehouses, sheds, approaches, telegraphs, telephones, signals, water, watering places, and water engines, engine sheds, standing room for engines and carriages, sidings, machinery, works, and conveniences of or connected with the respective railways and undertakings of the contracting companies, and the maintenance, use and repair thereof respectively, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them, the employment of officers and servants, and the appointment of joint committees for carrying into effect any objects or provisions of any such contracts, agreements, or arrangements, or of the Bill, and to sanction and confirm any agreements which may be made touching any of the matters aforesaid.

To empower the Company and any company or persons, for the time being, working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work and use with their engines, carriages and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the following portion of railway, or some part or parts thereof respectively, that is to say:

So much of the railway of the Great Western Railway Company as lies between the junctions, hereinbefore described of the proposed Railways No. 1 and 2, with that railway and the Newport Station of that Company, including that station and all other stations, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portion of railway and station.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or any such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

The Bill will, so far as may be necessary for any of the purposes thereof, alter, amend, enlarge, or repeal the provisions or some of the provisions

of 5 and 6 William IV., cap. 107, and any other Act or Acts relating to or in anywise affecting the Great Western Railway Company or their undertaking.

And notice is hereby also given, that plans and sections of the works proposed to be authorised by the Bill, showing the lines, situations, and levels of the said intended railways and works, and the lands which may be taken 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 of Monmouth, at his office at Usk, in the said county, 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 hereinbefore mentioned in or through which the intended works will be made, or in which any lands intended to be taken for the purposes thereof are situate, together with a copy of this Notice as published as aforesaid, will be deposited with the parish clerk of each such 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 20th day of December next.

Dated this 15th day of November, 1884.

*Joseph Gibbs*, 27, Chancery Lane, London ;  
*Gibbs, Llewellyn*, and *Lock*, Newport,  
(Mon.), Solicitors for the Bill ;  
*J. C. Rees*, 13, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament—Session 1885.

Croydon Corporation Gas.

(Power to Corporation of Croydon to purchase, by compulsion or agreement, the Undertaking of the Croydon Commercial Gas and Coke Company, hereinafter called the Croydon Company, and a portion of the Undertaking of the Crystal Palace District Gas Company, hereinafter called the Crystal Palace Company, To supply Gas in the Borough of Croydon and Neighbourhood ; To raise Money ; To issue Stock ; To levy Gas Rates or Charges ; To amend Acts relating to the Croydon Company and Crystal Palace Company respectively, and to incorporate Acts.)

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 Croydon, in the county of Surrey, acting as the Urban Sanitary Authority of the said borough (hereinafter called the Corporation), for leave to bring in a Bill and to pass an Act for the following, or some of the following, among other purposes (that is to say):

1.—To authorise and empower the Corporation to purchase by compulsion or agreement, and to provide for the transfer to and vesting in the Corporation of all or any part of the undertaking, works, lands and property (real and personal) of the Croydon Company, now belonging, or which at the date of the transfer may belong to the Croydon Company, and also all property, powers, rights and privileges and authorities which now belong, or at the time of the said transfer may belong, to the Croydon Company, in connection with or in relation to their undertaking, or any part or parts of such undertaking, works, lands or property, powers, rights, privileges and authorities, for such price or consideration and upon such terms and conditions as may be determined by arbitration, or as may be agreed upon between the Croydon Company and the Corporation, or as may be expressed and provided for by the Bill,

and to authorise and require the Croydon Company to sell and transfer their undertaking, property and rights, or such part or parts thereof accordingly, and, if need be, to dissolve the Croydon Company and make provisions for the winding up of the affairs of the said Company, and the distribution of their funds and effects among their shareholders and creditors, or for such other disposal of such funds and effects as may be agreed upon or defined by the Bill.

2.—To authorise the Corporation to purchase, by compulsion or agreement, and to provide for the transfer to and vesting in the Corporation of so much of the undertaking, works, lands and property of the Crystal Palace Company (real and personal) now belonging, or which at the date of the transfer may belong, to the Crystal Palace Company, as are situate within the said borough, and also all property, powers, rights, privileges and authorities which now belong, or at the time of the said transfer may belong, to the Crystal Palace Company, in connection with or in relation to the said portion of their undertaking, or any part or parts of such undertaking, works, lands, property, powers, rights, privileges and authorities, for such price or consideration, and upon such terms and conditions as may be determined by arbitration, or as may be agreed upon between the Crystal Palace Company and the Corporation, or expressed and provided for by the Bill, and to enable and require the Crystal Palace Company to sell and transfer the said portion of their undertaking, property and rights, or such part or parts thereof accordingly.

3.—To provide for the severance of the said portion of the undertaking of the Crystal Palace Company from the remainder thereof, and for the payment of the purchase money or other consideration to the Company, or for the distribution thereof among the shareholders of the Crystal Palace Company, or other persons entitled thereto, or in any manner which may be defined in the Bill, or which Parliament may prescribe.

4.—To empower the Corporation to carry on the undertaking of the Croydon Company, and so much of the undertaking of the Crystal Palace Company as they may acquire, and to sell and supply gas within the limits hereinafter defined, and to have and exercise all or any of the powers, rights, authorities and privileges of the Croydon Company in relation to the whole of their undertaking and of the Crystal Palace Company in relation to the said portion of their undertaking, in as full and ample a manner as the said Companies respectively may or can lawfully exercise the same respectively, and also to have and exercise all powers and rights usually conferred upon gas companies or sanitary authorities supplying gas, and particularly power to maintain, improve, alter and enlarge the gas works of the said Companies, or either of them, to be acquired under the intended Act; to empower the Corporation to manufacture, sell, and supply gas within the limits hereinafter defined; to break up sewers, drains, mains, pipes, streets, roads, and places, and temporarily or permanently to stop up or interfere with streets, roads, paths, highways, and passages within the limits of supply; to lay, repair, and maintain mains, pipes, and other works; to manufacture, sell, let, hire, or otherwise deal with meters, fittings, and other apparatus, articles, and things; to acquire, hold, and use patent rights and licences; to sell, supply, and distribute gas at such a price or prices, and upon such terms, and subject to any conditions which may be defined in the Bill; and upon the lands and property of the said Companies respectively intended to be acquired as aforesaid to manufacture, sell, store, and dispose

of gas, coal, coke, tar, and the residual products arising in the manufacture of gas; to supply gas for public and private purposes, and for lighting the public and other streets, thoroughfares, passages, and places within the limits to be prescribed in and by the Bill. The limits within which it is intended to authorise the Corporation to supply gas will or may comprise the borough of Croydon, and the parishes of Addington, Beddington, Coulsdon, and Sanderstead, all within the said county of Surrey, or any part or parts thereof.

5.—To enable the Corporation to sell, let on lease, or otherwise dispose of any lands which may be acquired by them under the powers of the intended Act, and any of the lands or property or any portion of the undertaking of the Croydon Company when acquired by the Corporation which it may be deemed to be expedient to sell, let on lease, or otherwise dispose of.

6.—To enable the Corporation to levy, and to demand, take, and recover rates, rents, and charges in respect of the supply of gas and of meters, and to apply such rates, rents, and charges, and any money belonging to, or under the control of, the Corporation, to all or any of the objects or purposes of the intended Act.

7.—To authorise the Corporation to raise money by mortgage, bond, annuities, terminable or perpetual debentures, debenture stock or otherwise for any of the purposes of the intended Act, upon the security of the undertaking, rates, revenues, and property which they may acquire under the intended Act, and of the Borough Rate and Borough Fund of the said borough, and of the District Rate and District Fund of the said borough, and any other rate or rates levied within the said borough, and of the estates, rates, and revenues, and property of the Corporation, or any of them, or any part or parts thereof respectively, and to make such other provisions with regard to the issue and conversion of any of the before-mentioned securities as may be deemed convenient.

8.—To authorise, confirm, and give effect to any agreement which, before the passing of the intended Act, may be made between the Corporation and the said Companies, or either of them, in relation to the matters aforesaid, or any of them.

9.—To enable the Corporation to enter into, and carry into effect, contracts or agreements with any sanitary or other authority, body, or person within the limits of supply of the said intended Act, for the supply of gas or residual products.

10.—The Bill will or may incorporate with itself all or some of the powers and provisions of "The Gasworks Clauses Act, 1847," and "The Gasworks Clauses Act, 1871," and alter and amend, and if necessary repeal, either wholly or in part, or re-enact and incorporate with the Bill in extenso, or by reference and with such variations, modifications, and exceptions as may be deemed expedient, and to make applicable to the borough, all or some of the provisions of the Acts following, or any other Acts relating to the said Companies, or either of them, viz., "The Croydon Gas Act, 1866," and "The Croydon Gas Act, 1877," "The Crystal Palace District Gas Company's Act, 1858," "The Crystal Palace District Gas Company's Amendment Act, 1865," and "The Crystal Palace District Gas Act, 1873." The Bill will vary and extinguish all or some of the rights and privileges of the Croydon Company and the Crystal Palace Company, and all other rights and privileges which will interfere with the purposes of such Bill, and confer all

such rights and privileges as may be expedient for such purposes.

11.—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 15th day of November, 1884.

*C. M. Elborough*, Town Clerk, Croydon,  
Solicitor for the Bill.

*Wyatt, Hoskins and Hooker*, 28, Parliament  
Street, Westminster, Parliamentary  
Agents.

Board of Trade.—Session 1885.

Chelmsford Gas.

(Application to the Board of Trade under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order for Power to Use Lands for the Manufacture and Storage of Gas, &c., and to Extend Gas Works; to Raise Additional Capital; to Purchase and Sell, &c., Gas Stoves, Engines, Fittings, and other Gas Apparatus; to Supply Gas in Bulk; Agreements with Local Authorities, &c.; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that an application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Chelmsford Gas Light and Coke Company (hereinafter called "the Company"), for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," for all or some of the following purposes (that is to say):—

1. To enable the Company to extend and enlarge their existing gas works at Chelmsford, in the county of Essex, and to construct, maintain, and use additional works for the manufacture, storage, and supply of gas, and for the manufacture, conversion, and utilization of residual products, producible or resulting from the manufacture of gas upon the following lands (that is to say):

A piece of freehold land situate in the parish of Springfield, in the county of Essex, and belonging or reputed to belong to the Company, bounded on the north-east partly by other land belonging or reputed to belong to the Company, and occupied by their existing gas works, and partly by land belonging or reputed to belong to the Chelmer and Blackwater Navigation Company, on the north-west by land belonging or reputed to belong to Christopher John Wenden, on the south-east by other land belonging or reputed to belong to the said Chelmer and Blackwater Navigation Company, and on the south-west by other land belonging or reputed to belong to the Company and occupied by their existing gas works, together with the eleven cottages now standing and being upon the said piece of land, which said piece of land contains by admeasurement two roods and 30 perches, or thereabouts.

2 To raise further capital by the creation and issue of new shares or stock, with or without a preference or priority, in payment of interest or dividend, and upon such terms and conditions as may be prescribed in the intended order, and by borrowing on mortgage debenture stock or otherwise, including a power to borrow and to create and issue debenture stock, as well in respect of the existing or authorised capital as well as of the further capital to be raised under the intended Order.

3. To authorise the Company to manufacture, purchase, sell, or let, or otherwise deal in and fix, set up, alter, repair, maintain, remove, and refix

gas and other apparatus, engines, stoves, ranges, fittings, pipes, and other appliances, articles and things for the warming, heating, lighting, or ventilating of houses, buildings, and other places, and for the cooking of food and for motive power and all other purposes for which gas is or hereafter may be used, and to require and take such remuneration in money or such rents and charges for the sale, supply, fixing, setting up, letting or use of such apparatus, engines, stoves, fittings, pipes, and other appliances, articles, and things as aforesaid as may be agreed upon between the Company and the persons to or by whom the same are sold, let, or used or otherwise as may be provided by the intended Order.

4. To empower the Company to supply gas in bulk to any Corporation, Local Board, Sanitary or other Public Authority, company, or person, either within or beyond the Company's present limits of supply, and to enable the Company on the one hand and any Corporation, Local Board, Sanitary or other Public Authority, company, or person on the other hand, to make and carry into effect contracts, agreements, and arrangements for or with respect to the supply of gas in bulk or otherwise, for any public trading or other purpose, and to authorise any such company, Local Board, Sanitary or other Public Authority to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement.

5. To incorporate with the intended Provisional Order all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Gas Works Clauses Act, 1847;" and "The Gas Works Clauses Act, 1871;" and to repeal, alter, or amend all or some of the provisions of the Deed of Settlement of the Company, dated the 8th day of November, 1819, the Regulations for Management of the Company, dated the 22nd day of April, 1873, under which the Company now carry on their business, and the Chelmsford Gas Order, 1874.

6. To vary or extinguish all existing rights and privileges which would interfere with the powers and objects to be sought for by the intended Order, and to confer other rights and privileges.

7. On or before the 29th day of November instant a copy of this Notice, as published in the London Gazette, together with a map showing the land proposed to be used for the manufacture and storage of gas and residual products, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the same county, and at the office of the Board of Trade, Whitehall, London.

8. On and after the 23rd day of December next, printed copies of the draft Provisional Order, as deposited at the Board of Trade, can be obtained at the office of Messrs. Gepp and Sons, Solicitors, Chelmsford, and at the office of Mr. R. W. Cooper, Parliamentary Agent, 4, Westminster Chambers, Victoria-street, S.W., on payment of one shilling for each copy, and after the Board of Trade have settled and made the said Provisional Order, printed copies thereof will be supplied to all persons applying for the same at the offices aforesaid at the before-mentioned price.

9. Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter addressed to the Assistant Secretary of the Rail-



way Department of the Board of Trade on or before the 15th day of January next ensuing, and copies of such objections must at the same time be also sent to the Company or to their Parliamentary Agent as undermentioned; 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 or their Parliamentary Agent.

Dated this 18th day of November, 1884.

*Gepp and Sons*, Chelmsford, Solicitors for the Company.

*R. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1885.

Falmouth Rector's Rate and Tithe Abolition. (Abolition and extinguishment of Rector's Rate and Tithe; Amendment or Repeal of Acts 16 Charles II, No. 18, and 22 and 23 Charles II, No. 20; fixed annual payment to the Rector of Falmouth; agreements between Corporation, Local Board and Rector of Falmouth; borrowing of money by the Corporation and Local Board of Falmouth.)

**A** PPLICATION is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To alter and amend (and so far as needful for the purposes of the intended Act), to repeal the Act of the 16 Charles II, No. 18, entitled "An Act for the making of the Church erected at Falmouth, a Parish Church and noe parte of the Parish of Gluvias or Chapelry of Saint Budocke." And also the Act 22 and 23 Charles II, No. 20, entitled "An Act for the better explanation of an Act made in this present Parliament entitled an Act for the making of the Church erected at Falmouth a Parish Church, and no part of the Parish of Gluvias or Chapelry of Budocke."

To abolish and extinguish the tithe expressed in the said firstly mentioned Act to be leviable by the parson of the Parish Church of Falmouth (hereinafter referred to as "the Rector of Falmouth"), and the rate leviable on his behalf in the borough and parish of Falmouth.

To provide for the payment to the Rector of Falmouth (in lieu of the tithe and rate leviable under the said Acts) of a fixed annual sum of £1,350, to be freed and exempt from poor and local rates, and all other deductions except income tax.

To charge the payment of the said sum of £1,350 on all property in the borough and parish of Falmouth respectively according to its rateable value for the time being, and to provide for the payment thereof by the persons by law rateable to poor rates in the borough and parish of Falmouth respectively, in the same manner as the poor rate.

To authorise and empower the mayor, aldermen, and burgesses of the borough of Falmouth (hereinafter called "the Corporation"), and the Local Board for the parish of Falmouth (hereinafter called "the Local Board"), to borrow on the security of the borough fund and borough rate, and of the general district fund and rate respectively, or on such other fund or rate as may be defined in the Bill, such a sum as may be sufficient to pay the costs of the intended Act and also part of the costs of certain litigation now pending between the Assessment Committee of the Falmouth Union and the Corporation and Local Board on the one hand, and the Rector of Falmouth on the other hand, as to

certain arrears of rates due or claimed to be due from the said Rector, and also the amount of such arrears or part thereof.

To confirm or give effect to any agreement or arrangement now made or which, prior to the passing of the intended Act, may be made between the Corporation, the Local Board, and the Rector of Falmouth with respect to any of the matters aforesaid.

The Bill will confer on the Corporation and the Local Board all such rights, powers, and privileges as may be necessary to give effect to the objects of the intended Act, and it will vary and extinguish any rights and privileges which would interfere with the objects of the intended Act, and may confer, vary, or extinguish other rights and privileges.

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

*Genn and Nalder*, Falmouth, Solicitors.

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

In Parliament.—Session 1885.

London Brighton and South Coast Railway.

(Tolls, Rates, and Charges.)

(Uniformity of Tolls, Rates, and Charges; New Classification of Goods, &c.; Fixing Tolls, Rates, Terminals, and Charges; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the London Brighton and South Coast Railway Company (hereinafter referred to as "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 equalise and make uniform the tolls, rates, and charges to be demanded and taken by the Company for and in respect of traffic conveyed by them, both on the London Brighton and South Coast Railway (including all railways amalgamated therewith) and all other railways leased to or worked by the Company, or over which the trains of the Company may from time to time pass, or on some of those railways;

And to classify, for the purpose of tolls and rates to be levied and charges to be made by the Company, the various animals, goods, articles, and things which are or may be carried by railway companies, and to define and declare the tolls, rates, and charges to be levied and made by the Company for the conveyance thereof, the use of the railway and works, waggons, carriages, and locomotive power, and to provide for the payment and recovery thereof;

And to authorise the Company to make terminal and other charges in respect of the use of stations, sidings, wharves, and other works and conveniences, and of any accommodation afforded by the Company and services rendered by them of what nature and kind soever, and to provide for the payment and recovery thereof;

The Bill will, or may, define for the purpose of such tolls, rates, and charges, the meaning and extent of the expression "The London Brighton and South Coast Railway," so as to include therein (for that purpose) all railways amalgamated therewith, or which are leased to or worked by the Company, or over which the trains of the Company will or may run, or some

of those railways; and the provisions of the Bill will or may also extend to and include the traffic conveyed by the Company over the following railways, or some of them:—

(A) The following lines owned jointly by the Company and the London and South Western Railway Company, viz.:—

The joint lines of the two Companies authorised by "The Brighton and Chichester (Portsmouth Extension) and London and South Western Railways Act, 1847," and the railway authorised by "The Joint Portsmouth Railway Extension Act, 1873"; The Tooting Merton and Wimbledon Railway;

The Isle of Wight and Ryde Pier Railway;

(B) The following lines owned jointly by the Company and the South Eastern Railway Company:—

That portion of the Croydon and Oxted and East Grinstead Railway which is jointly owned by them;

The Woodside and South Croydon Railway;

(C) The Hayling Railways;

(D) The Brighton and Dyke Railway;

(E) The West London Extension Railway;

(F) The East London Railway:

The Bill will, or may, amend or repeal, so far as necessary for the purposes aforesaid, those provisions of the Acts relating to the London Brighton and South Coast Railway, as defined for the purpose of the intended Act, which affect the tolls, rates, terminal and other charges to be levied and taken by the Company, and also of any other local Act relating to the Company or their railway, or any of the other railways and undertakings hereinbefore specified.

The Bill will vary and extinguish all rights and privileges which would interfere with its objects, and will provide for the alteration and variation of tolls, rates, and charges, and confer, vary, and extinguish exemptions from tolls, rates, and charges.

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.

*Norton, Rose, Norton and Co., 6, Victoria-street, Westminster, S.W., Solicitors.*

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

In Parliament.—Session 1885.

Highgate, Finchley, and Barnet Tramways. (Incorporation of Company; Construction of Tramways from Highgate to Barnet; User of Streets; Gauge; Mechanical Power; Compulsory Purchase of Lands; Working Agreements with Steep Grade Tramways and Works Company, Limited; Tolls; Amendment of Act).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885, for leave to bring in a Bill for effecting the purposes or some of the purposes following:—

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to construct and maintain the following street tramways, or some or one of them, or some part or parts thereof respectively, with all proper works and conveniences in connection therewith.

Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins

the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

Tramway No. 1, commencing in the parish of Hornsey, in the county of Middlesex, by a junction with the existing tramways of the Steep Grade Tramways and Works Company, Limited, in High-street, Highgate, at a point 2 chains or thereabouts short of the north-western termination of the said tramways, passing thence along High-street, North-hill, and the road leading from Highgate to Barnet, and terminating in the said road, in the parish of Finchley, in the county of Middlesex, at the intersection of the road from East End, Finchley, to Fortis-green with the said Barnet-road.

Tramway No. 1 will be a double line throughout. Tramway No. 2 commencing in the parish of Finchley, in the county of Middlesex, by a junction with Tramway No. 1 at the termination thereof, passing thence along the aforesaid road from Highgate to Barnet, through Whetstone, along Frickler's Hill and North-road, into High-street, Chipping Barnet, and terminating in the parish of Chipping Barnet, in the county of Herts, at a point in High-street, Chipping Barnet, 4 chains or thereabouts, measured along the High-street in a south-easterly direction from the south-east boundary wall of St. John's-churchyard.

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

- (a) From the commencement of the tramway to a point 3 chains therefrom, measured along the tramway in a northerly direction.
- (b) From a point 3 chains south-east of the intersection of Church-lane, East End, Finchley, with the road upon which Tramway No 2 is to be laid, to the said point of intersection.
- (c) From a point 21 chains south of the milestone marked London 7, Barnet 4, to a point 18 chains south of the same milestone.
- (d) From a point 5 chains south of the last-mentioned milestone, to a point 2 chains south of the same milestone.
- (e) From a point 1 chain 20 links south of the intersection of Summers-lane to a point 1 chain 80 links north of the said intersection.
- (f) From a point 3 chains 40 links north of the intersection of the road leading to Wood House and Danger-place, for a distance of 3 chains northwards.
- (g) From a point 3 chains 20 links north of the milestone marked London 8 miles, Barnet 3 miles, to a point 6 chains 20 links north of the same milestone.
- (h) From a point at the intersection of Church-path with the Highgate and Barnet-road at Whetstone, which point is 12 chains or thereabouts south of the intersection of Swan-lane with the same road for a distance of 3 chains northwards.
- (i) From the intersection of Totteridge-lane with the Highgate and Barnet-road at Whetstone for a distance of 3 chains northwards.
- (k) From a point opposite the centre of the Black Bull Public-house at Whetstone for a distance of 3 chains northwards.
- (l) From a point 5 chains or thereabouts south

of the intersection of Lyonsdown-road with Prickler's Hill, to the said intersection.

(m) From the intersection of the New Barnet-road with the North-road near the Queen's Arms Public-house at Underhill for a distance of 3 chains towards Chipping Barnet.

(n) From a point in the High-street of Chipping Barnet 3 chains 50 links or thereabouts south-east of the intersection of the lane leading to the gasworks known as Victoria-lane, to a point 1 chain 50 links or thereabouts north-west of the said intersection.

In the following instances the tramways will be laid along the roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of such roads and the nearest rail of the tramway.

Tramway No. 1 in High-street, Highgate, from a point 5.50 chains or thereabouts north-west of the intersection of South-grove with High-street, Highgate, to a point 6.70 chains or thereabouts north-west of the aforesaid intersection of South-grove.

For a distance of 30 links measured in a north-westerly and south-easterly direction respectively, on each side of the gate-posts of the old turnpike gate, opposite the public-house known as the "Old Gate House" at Highgate.

From a point on North-hill 9.50 chains or thereabouts north-west of the milestone marked London 5, Barnet 6, to a point 16.20 chains or thereabouts north-west of the same milestone.

From a point opposite the north-western side of the Wellington Inn, to a point about 5 chains distant therefrom, measured towards Barnet.

From a point 1 chain or thereabouts north-west of the intersection of an occupation road, leading through Gravel Pit Wood to Southwood-lane, near the junction of North-hill with the Archway-road, to a point 3.50 chains or thereabouts from the said intersection, measured towards Barnet.

From a point opposite the centre of that part of Manor Farm House which abuts on the road to Barnet about 8.30 chains north-west from the intersection of the occupation road last mentioned for a distance of about 6.60 chains, measured towards Barnet.

From a point 19.25 chains or thereabouts, measured in a south-easterly direction from the centre of the bridge carrying the Edgware and High Barnet Branch of the Great Northern Railway, over the road from Highgate to Barnet to a point 17.25 chains or thereabouts, measured in the same direction from the same point.

From a point 11 chains or thereabouts, measured in a south-easterly direction from the centre of the bridge carrying the Edgware and High Barnet Branch of the Great Northern Railway over the road from Highgate to Barnet to a point 8 chains or thereabouts, measured in the same direction from the same point.

The proposed tramways will be made, and pass from, in, through, or into the following parishes, or some of them, that is to say:—St. Pancras, Hornsey, and Finchley, in the county of Middlesex, and Chipping Barnet, in the county of Herts.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to work the said tramways, or some of them, or some part or parts

thereof, by means of the system of cable traction now in operation on Highgate-hill, or some other system of cable worked by stationary engines or by other mechanical or motive power, and by animal power, or by any of those means.

To authorise the Company to enter upon and open the surface of and to alter, stop up, remove, and otherwise interfere with streets, highways, public roads, ways, footpaths, bridges, canals, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of the proposed tramways or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, engine houses, engines, and other conveniences on any such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, or such wheels as may be best adapted to the particular system of working to be employed.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, or such other wheels as aforesaid, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any of such traffic, and to enable such Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State or the Board of Trade

or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

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

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

To enable the Company and the bodies or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To enable the Company and the Steep Grade Tramways and Works Company, Limited, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all, or any of their respective tramways and works, or any part or parts thereof respectively the supply of rolling stock, plant and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreement which has been or may be made touching any of the matters aforesaid.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of "The Tramways Act, 1870."

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in that county; with the Clerk of the Peace for the county of

Hertford, at his office at St. Albans, in that county; with the clerk to the Urban Sanitary Authority of Hornsey, at his office at Southwood-lane, Highgate; with the clerk to the Urban Sanitary Authority of Finchley, at his office at Queen's-terrace, Church-end, Finchley, and with the Clerk to the Urban Sanitary Authority of Chipping Barnet, at his office in High-street, Barnet, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, and extra-parochial places, from, in, through, or into which the intended street tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said 29th day of November as follows:—As relates to the parish of St. Pancras with the Vestry Clerk of that parish, at the Vestry Hall, Pancras-road, N.W., and as relates to the other parishes in or through which the tramways are proposed to be laid with the parish clerk of each such parish at his residence, and in the case of any 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 14th day of November, 1884.

*Fowler, Christie, and Co.*, Victoria-mansions, Westminster, S.W., Solicitors for the Bill.

*C. J. Hanly and Co.*, 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1885.

London and Blackwall Railway.

Widening and Improvement of London and Blackwall Railway from near Fenchurch-street Station to Stepney Junction. Extension of Bridges over Leman-street, Mill Yard-lane, and Back Church-lane. Stopping up of Streets, &c. Compulsory Purchase of Lands. Tolls. Power to London and Blackwall Railway Company to apply Existing Funds and raise Additional Capital. Agreements as to Joint Exercise by Great Eastern and London and Blackwall Railway Companies of Powers of Bill. Agreements between Great Eastern and London, Tilbury, and Southend Railway Companies as to Construction, &c., of Widening. Applying Sec. 33 of London, Tilbury, and Southend Railway Act, 1882. Extension of Time for the Sale of Surplus Lands. Amendment and Repeal of Acts, &c., &c.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the London and Blackwall Railway Company and the Great Eastern Railway Company (hereinafter called "the Companies"), or one of them, for leave to bring in a Bill for the following, or some of the following, amongst other purposes:—

1. To enable the London and Blackwall Railway Company to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith,

(a.) A widening and improvement (No. 1) of the London and Blackwall Railway on the north side wholly in the parish of St. Mary, Whitechapel, commencing at or near the point where Little Prescott-street abuts on the said railway, and terminating at or near a point  $7\frac{1}{2}$  chains, measured in a westerly direction, from the centre of the bridge carrying the said railway over Leman-street.

(b.) A widening and improvement (No. 2) of the said railway on the north side, commencing in the parish of St. Mary, Whitechapel, by a junction with the said intended widening and improvement (No. 1) at the termination thereof before described, and terminating in the Hamlet of Ratcliffe, in the parish of St. Dunstan, Stepney, otherwise Stebonheath, at or near a point 20 yards, measured in an easterly direction, from the east side of Bower-street, where the said street abuts on the northern side of the said railway.

(c.) A widening and improvement (No. 3) of the said railway on the south side, commencing in the Hamlet of Ratcliffe, in the parish of St. Dunstan, Stepney, otherwise Stebonheath, at or near a point one chain, measured in a westerly direction, from the west side of Bower-street where the said street abuts on the south side of the said railway, and terminating in the Hamlet of Ratcliffe, in the parish of St. Dunstan, Stepney, otherwise Stebonheath, at or near the western end of the up platform (Blackwall Branch) of Stepney Junction Station.

Which said intended widenings and improvements Nos. 1, 2, and 3 will be wholly situate in the county of Middlesex, and will be made, pass from, in, through or into the parishes, extra-parochial, or other places, following, or some of them,—that is to say, Holy Trinity, Minorities; St. Botolph Without, Aldgate; St. Mary, Whitechapel; St. John, Wapping; St. George-in-the-East, St. Dunstan, Stepney, otherwise Stebonheath; St. Paul, Shadwell; Hamlet of Ratcliffe; St. Anne, Limehouse.

An alteration and extension by the lengthening thereof on the southern side of the bridge in the said parish of St. Mary, Whitechapel, carrying the said railway over Leman-street.

An alteration and extension by the lengthening thereof on the southern side of the bridge in the said parish of St. Mary, Whitechapel, carrying the said railway over Mill Yard-lane.

An alteration and extension by the lengthening thereof on the south side of the bridge, in the said parishes of St. Mary, Whitechapel, and St. George-in-the-East, or one of them, carrying the said railway over Back Church-lane.

In connection with such widenings and improvements to authorize the diversion or stopping up of the following streets, or some of them, or some part or parts thereof, that is to say, James-street, in the parish of St. George-in-the-East; Lower John-street, Cross-row, Glover's-court, Ohran's-court, in the Hamlet of Ratcliffe, in the parish of St. Dunstan, Stepney, otherwise Stebonheath, and all other streets, courts, and alleys within the area of the said intended widenings and improvements.

2. To empower the London and Blackwall Railway Company to cross, divert, alter, use, or stop up, whether temporarily or permanently, roads, streets, tramways, railways, drains, sewers, and pipes, so far as may be necessary in constructing and maintaining the said widenings and improvements; and to appropriate and use for the purposes thereof any or any part of the roads or streets so diverted, altered, or stopped up, to deviate from the line of the said widenings and improvements to any extent within the limits of deviation, to be shown upon the plans to be deposited as hereinafter mentioned, and from the levels thereof to any extent, whether within or beyond the limits in either case prescribed by the Railways Clauses Consolidation Act, 1845. To purchase, compulsorily or by agreement, lands,

houses, and other property, and to purchase and acquire, compulsorily or by agreement, easements, rights, or limited interests in or over lands, houses, or other property for the purposes of the said Bill; and to demand, levy, and recover rates, tolls, and duties upon or in respect of the intended widenings and improvements, and the works connected therewith.

3. To authorize the purchase of so much of any house, manufactory, building, or other property as may be required for the purposes of the intended Act, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

4. To authorize the London and Blackwall Railway Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise, under the provisions of the London and Blackwall Railway Lease Act, 1865, or of any of the Acts relating to the London and Blackwall Railway Company hereinafter mentioned, and for the same purpose to raise additional capital, by shares or stock, and by debenture stock or borrowing, and to attach to any such shares or stock any preference or priority of dividend or interest, and any other special privileges or advantages.

5. To authorize the Companies to enter and carry into effect agreements with reference to the exercise by the London and Blackwall Railway Company, or the Companies jointly of all or any of the powers of the Bill, and to confer all necessary powers in that behalf upon the Companies, and each or either of them.

6. To define, regulate, or prescribe the terms (pecuniary or other) and conditions upon which shares, stock, debenture stock, and debentures to be created or issued under the Bill, or any of them may or shall be issued or offered to shareholders of the Companies, or either of them, or to the public.

7. To apply to the share and loan capital which may be raised or expended by the London and Blackwall Railway Company under the powers of the Bill, the provisions, or some of the provisions, with or without modification, of the lease of the London and Blackwall Railway to the Great Eastern Railway Company, or of any existing agreement between the Companies, and to extend all or some of the powers and provisions, with or without modification, of the London and Blackwall Railway Lease Act, 1865, to the proposed widenings and improvements.

8. To authorize and empower the Great Eastern Railway Company and the London, Tilbury, and Southend Railway Company (hereinafter referred to as "the Tilbury Company") from time to time to enter into and carry into effect, vary, and rescind agreements with reference to the construction, working, use, management, and maintenance of the proposed widenings and improvements, and the raising of capital for the purposes thereof, and to sanction and confirm any agreements which have been or may be made between the Great Eastern Railway Company and the Tilbury Company with reference to any such matters, and to authorize the Tilbury Company to apply for any of the purposes aforesaid their corporate funds and revenues.

9. To amend, repeal, modify, or extend all or some of the provisions of sections 33 and 34 of the London, Tilbury, and Southend Railway Act, 1852, and the Bill will or may declare the proposed works, or some of them, or some part or parts thereof, to be a widening or additional works within the meaning of the said section 33, and as

if the same had been determined by arbitration under that section to be necessary.

10. To extend the time limited by any of the Acts relating to the London and Blackwall Railway Company for the sale of any lands not actually required by such Company for the purposes of their undertaking, and to confer further powers for the letting and disposal of any of the said lands, and to enable the said Company to hold such lands.

11. The Bill will vary and extinguish any existing rights or privileges which would interfere with its objects, and will repeal, vary, amend, or enlarge the provisions, or some of the provisions of the following Acts, or some of them, viz.:— 6 and 7 William IV, cap. 123; 1 Victoria, cap. 133; 3 Victoria, cap. 95; 4 Victoria, cap. 12; 5 Victoria, cap. 34; 8 and 9 Victoria, cap. 203; 9 and 10 Victoria, cap. 273; 11 and 12 Victoria, caps. 90 and 111; 12 and 13 Victoria, cap. 73; 13 and 14 Victoria, caps. 28 and 30; "The London and Blackwall Railway Lease Act, 1865;" "The London and Blackwall, and Millwall Extension Railway Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1868;" "The London, Blackwall, and Millwall Railway Extension Act, 1870;" "The London and Blackwall Railway Acts, 1873, 1874, 1876, 1877;" and all or any other Acts relating to the London and Blackwall Railway Company; 25 and 26 Victoria, cap. 223, and 28 and 29 Victoria, cap. 100, and all or any other Acts relating to the Great Eastern Railway Company, and 25 and 26 Victoria, cap. 8, and 45 and 46 Victoria, cap. 143, and all or any other Acts relating to the London, Tilbury, and Southend Railway Company.

12. Plans, and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which the same will or may 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 occupiers of such lands, houses, and other property, 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. Copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place in or through which the proposed works are intended to be made, or in which any lands to be taken compulsorily under the Bill are situate, will be deposited as follows:—that is to say, in the case of the parishes of St. Mary, Whitechapel, Holy Trinity, Minorics, and St. Botolph Without, Aldgate, with the clerk of the Whitechapel District Board of Works, at his office, in Great Alie-street, Whitechapel. In the case of the parishes of St. Anne, Limehouse, St. John, Wapping, St. Paul, Shadwell, St. Dunstan, Stepney, otherwise Stebonheath, and the Hamlet of Ratcliffe, with the clerk of the Limehouse District Board of Works, at his office, in White Horse-street, Commercial-road East, E. In the case of the parish of St. George-in-the-East with the vestry clerk of that parish, at his office, at the Vestry Hall, Cable-street, E. In the case of any other parish with the clerk of such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence. Each such deposit will be made on or before the 29th day of November instant, and will be accompanied by a copy of this notice as published in the London Gazette.

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.

*Hollingsworth, Tyerman, and Andrewes,*  
4, East India-avenue, London, E.C.  
*W. F. Fearn,* Liverpool-street Station,  
Great Eastern Railway, E.C.

Solicitors for the Bill.

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

In Parliament.—Session 1885.

Oswestry (Corporation) Water.

(New Reservoir and Waterworks; Impounding of Streams; Compulsory Purchase of Land and Water Rights; Levy and Alteration of Rates, Rents, and Charges; Extension of Limits of existing Market, so as to include the "Bailey Head" and "Pitcher Bank"; Repeal of Tolls, Rents, and Stallages authorised by "Oswestry Markets and Fairs Act, 1848," and Reimposition of others in Substitution; Extension or Amendment of Sections 155 and 159 of "Public Health Act, 1875" and of Section 92 of "Lands Clauses Act, 1845"; Borrowing of Money; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Burgesses of the borough of Oswestry, in the county of Salop (hereinafter called "the Corporation,") for an Act for all or some of the following purposes or objects (that is to say):—

To authorise the Corporation to make, alter, and improve, and maintain the waterworks and other works and conveniences following, or some of them, viz:

- (1.) A reservoir (the Penygwely reservoir) on the Penygwely brook to be formed by means of an embankment to be placed across the said brook at a point on the said Penygwely brook, 20 chains or thereabouts measured in a south-easterly direction from the existing intake weir of the said Corporation, which reservoir will extend from the said embankment up the said brook and terminate at a point on the said brook, five chains or thereabouts measured in a south-easterly direction from the said existing intake weir of the said Corporation, and such reservoir and works will be wholly situate in the township of Rhiwlas-issa-foel, in the parish of Llansilin, in the county of Denbigh.
- (2.) A conduit or line of pipes commencing in and out of the intended Penygwely reservoir at a point in the bed of the Penygwely brook 380 yards or thereabouts measured in a south-easterly direction from the existing intake weir of the said Corporation and terminating by a junction with the existing main conduit or pipe of the Corporation at a point 546 yards or thereabouts measured in a south-easterly direction from the said existing intake weir, which said conduit and work will be wholly situate in the township of Rhiwlas-issa-foel, parish of Llansilin, and county of Denbigh aforesaid.
- (3.) A road of access to the said reservoir to be constructed wholly on private lands, and situate wholly in the township of Rhiwlas-issa-foel, in the parish of Llansilin, in the county of Denbigh, commencing in and out of the public highway at a point in the same public highway leading from Oswestry to Llanarmon 44 yards or thereabouts east of the junction of the said highway with the



road leading to Hafodig-uchaf, and running thence in a northerly and north-westerly direction, and terminating at or near to the southerly end of the embankment of the said Penygwely reservoir at a point 95 yards or thereabouts measured in a north-easterly direction from the easterly corner of the Tyuchaf farmhouse.

- (4.) A tunnel (to be called the Cyn-y-Bwch tunnel) to contain a conduit or line of pipes wholly situate in the township of Upper Porkington, in the parish of Selattyn, in the county of Salop, commencing from a point on the existing line of pipes of the Oswestry Corporation Waterworks 564 yards measured in a westerly direction along the public highway leading from Oswestry to Llansilin from the milestone indicating two miles from Oswestry and terminating at a point on the said existing line of pipes of the said Corporation 22 yards measured in an easterly direction along the said public highway from the said milestone in a field in the said township of Upper Porkington, in the parish of Selattyn aforesaid, part of Forest Ucha Farm, the property of Colonel Gatacre, and in the occupation of John Jones.

Together with all proper embankments bridges, roads, ways, approaches, wells, tanks, basins, gauges, filter-beds, dams, sluices, weirs, outfalls, syphons, pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, trenches, channels, conduits, drains, mains, junctions, valves, engines, pumps, works, apparatus, and conveniences connected with the said works or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing or managing the same.

To empower the Corporation to take, collect, divert, impound, appropriate, and use for the purposes of their water undertaking the waters of the stream called or known as the Penygwely brook (which flows or proceeds into the Cynlleth brook, otherwise Llansilin brook, which flows into the river Tanat), and also all or any of the waters of all tributaries, brooks, rivulets, water-courses, cuts, gutters, and springs which flow into the said Penygwely brook above the proposed point of abstraction, and all waters found in or upon any of the lands proposed to be taken, or which can or may be intercepted or taken by the intended works, and also the stream, cut, gutter, or catchwater flowing out of the said brook or the source thereof to a certain farm called Tyucha, situate in the township of Rhiwlas-issa-foel, in the said parish of Llansilin, in the county of Debbigh aforesaid, and for the purpose of so diverting and appropriating all or any of the waters of the said stream, cut, gutter, or catchwater to erect or fix thereon a weir gauge or other necessary apparatus.

To empower the Corporation for the purposes of the intended works and Act to purchase or acquire by compulsion or agreement, or to take on lease any lands, houses, or buildings in the townships, parishes, and counties aforesaid, and any rights or easements in, over, or connected with any lands, houses, or buildings in the said townships, parishes, and counties.

To empower the Corporation to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned or to be defined in the intended Act.

To authorise the Corporation to lay down, maintain, alter, enlarge, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over public highways,

streets, roads, streams, paths, and railways; and for the purposes of the intended Act to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footpaths, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, watercourses, pipes, and telegraph wires and pipes within the townships, parishes, and counties aforesaid, and to appropriate the soil and surface of the streets, highways, and footpaths so stopped up or disused.

To extend and increase the powers of the Corporation to prevent the fouling of the water of any stream flowing into or communicating with any of their existing or intended reservoirs, lines of pipes, or other works.

To provide that the said intended reservoir and works shall form part of the water undertaking of the Corporation, and to enable the Corporation to exercise and enjoy in respect thereof, and of the water to be collected impounded and supplied therein and therefrom all and the like powers, rights, privileges, and authorities (including the power to make, demand, and recover water rates or rents, or other charges or payments) which they now exercise and enjoy with respect to their existing water undertaking.

To extend the limits of the existing market, so as to include the Bailey Head and the Pitcher Bank, in the borough of Oswestry, and to alter, amend, or repeal the tolls, rents, and stallages authorised by the Oswestry Markets and Fairs Act, 1848, and to reimpose others in substitution, and to grant exemptions from the payment of tolls, rents, and stallages, and to compound for the same.

To authorise the Corporation to levy tolls, rates, rents, stallages, duties, and charges, to increase or vary existing tolls, rates, rents, stallages, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, stallages, duties, and charges.

To empower the Corporation for all or any of the purposes of the intended Act, to borrow money on the security of the borough fund and rate, the district fund, and the general district rate, the water undertaking of the Corporation, the estates, tolls, rates, rents, stallages, revenues, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, to pay off and redeem existing mortgages, charges, and annuities, and to authorise the Corporation to apply any of their corporate funds, or any funds raised or authorised to be raised under any former Act to all or any of the purposes of the intended Act.

To extend the operation of sections 155 and 159 of the Public Health Act, 1875, so as to include cases of alteration and rebuilding of portions of buildings and fronts only, and to enable the Corporation in such cases to prescribe the line of rebuilding.

To authorise the Corporation, with the sanction of the Local Government Board, to purchase and acquire by compulsion or agreement so much and such part or parts of any house, building, manufactory, or premises projecting into or beyond the alignment of any street in the said borough of Oswestry, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, notwithstanding the 92nd Section of "The Lands Clauses Consolidation Act, 1845," and the 154th and 155th Sections of "The Public Health Act, 1875."

To repeal or amend the several local and private Acts and Public Acts of a local nature fol-

lowing, or some of them—viz., “The Oswestry Markets and Fairs Act, 1848,” “The Oswestry Water and Sewerage Act, 1865,” “The Local Government Board’s Provisional Orders Confirmation (Axminster Union, &c.) Act, 1879,” and to incorporate with or without alteration, “The Lands Clauses Consolidation Acts, 1845, 1860, and 1869,” “The Waterworks Clauses Acts, 1847 and 1863,” “The Commissioners Clauses Act, 1847,” “The Public Health Act, 1875,” “The Local Loans Act, 1875,” or any part or parts of those Acts respectively.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

On or before the 29th day of November, instant, duplicate plans and sections, and books of reference to such plans, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin in the said county, and with the Clerk of the Peace for the county of Salop at his office at Shrewsbury in the said county, and also with the undersigned, Joseph Parry-Jones, as the Clerk to the Urban Sanitary Authority of the district to which the said plans and sections relate; 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 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, together with a copy of this notice published as aforesaid, 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.

*Joseph Parry-Jones*, Town Clerk, Oswestry.  
*Batten, Proffitt*, and *Scott*, 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

#### Barry Dock and Railways.

(New Railways from Cadoxton, near Barry, to Cogan Pill, and in the parishes of Llantrissant, Llanwonno, and Ystradyfodwg; Extension of Limits of Deviation for Dock Works, in the parishes of Sully and Cadoxton-juxta-Barry; Compulsory Purchase of Land; Tolls and Charges; Additional Capital and Money Powers; Conversion of Shares into Preference Shares or Stock; Provisions for the Suppression of Drunkenness and Disorder; Rules, Regulations, and Bye-laws; Addition of Members to the Pilotage Board for the Port of Cardiff; Representation of the Barry Dock and Railways Company thereon; Licensing Pilots for Barry Dock; Running Powers over parts of the Railway of the Penarth Extension Railway, the Penarth Harbour, Dock, and Railway, the Taff Vale, the Rhymney Railway, and Great Western Railway Companies, and over the Railways belonging to the Marquess of Bute and his Trustees; Agreements with Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a bill for

effecting the purposes, or some of the purposes, following, that is to say:—

To authorise the Barry Dock and Railways Company (in this notice called “the Company”) to make and maintain the railways next hereinafter described, or some part or parts thereof, with all proper stations, sidings, approaches, works and conveniences connected therewith, viz.:—

**Railway No. 1.**—A railway commencing in the parish of Cadoxton-juxta-Barry, in the county of Glamorgan, by a junction with the Railway No. 1 authorised by the Barry Dock and Railways Act, 1884, at or near a point 2 miles 1 furlong 4 chains or thereabouts from the commencement of the said authorised Railway No. 1, as shown on the plans of that railway deposited in November, 1883, with the clerk of the peace for the county of Glamorgan, and referred to in the said Act, and terminating in the parish of Llandough-juxta-Cardiff, in the county of Glamorgan, by a junction with the Penarth Extension Railway (known as the Penarth Passenger Branch of the Taff Vale Railway), and the railway of the Penarth Harbour, Dock, and Railway Company (leased to the Taff Vale Railway Company), or one of those railways, at a point 280 yards or thereabouts, measuring along the said Penarth Extension Railway or Penarth Passenger Branch of the Taff Vale Railway in the direction of Cardiff, from opposite the centre of the Penarth Dock Passenger Station, which said intended railway will be made or pass from, through, or into the following parishes, townships or places, or some of them, viz.:—Cadoxton-juxta-Barry, Saint Andrews Major, Dinas Powis, Llandough-juxta-Cardiff, Sully, and Cogan, all in the said county of Glamorgan.

**Railway No. 2.**—A railway commencing in the parish of Llantrissant, otherwise Llantrisant, in the county of Glamorgan, by a junction with the Railway No. 1, authorised by the Barry Dock and Railways Act, 1884, at or near a point 18 miles 9·70 chains or thereabouts from the commencement of the said authorised Railway No. 1 as shown on the plans of that railway deposited in November, 1883, with the clerk of the peace for the county of Glamorgan, and referred to in the said Act, and terminating in the parish of Ystradyfodwg, in the county of Glamorgan, in an enclosure numbered on the Ordnance map (scale  $\frac{1}{2500}$ ) 662 in that parish, at or near the north-west boundary fence of the said enclosure, and at a point 120 yards or thereabouts south-westward of the centre of the bridge carrying the Rhondda Fawr Branch of the Taff Vale Railway over the River Rhondda on the western side of the Pentre Colliery, which said intended railway will be made or pass from, through, or into, the following parishes, townships, or places, or some of them, viz.: Llantrissant (otherwise Llantrisant), Llanwonno, Regos (otherwise Rhigos), Tonteg, Craig, Graillon, Porth, Dinas, Tonypandy, Llwynypia, Pentre, Gyfeillion, Havod, Cymmer, Ton-pentre, Treorky, Cwmparc, Trehafod, Eirw, Ton Ystrad, and Ystradyfodwg, all in the said county of Glamorgan.

To empower the Company to extend in a north-easterly direction as far as the line of high-water mark, in the parishes of Sully and Cadoxton-juxta-Barry, in the county of Gla-

morgan, that portion of the eastern limits of deviation for dock works which is shown as lying to the north of the Mark Rock on the plan of the dock works authorised by the Barry Dock and Railways Act, 1884, and deposited with the clerk of the peace for the said county of Glamorgan in the month of November, 1883.

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

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all such turnpike and other roads, streets, highways, bridges, railways, tramways, canals, rivers and streams, pipes, sewers, drains, telegraph or telephone wires and posts, within the aforesaid parishes, as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with for the purposes of the said intended railways and works.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property for the purpose of the intended railways and works and of the Bill; and also easements and rights in or over or upon lands and other property.

To authorise the Company to purchase and take by compulsion, notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any house, building, manufactory or premises without being required or compelled to purchase the whole thereof.

To authorise the purchase and taking of the following, amongst other, pieces of land, or such part or parts thereof as may be required for the intended railways and works, which land is, or is reputed to be, common or commonable land, viz. :—

Description of Common and Name of Parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
Dinas Powis Common (Parish of St. Andrew's Major).	4½ acres.	1½ acres.

To enable the Company to demand, take and recover tolls, rates, fares and charges, upon or in respect of their intended railways and works, and also upon or in respect of the railways and portions of railways, stations and works to be run over and used by the Company as hereinafter mentioned, and to alter the classification of articles for the purpose of tolls, rates, and charges under the Barry Dock and Railways Act, 1884, and the various provisions of that Act, as to tolls, rates, terminal and other charges, and to confer, vary or extinguish exemptions from tolls, rates and charges.

To alter, define, and regulate the capital and borrowing powers of the Company.

To authorise the Company to apply for the purposes of the Bill any of their existing or authorised capital or funds, and for this purpose and the general purposes of their undertaking to raise additional capital by the creation of new, ordinary, or preference shares or stocks, and by borrowing on mortgage, and by the creation or issue of debenture stocks, and to attach a preferential right to dividend to part of the Company's authorised capital.

To authorise the Company to make provisions for the suppression of drunkenness and disorder

at the Company's dock, or on any of the works, conveniences, and lands of the Company, and for the regulation of the conveyance on to the Company's premises, or from or on board any vessel therein of wines, beer, and spirituous liquors, and to make and enforce bye-laws, rules, and regulations relating thereto.

To authorise an increase of the number of the members of the Pilotage Board for the Port of Cardiff, and to provide for the Company being represented thereon.

To empower the Pilotage Board for the Port of Cardiff to license pilots for the purpose of piloting vessels into and out of the Barry Dock.

To empower the Company, or any company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or may be settled by arbitration, or be provided by the Bill, to run over, work, and use with their engines, carriages and wagons, and officers and servants, whether in charge of any engines or trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways and stations following, that is to say :—

So much of the railways belonging to or worked by the Penarth Extension Railway Company, the Penarth Harbour, Dock, and Railway Company, the Taff Vale Railway Company, and the Great Western Railway Company as will give access from the termination of the intended Railway No. 1 hereinbefore described to the station of the Great Western Railway Company at Cardiff.

So much of the railways, junctions and sidings of the Penarth Extension Railway Company, the Penarth Harbour, Dock, and Railway Company, the Taff Vale Railway Company, the Great Western Railway Company, the Rhymney Railway Company, and the railways belonging to the Marquess of Bute as will give access from the termination of the intended Railway No. 1 hereinbefore described to the West Bute Dock, the East Bute Dock, the Roath Basin, and the Roath Dock, all at Cardiff, in the county of Glamorgan, and also over all the railways connected with the docks at Cardiff belonging to the Marquess of Bute and his Trustees.

So much of the railways belonging to or leased or worked by the Taff Vale Railway Company as is situate to the northward or westward of the termination of Railway No. 7 authorised by the Barry Dock and Railways Act, 1884.

Together with the said station and all other stations, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said several portions of railways and stations.

To empower the Company on the one hand, and the Great Western Railway Company, the Taff Vale Railway Company, or any or either of them respectively, on the other hand, from time to time to enter into and carry into effect contracts, agreements and arrangements with respect to the working, use, management, and maintenance of the railways, undertaking and works of the Company, or any part or parts thereof; the management, regulation, interchange and collection, accommodation, transmission and delivery of traffic; the supply and maintenance of engines, stock and plant; the erection of wharves, piers, landing places, stores,

tramways, sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof; the fixing, collection, payment, appropriation, apportionment, or distribution of the tolls, rates, charges, income and profits arising from the respective undertakings and works of the contracting Companies, the payments, allowances, drawbacks, or rebates to be made by the contracting parties to the other of them.

To alter and amend, so far as may be necessary for the intended Act, the following local and personal Acts, namely: 24 and 25 Vic., cap. 236, the Bristol Channel Pilotage (Cardiff) Act, 1880; the Penarth Extension Railway Act, 1876; the Barry Dock and Railways Act, 1884; 6 and 7 Wm. IV, cap. 82, and any other Act relating to the Taff Vale Railway Company; 5 and 6 Wm. IV, cap. 107, and any other Act relating to the Great Western Railway Company; the Bute Docks Act, 1865; the Bute Docks Act, 1866; the Bute Docks Act, 1874; the Bute Docks Act, 1882, and all other Acts relating to the Bute Docks; 20 and 21 Vic., cap. 140, and all other Acts relating to the Rhymney Railway Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate, with or without exceptions and modifications, the Lands Clauses Consolidation Acts, 1845, 1863, 1869, and 1883; the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

On or before the 29th November instant plans and sections of the intended railways, with a book of reference to such plans, and an ordnance map with the line of the said 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 Glamorgan, at his office at Cardiff; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish or extra-parochial place in or through which the said intended railways are to be made, with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the cases of each such parish with the parish clerk thereof, at his residence, and in the case of any such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the 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.

*Downing and Handcock*, Cardiff, Solicitors for the Bill.

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

In Parliament—Session 1885.

North West Metropolitan Tramways.

(Incorporation of Company for Construction of Tramways; Alteration of Bridge and Widening of Street; Lands; Use of Cable Traction; Agreements with Local Authorities and Steep Grade Tramways and Works Company Limited.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the

session of 1885 for an Act for all or some of the following purposes (that is to say):

To incorporate a Company (hereinafter called "the Company"), and to empower them to make, form, lay down, and maintain, work, and use the tramways and other works hereinafter described, with all proper rails, plates, sleepers, and conveniences connected therewith.

Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

Tramway No. 1, commencing in the parish of St. Pancras by a junction with the tramways of the London Street Tramways Company in High-street, Camden Town, at a point  $3\frac{1}{2}$  chains or thereabouts, measured in a north-westerly direction along High-street from York-street, passing along High-street, Chalk Farm-road, over the bridge carrying the said street or road over the Regent's Canal (which bridge it is intended to reconstruct), along Haverstock-Hill and Rosslyn-street, into and terminating in High-street, Hampstead, in the parish of St. John, Hampstead, at a point opposite the end of Church-lane. Tramway No. 1 will be a double line throughout.

Tramway No. 2, wholly in the parish of St. Pancras, commencing in Albany-street, near the southern extremity thereof, at a point about  $3\frac{1}{2}$  chains south of Longford-street, passing along Albany-street, crossing over the Regent's Canal by the bridge opposite Gloucester Gate, through the open space at the junction of Albert-road, Park Village East, Gloucester-road, and Delancey-street, thence through Park-street into High-street, Camden Town, and terminating by a junction with the intended Tramway No. 1, at a point in High-street, Camden Town,  $3\frac{1}{4}$  chains or thereabouts south-east of Wellington-street.

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

In Albany-street from a point 2 chains or thereabouts south of Longford-street to a point 1 chain or thereabouts north of the same street.

In Albany-street from a point half-a-chain or thereabouts south of Cumberland-street West to a point  $3\frac{1}{2}$  chains or thereabouts north of the same street.

In Albany-street from a point  $8\frac{1}{2}$  chains or thereabouts north of Redhill-street to a point  $11\frac{1}{2}$  chains north of the same street, or thereabouts.

From a point opposite Park Village East to a point opposite Delancey-street.

In Park-street from Arlington-road to the termination of the tramway in High-street, Camden-town.

Tramway No. 3, wholly in the parish of St. Pancras, commencing in Gray's-inn-road at a point  $2\frac{1}{2}$  chains or thereabouts south-east of Wilson-street, passing along Gray's-inn-road, Manchester-street and Argyle-street, into and terminating in the Euston-road by a junction with the tramway No. 4, hereinafter described at a point  $1\frac{1}{2}$  chain or thereabouts south-west of Argyle-street.

Tramway No. 3 will be a single line except at the following places where it will be double:

From a point 1 chain or thereabouts south of

Wilson-street to a point 2 chains north of the same street; from a point 3 chains or thereabouts north of Wells-street, to a point 7 chains or thereabouts north of the same street; from a point 1 chain or thereabouts north of Sidmouth-street to a point 5 chains or thereabouts north of the same street; from a point in Argyle-street  $1\frac{1}{2}$  chain or thereabouts south of the Euston-road to the termination of the tramway.

Tramway No. 4, wholly in the parish of St. Pancras, commencing in the Euston-road by a junction with the tramways of the London Street Tramways Company, at or near the end of Belgrave-street, passing along the Euston-road into and along Ossulston-street, Charrington-street, Crowndale-road, Bayham-street, Greenland-place (which it is intended to widen on the south side), into and terminating in High-street, Camden Town, by a junction with Tramway No. 1 (hereinbefore described), 4 chains or thereabouts south-east of Wellington-street.

Tramway No. 4 will be a single line except at the following places where it will be double:

From the commencement of the tramway to a point in Ossulston-street  $2\frac{1}{4}$  chains or thereabouts north-west of the Euston-road.

From a point in Ossulston-street  $1\frac{1}{2}$  chain or thereabouts north-west of Chapel-street to a point  $5\frac{1}{2}$  chains or thereabouts north-west of the same street.

From the intersection of Aldenham-street with Charrington-street to a point in Charrington-street 3 chains north-west of the same intersection.

From the intersection of Werrington-street with Charrington-street to a point 3 chains north-west of the same intersection.

In Bayham-street from a point 2 chains or thereabouts north-west of Crowndale-road to a point 5 chains or thereabouts north-west of the same road.

In Bayham-street from a point  $3\frac{1}{2}$  chains or thereabouts south-east of Pratt-street to a point half a chain or thereabouts south-east of the same street.

From a point in Bayham-street 2 chains or thereabouts north-west of York-street to the termination of the tramway.

In the following instances the tramways will be laid along the roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, on both sides of such roads unless one side only is specified:

Tramway No. 1.—From a point in the Chalk Farm-road  $1\frac{1}{4}$  chain or thereabouts north-west of James-street, to a point  $7\frac{1}{4}$  chains or thereabouts north-west of the same point, including the whole length of the bridge known as Chalk Farm-road Bridge over the Regent's Canal.

From a point on Haverstock-hill opposite the north-west side of Steeles-road to a point opposite the south-east side of Park-road.

From a point in Rosslyn-street, Hampstead, 5 chains or thereabouts north-west of Thurlow-road and Downshire-hill to a point  $10\frac{1}{2}$  chains or thereabouts north-west of the same roads.

From a point in High-street, Hampstead, opposite the south-east side of Prince Arthur-road to a point  $3\frac{1}{4}$  chains south-east of the termination of Tramway No. 1 before described.

#### Tramway No. 2.

From a point in Albany-street 2 chains or thereabouts south of Longford-street to a point 1 chain or thereabouts north of the same street.

From a point in Albany-street half a chain or thereabouts south of Cumberland-street West to a point  $3\frac{1}{2}$  chains or thereabouts north of the same street.

From a point in Albany-street  $8\frac{1}{2}$  chains or thereabouts north of Redhill-street to a point  $11\frac{1}{2}$  chains or thereabouts north of the same street.

In Park-street, from Arlington-road, to a point  $2\frac{3}{4}$  chains east of the same road.

On the north-western side of Park-street from a point 1 chain or thereabouts from the corner of Park-street and High-street, Camden Town, to that corner and on the south-western side of High-street, from the corner of Park-street to the termination of the tramway.

#### Tramway No. 3.

At the corner of Gray's-inn-road and Manchester-street, on the south-west side of Gray's-inn-road, and on the south-west side of Manchester-street, for a distance of 1 chain or thereabouts measured each way from the corner of the kerb of those two streets.

At the junction of Manchester-street and Argyle-street for a distance of  $1\frac{1}{2}$  chain or thereabouts in either direction from such junction.

From a point in Argyle-street  $1\frac{1}{2}$  chain or thereabouts south of the Euston-road to the north end of Argyle-street.

On the south-east side of Euston-road from the corner of Argyle-street to a point 1 chain or thereabouts south-west of that corner.

#### Tramway No. 4.

In Ossulston-street from a point  $1\frac{1}{2}$  chain or thereabouts north-west of Chapel-street to a point  $5\frac{1}{2}$  chains or thereabouts north-west of the same street.

In Crowndale-road from a point  $1\frac{1}{2}$  chain north-east of Bayham-street to the junction of that street.

In Bayham-street from the junction of that street with Crowndale-road to a point  $1\frac{1}{2}$  chain north-west of that junction.

In Bayham-street from a point 2 chains to a point 5 chains north-west of Crowndale-road.

In Bayham-street from a point  $1\frac{1}{2}$  chain south-east of Greenland-place to Greenland-place.

The proposed tramways will be made and pass from, in, through, or into the following parishes, or some or one of them, that is to say: St. John Hampstead and St. Pancras, in the county of Middlesex.

Each of the said tramways hereinbefore described, is intended to be constructed on a gauge of 4 feet  $8\frac{1}{2}$  inches.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To empower the Company to execute the following works (that is to say):

To alter, and if thought fit to reconstruct, the bridge carrying High-street or Chalk Farm-road over the Regent's Canal.

To widen Greenland-place on the south side from Bayham-street to High-street, Camden Town.

To empower the Company for all or any of the purposes of their Act or undertaking to

purchase or acquire by compulsion or agreement lands and houses, or easements therein, and to erect offices, buildings, engine-houses, engines, or other works or conveniences on any such lands.

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works, in addition to those particularly specified in the notice, as may be necessary for or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, works, or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph and telephone pipes and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their place, or for the other purposes of the intended Act.

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

To empower the Company on the one hand, and the several vestries, district boards of works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To authorise and empower the Company, and all persons, corporations, and companies lawfully using the proposed tramways, to work all or any of the tramways by means of the system of cable traction now in operation on Highgate Hill, or any other system of cables or ropes worked by stationary engines, or other mechanical or motive power in addition to, or in substitution for, animal labour, except Tramways Nos. 3 and 4, which will be worked by animal labour only.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To enable the Company and the Steep Grade

Tramways and Works Company, Limited, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance by the contracting Companies, or either of them, of all or any of their respective tramways and works, or any part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreement which may have been made touching any of the matters aforesaid.

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations and amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a book of reference to such plans, and a copy of this notice, will be deposited for public inspection before the 30th day of November instant at the office of the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell; and that before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the before named parishes, together with a copy of this notice, will be deposited as follows, that is to say, as regards the parish of St. John Hampstead, with the vestry clerk of that parish at his office at the Vestry Hall, Haverstock-hill, Hampstead; and as regards the parish of St. Pancras, with the vestry clerk of that parish at his office at the Vestry Hall, Pancras-road, St. Pancras.

Printed copies of the intended Act will before the 21st day of December be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1884.

*Fowler, Christie, and Co.,* Victoria Mansions, Westminster, Solicitors.

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

In Parliament.—Session 1885.

Dore and Chinley Railway.

(New Railway and Deviations and Additional Lands; Abandonment of Parts of Authorised Railway; Additional Capital; Provisions as to Payment of Interest during Construction; Alteration of Agreement with the Midland Railway Company, and New Agreements; Power to that Company to Subscribe and to Raise Money; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1885, by the Dore and Chinley Railway Company (hereinafter called "the Company"), incorporated by the Dore and Chinley Railway Act, 1884 (hereinafter called "the Act of 1884"), for an Act for the following or some of the following purposes, and to confer upon the Company the following or some of the following powers:—

1. To empower the Company to make and maintain the new railway and the deviation



railways hereinafter described, or some or one of them, or some part or parts thereof, with all necessary stations, sidings, approaches, bridges, roads, works, and conveniences connected therewith respectively, that is to say:—

(a.) A railway (to be called "the Dore South Junction Curve"), wholly in the parish of Norton, in the county of Derby, commencing by a junction with the Chesterfield and Sheffield line of the Midland Railway, at a point  $26\frac{1}{2}$  chains or thereabouts, measured in a south-easterly direction along that line from the Booking Office of the Dore and Totley Station, and terminating by a junction with the Dore and Chinley Railway No. 1, at a point 20 chains, or thereabouts, in a south-westerly direction from the commencement of that railway, and in a certain wood or plantation known as Poynton Wood, numbered 5, in the parish of Norton, on the deposited plans of the said railway referred to in the Act of 1884.

(b.) A deviation railway (No. 1) commencing in the parish of Dronfield, in the county of Derby, by a junction with the said Dore and Chinley Railway (No. 1) as proposed to be constructed at or near the point where the southern limit of deviation of that railway is shown upon the said deposited plans as intersecting the boundary between the properties numbered on those plans 110 and 111, in the said parish of Dronfield; and terminating in the parish of Hathersage, in the same county, by another junction with the said Railway No. 1, at a point 6 miles and 4 furlongs, or thereabouts, as shown on the said plans, from the commencement thereof, and in a certain field numbered on the said plans 80 in the said parish of Hathersage. And the said intended Deviation Railway No. 1 will pass through or into the parishes, townships, or places following, or some of them, viz.:—Dronfield, Dore, Totley, Dore-with-Totley, Holmesfield, Hope, Nether Padley, Outseats, and Hathersage, all in the county of Derby.

(c.) A deviation railway (No. 2) commencing in the parish of Castleton, in the county of Derby, by a junction with the said Dore and Chinley Railway (No. 1) at a point 16 miles 4 furlongs and 2 chains, or thereabouts, as shown on the said deposited plans, from the commencement thereof, and in a certain field, numbered on the same plans 158, in the said parish of Castleton, and terminating in the parish of Chapel-en-le-Frith, in the same county, by another junction with the said Railway No. 1, at a point 18 miles 7 furlongs and 5 chains or thereabouts, as shown on the same plans, from the commencement thereof, and in a certain field, numbered on the said plans 20, in the said parish of Chapel-en-le-Frith, and the said intended Deviation Railway (No. 2) will pass through or into the parishes, townships, or places following, or some of them, viz.:—Castleton, Edale, Edale Chapel, Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Coomb Edge, Chinley and Glossop, all in the county of Derby.

2. To empower the Company to acquire by compulsion or agreement and to hold lands and houses in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended railway and deviations, and also to acquire by compulsion or agreement, and to hold for other purposes connected with their

undertaking, the lands hereinafter described or referred to, or some of them (that is to say):—

Certain lands and houses in the parish of Dronfield, in the county of Derby, on the northern side of the limits of deviation of the said Dore and Chinley Railway No. 1, shown upon the said deposited plans, and lying between the properties numbered on the said plans 41 and 42 in the said parish;

Certain lands and houses in the parish of Hope, in the county of Derby, lying south of and adjoining the properties numbered upon the said deposited plans 135 and 136 in the said parish, and between those properties and the road from Killhill Bridge past the Cheshire Cheese Inn, in the village of Hope.

3. To empower the Company to purchase and take by compulsion the piece of land hereinafter described, or so much thereof as may be required for the intended Deviation Railway (No. 1), or an easement through, and under the same, and which land is or is reputed to be common or commonable land, that is to say:—

Description of common and name of parish.	Estimated quantity within limits of deviation.	Estimated quantity required to be taken for works.
Totley Bents Recreation Ground, in the parish of Dronfield . . . . .	A. R. P. 3 3 0	2 roods.

4. To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway deviations and works, or any of them, and to confer other rights and privileges.

5. To authorise the Company to purchase and acquire so much of any property as may be required to be taken for the purposes or in exercise of the powers of the intended Act, without becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

6. To empower the Company to cross, alter, divert, and stop up, permanently as well as temporarily, such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic and telephonic apparatus as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railway and deviations, or any of the works, approaches, stations, or conveniences connected therewith.

7. To empower the Company to levy tolls, rates, and charges upon or in respect of the use of the said intended railway deviations and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively, and to confer other rights and privileges.

8. To authorise the abandonment of those portions of the Dore and Chinley Railway No. 1, authorised by the Act of 1884, which will be rendered unnecessary by reason of the intended deviations thereof.

9. To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging, or hereafter to belong to them or under their control, and for such purposes and for the general purposes of their undertaking, to raise additional capital by the

creation of new shares or stock, with or without a preference or priority in payment of dividends and by borrowing on mortgage, and by the creation and issue of debenture stock, or by any of such means.

10. To enable the Company or the directors of the Company notwithstanding anything in the Lands Clauses Consolidation Act, 1845, to the contrary, out of moneys raised or to be raised by the Company under the powers of the Act of 1884, or of the intended Act, or out of any other funds of the Company, to pay interest or dividend on the capital of the Company during the construction of the authorised and intended railways deviations and works of the Company.

11. To vary, extend, and enlarge the provisions of the agreement between the Company or certain persons on their behalf, and the Midland Railway Company, scheduled to and confirmed by the Act of 1884, and to make the same, and the guarantee thereby authorised, applicable to the said intended railway and deviations, and to empower the said Companies to make and carry into effect further and other agreements with respect to the objects and purposes of the said Act, and of the said existing agreement, and the intended Act, or either of them, and with respect to the payment or allowance by the Midland Railway Company of interest or dividend on the capital of the Company during the construction of the said authorised and intended railways deviations and works, and to confirm or give effect to any agreement made, or to be made, between the said Companies.

12. To authorise the Midland Railway Company to subscribe or contribute to an amount not exceeding £100,000, towards the capital of the Company, and to take and hold shares in such capital, and to vote at meetings and to appoint a director or directors of the Company in respect of such contribution or subscription.

13. To enable the Midland Railway Company to apply their corporate funds to the purposes aforesaid, and also for the like purpose to raise additional capital by the creation of new shares or stock, with or without a preference or priority in payment of dividends, by borrowing on mortgage, and by the creation and issue of debenture stock, or by any or either of such means.

14. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the several local and personal Acts following (that is to say), the Dore and Chinley Railway Act, 1884, and any other Act or Acts relating to the Company; the Act 7 and 8 Vict., cap. 18; and any other Act or Acts relating to the Midland Railway Company.

15. And notice is hereby given, that before the 30th day of November instant, maps, plans, and sections relating to the objects 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 with the Clerk of the Peace for the county of Derby, at his office at Derby; and that before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the before-mentioned parishes, together 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 any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

16. Before the 21st day of December next printed copies of the intended Act will be depo-

sited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1884.

*Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors.*

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

In Parliament.—Session 1885.

London Brighton and South Coast Railway.

(Various Powers.)

(Abandonment of Keymer Junction Railways, 1879 and 1882, and Railway at Shoreham authorised by Act of 1882; Extension of Time for Compulsory Purchase of Land and Completion of Railway at Croydon, authorised by Act of 1882; Extension of Time for Purchase of Land at Croydon under Act of 1882; Abolition of Level Crossings at Lindfield and Chailey; Stopping Footpath at Streatham Park; Guarantee of Brighton and Dyke Railway Company's Loan Capital; Incorporating Joint Committee under "East London Railway Act, 1882;" Repeal or Alteration of Section 45 of that Act; Provision as to Maintenance and Manning of that Railway; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the London Brighton and South Coast Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes:—

1. To authorise the Company to abandon the "Keymer Down Junction," being the railway described in and authorised by Section 4 (paragraph 2) of "The London Brighton and South Coast Railway (Various Powers) Act, 1879;" also the "Keymer Up Junction," being the railway described in and authorised by Section 4 (paragraph 1) of "The London Brighton and South Coast Railway (Various Powers) Act, 1882;" also the railway at Shoreham, being the railway described in and authorised by the said section (paragraph 2).

2. To extend the time limited by "The London Brighton and South Coast Railway (Various Powers) Act, 1882," for the compulsory purchase of lands for the purpose of the new railway and works in the parish of Croydon described in and authorised by the said Section 4 (paragraph 3) of the said Act, and for the completion of the said Railway and Works.

3. To extend the time limited by "The London Brighton and South Coast Railway (Various Powers) Act, 1882," for the compulsory purchase of certain lands referred to in Section 19 of the said Act as follows:—

(d) Certain lands in the parish of Croydon adjoining the west side of the main line of railway of the Company and the south side of St. James'-road.

(f) Certain lands in the said parish of Croydon adjoining the east side of the main line of railway of the Company and the south side of the Selsdon-road.

4. To authorise the Company to stop up an accommodation road crossing their railway on the level in the parish of Lindfield, in the county of Sussex, about 200 yards north of the bridge over the railway of the Company recently constructed opposite Wickham Farm, and which bridge is situate about 45 chains north of their Hayward's Heath Station, and also another accommodation road crossing their railway on the level in the said parish about 280 yards south of the same bridge, and to extinguish all rights of way

in or over the said accommodation roads so far as they are within the boundaries of the Company's property, and to authorise and provide for the use of the said bridge and approaches in substitution for the said roads so to be stopped up.

5. To empower the Company to stop up so much of a public footpath in the parish of Chailey, in the county of Sussex, leading from Cinder-hill to Little Cinder Farm, as crosses on the level the railway of the Company, about 300 yards south of the Chailey and Newick Station of the Company, and to extinguish all rights of way over the said portion of footpath.

6. To empower the Company to stop up so much of the public footpath in the parish of Streatham, in the county of Surrey, leading from St. Leonard's Church, Streatham, to Tooting Common, as crosses the Croydon and Balham branch of the Company by a wooden bridge distant 20 yards, or thereabouts, south of the bridge which carries the high road from Streatham to Tooting Common over the said railway, and to extinguish all rights of way over the said portion of footpath.

7. To authorise and empower the Company to guarantee interest or dividend at a rate not exceeding 4 per cent. per annum on 24,000*l.*, the authorised loan capital of the Brighton and Dyke Railway Company pursuant to an Agreement entered into between the Company and the Brighton and Dyke Company on the 30th day of July, 1884.

8. To incorporate with a Common Seal and power to sue and be sued, the Joint Committee constituted under "The East London Railway Act, 1882," and to repeal, alter, or amend Section 45 of the said Act, and to define and declare the liability of the Joint Committee in respect of claims for accident, delay, or otherwise, on the East London Railway, or to make other provisions with regard to the maintenance and manning of the East London Railway.

9. The Bill will vary and extinguish any existing rights and privileges which would interfere with any of its objects, and so far as may be necessary for the purposes aforesaid, may repeal, alter, or extend any of the provisions of the 9 and 10 Vic., cap. 283, and any other Act or Acts relating to the Company.

10. Duplicate plans describing the situation of any lands which may be taken compulsorily under the intended Act, also a book of reference to such plans containing the names of the Owners, or reputed Owners, Lessees, or reputed Lessees, and of the Occupiers of such lands, and 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 Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes; 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 or extra-parochial place in which any lands or other property intended to be taken are situate, and a copy of this notice, will be deposited as follows, viz.: in the case of each parish, with the parish clerk of such parish, at his residence, excepting that in the case of the parish of Streatham the said plans and other documents will be deposited with the clerk to the Wandsworth District Board of Works, at his office at Battersea Rise, Wandsworth, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

11. 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.

*Norton, Rose, Norton and Co.*, 6, Victoria-street, S.W., Solicitors for the Bill.

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

In Parliament—Session 1885.

South-Eastern and London, Chatham, and Dover Railway Companies (Arbitration).

(Adjustment and Settlement of Claims, Disputes, and Differences, &c., between South-Eastern and London, Chatham and Dover Railway Companies under Continental Traffic Agreements; Provisions for Compulsory Reference to Arbitration; Constitution of Court of Arbitration; Power to Court to make and enforce Award, &c., and amend or rescind Agreements; Incorporation and amendment of Acts, &c.)

**A**PPPLICATION is intended to be made to Parliament in the ensuing Session of 1885 by the South-Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes:—

To make provision for the settlement of all claims, questions, and differences between the Company and the London, Chatham and Dover Railway Company (in this Notice called "the two Companies") arising under or as to the validity of any agreement or agreements made or purporting to be made between the two Companies for the division of Continental and other traffic, or as to the traffic which is embraced by or included therein, or which is claimed or alleged to be divisible thereunder, and the conduct, control, management and working of such traffic or any part thereof by the two Companies respectively, and to provide for the adjustment, settlement, or arrangement of all accounts, claims, and demands between the two Companies in anywise relating to such traffic and the apportionment or division of the receipts of both or either of the two Companies arising therefrom or relating thereto.

To make such provision for effecting the objects and purposes aforesaid by means of arbitration as may be prescribed by the intended Bill, and to require the two Companies, or either of them, to submit such claims, questions, and differences to arbitration as may be provided by the said Bill.

To make such provision for the constitution of a Court of Arbitration, and for empowering the said court to deal with, determine and settle such questions, differences, and claims as the Bill may prescribe, or Parliament may determine, including the power to alter, vary, annul, or rescind any such agreement or agreements as aforesaid, and, if necessary, to require the two Companies to make and execute other agreements in lieu and substitution thereof, and to confer and impose upon such Court of Arbitration all such powers, rights, and authorities as may be necessary or useful for enabling the said court to finally determine the questions, differences, matters, and claims, or any of them, referred to the said court by or under the said Bill for fully and effectually carrying into effect the objects and purposes aforesaid, and to empower the said court to take evidence, and to determine by whom and in what proportion the costs of all or any reference and proceedings before the said court, and of any award to be made by the said court (including the fees and charges of such court), shall be borne and paid, and to empower

the said court to make and enforce rules, regulations, and orders as to the procedure and all other matters and things relating to the matters referred to the said court.

To provide for giving effect to the award or awards, or other decision of the said court, and for making the same final, and without appeal, and binding and conclusive upon the two Companies, or either of them, and for the observance, performance, or fulfilment, in all respects, of the terms and conditions of such award or awards, or other decision as aforesaid, and for enforcing the same, and for conferring and imposing upon the two Companies, or either of them, all such powers, rights, authorities, and obligations as may be needful for giving effect thereto, and to provide that from the passing of the intended Act all civil jurisdiction by, or of any court of judicature in respect of the matters or things referred to the said court, and all powers and means of enforcing such jurisdiction shall cease to be exercisable.

The Bill will or may incorporate with itself for the purposes thereof with or without amendment or alteration, all or some of the provisions of the Railway Companies Arbitration Act, 1859, and of any other Acts relating to arbitration, and the Bill will or may contain all such other provisions as may be useful for carrying out and giving effect to all or any of the objects and purposes specified in this Notice, or which may be specified in or provided for by the Bill.

The Bill will or may vary and extinguish existing rights and privileges, and confer other rights and privileges.

The Bill will also alter, amend, or repeal so far as may be necessary for the purposes of the Bill, the local and personal Acts 6 William IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company, the 16 and 17 Vict., cap. 132, the London, Chatham and Dover Railway (Kent Lines) Act, 1865, and all other Acts relating to the London, Chatham, and Dover Railway Company.

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 12th day of November, 1884.

*W. R. Stevens*, 6, St. Thomas's-street, S.E.,  
Solicitor for the Bill.

*R. W. Cooper*, 4, Westminster  
Chambers, Victoria-street, S.W. } Parlia-  
mentary

*C. E. Mortimer*, 22, Abingdon-  
street, S.W. } Agents.

In the Board of Trade.—Session 1885.

Tynemouth and District Tramways.

(Release of balance of Deposit.)

**TAKE** Notice, that application is intended to be made to the Board of Trade on or before the 23rd December next for a Provisional Order to authorise the release and repayment to the depositors, or as may be directed by the intended Order, of the balance of the deposit money paid into the High Court of Justice (Chancery Division) upon the application to the Board of Trade for the Tynemouth and District Tramways Order, 1879, and now remaining in Court to the credit of "Ex-parte the Tynemouth and District Tramways," with all interest and accumulations of interest thereon.

The draft of the Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd December next, and printed copies of the draft Provisional Order when deposited and of the Order when made will be furnished at the price of one shilling for each copy

to all persons applying for them at the office of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1885, and copies of their objections must at the same time be sent to the Promoters at the offices of the undersigned; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 18th day of November, 1884.

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

Bermondsey Vestry.

(Repeal of the Acts of 7th George 4, cap. 104, 1st William 4, cap. 22, Dissolution of Trust and Abolition of Officers created by the said Act of 7th George 4, cap. 104, vesting St. James's District Church in the Vicar and Churchwardens of that District; Appointment of Churchwardens of that District; Maintenance of existing Rights, Penalties, Abolition of Easter Offerings; Power to levy Rates; Amendment of Acts.)

**NOTICE** is hereby given, that application is intended to be made in the ensuing session of Parliament, for an Act to effect the following purposes, or some of them, that is to say:—

1. To alter, amend, or repeal an Act passed in the 7th year of the reign of his late Majesty King George 4, cap. 104, intituled "An Act for raising Money for building a Crypt and Tower to the additional church erecting in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, for vesting the said Church and Burial-ground thereof in trustees, and for other purposes relating thereto;" and another Act passed in the 1st year of the reign of his late Majesty King William 4, cap. 22, intituled "An Act for raising a further sum of Money to defray the outstanding Claims in respect of the building the Crypt and the Tower to the additional church erected in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, and of enclosing the burial-ground thereof."

2. To dissolve the trusts created under the aforesaid Act of the 7th George 4, cap. 104, and to abolish the offices of trustees, treasurer, collector, clerk, and other servants named in the said Act; also to abrogate and annul the powers, duties, obligations, rights, and privileges of and belonging to the said trustees and other officers.

3. To transfer to, and vest in, the vicar and churchwardens for the time being of St. James's district church in the said parish of St. Mary Magdalen, Bermondsey, the said St. James's district church and burial-ground, together with all property, movable and fixed, necessary and proper for and belonging thereto now vested in the said trustees or in the said vicar.

4. And to transfer all the other property and effects, including all title deeds, records, books, accounts, writings, papers, and documents of every description, with all the just debts and liabilities of the trustees, and to provide for the winding-up of the affairs of the said trust.

5. To confirm and maintain all the rights, privileges, or easements which any person may have in respect of any of the catacombs, vaults, and arches of the said St. James's district church as aforesaid, and to provide that the

same shall be upheld and kept in decent repair.

6. To impose penalties for any wilful damage to any of the tombs, monuments, gravestones, or ornaments set up in the said church or in the said burial-ground, and for the recovery and appropriation of such penalties.

7. To make provisions for the appointment of the churchwardens for the district parish of St. James, Bermondsey, and to provide that the same shall be vested exclusively in the vicar and inhabitants of that district, and to empower the said inhabitants to hold an annual vestry for that purpose, and other provisions in relation thereto.

8. To extinguish the Easter offerings payable to the rector of the said parish of St. Mary Magdalen, Bermondsey, and the payment to the vicar of St. James's Church aforesaid, authorised by the said Acts, or either of them.

9. To authorise the vestry of the said parish of St. Mary Magdalen, to levy rates for the payment of such expenses as may be necessary for carrying into execution the purposes of the intended Act, and for the payment of all the charges of and incident to the preparing for, obtaining, and passing of the said Act.

10. The intended Act will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer other rights and privileges.

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 8th November, 1884.

*J. Harrison*, 179, Bermondsey-street, S.E.,  
Solicitor for the Bill.

*C. E. Baker*, 22, Great George-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

London and South Western Railway (Rates, &c.).  
(Consolidation and Revision of Tolls, Rates, and Charges on London and South Western Railway, and other Railways leased, worked, &c., by the Company; New Classification of Merchandise, &c., applicable thereto; Declaration and Prescribing of Terminal and other Special Charges; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the London and South Western Railway Company (in this Notice called "the Company") for leave to bring in a Bill for the purposes, or some of the following purposes (that is to say):

To prescribe and declare the tolls, rates, and charges to be demanded and taken by the Company upon or in respect of the London and South Western Railway as hereinafter defined, including the railways belonging to the Company, and all railways amalgamated therewith, and the railways leased or worked or used by the Company either separately or jointly with any other Company or Companies, and in respect of the traffic conveyed upon or passing over such railways, and to consolidate and revise the tolls, rates, and charges, now authorized to be taken on or in respect of such railways, in respect of the use of such railways, and for wagons, carriages, and locomotive power, and to classify and alter the existing classification of such traffic.

The expression, "the London and South Western Railway," in this Notice includes the railways belonging to the Company or which they are now or may by any Act in the next Session be authorised to construct, and the following

railways, or some of them, viz.: The West London Extension Railway; the Tooting, Merton, and Wimbledon Railway; the Epsom and Leatherhead Railway; the railway from Cusham to Portsmouth Harbour; the Isle of Wight and Ryde Pier Railway; the extension of the Chard Branch Railway to Chard Joint Station; the Kingston and London Railway; the Poole and Bournemouth Railway; the Salisbury Railway and Market House; the Seaton and Beer Railway; the Sidmouth Railway; the Sutton Harbour Tramways; the Weymouth and Portland Railway; the Somerset and Dorset Railway; the Swanage Railway; the North Cornwall Railway; the Plymouth, Devonport, and South-Western Junction Railway; the Bridgewater Railway; the Southsea Railway; and the Holsworthy and Bude Railway.

To authorise, prescribe, declare, and regulate the charges to be demanded and taken by the Company in respect of terminal and other services, and accommodation provided, rendered, and performed by the Company, and in respect of other facilities or matters to be defined by the Bill, and for the supply, user, and detention of wagons and carriages, and for the collection and delivery of goods, and to make other provisions and regulations as to tolls, fares, rates, and charges in respect of passengers, animals and goods conveyed upon any such railways as aforesaid, 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 Bill, and to confer other rights and privileges.

To alter, amend, or repeal, so far as may be necessary, for giving effect to the purposes of the Bill, the provisions, or some of the provisions, of all or any Acts of Parliament relating to the Company or the London and South-Western Railway, and of all or any other Acts regulating or referring to the tolls, fares, rates, or charges to be taken upon or in respect of any of the railways mentioned or referred to in this Notice.

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.

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

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

Board of Trade.—Session 1885.

Holyhead Water (Provisional Order).  
(Application under "The Gas and Waterworks Facilities Act, 1870," to Board of Trade for Provisional Order for new Waterworks; Additional Lands; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that the Holyhead Waterworks Company (hereinafter referred to as "the Company") are about to apply to the Board of Trade under "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing session, and that by such Order the Company will seek for powers for the following or some of the following among other purposes, that is to say:—

1. To authorise and empower the Company, wholly in the parish of Holyhead, in the County of Anglesey, to construct and maintain the following works, that is to say:—

(1.) A reservoir, to be constructed in a field or in fields forming part of a farm known

as "Cwm," numbered 510, 511, and 512 on the Tithe Commutation map of the said parish, and belonging or reputed to belong to the Right Honourable Lord Stanley of Alderley, and now or lately in the occupation of Mary Hughes (spinster).

(2.) An aqueduct, conduit, or one or more lines of pipes, to commence in and out of the south-east side of the said reservoir, and to terminate at Mill Bank, where Field-street meets the Garreglwyd-road.

(3.) All such cuts, adits, culverts, drains, sluices, wells, reservoirs, tanks, embankments, dams, weirs, filter beds, mains, pipes, engines, machinery, apparatus, approaches, works, appliances and conveniences as may be expedient for the taking, collecting, impounding and distributing of the waters hereinafter referred to.

2. To authorise the Company to take, divert, collect, impound and appropriate for the purposes of their undertaking, all such springs, streams and waters as will or may be intercepted by the proposed works, or as may be found on, in, or under any lands for the time being belonging to the Company, or over, or in respect of which they have any easements, and particularly the waters of a spring in the said parish of Holyhead, within the limits of deviation shown on the deposited plans hereinafter mentioned, and situate in a field on the west side of the road leading from Holyhead to the South Stack Lighthouse, and numbered 511 on the said Commutation map, and forming part of the said farm called "Cwm," which flow through, or over, or pass by means of a by-pass the existing reservoir of the Company, and thence into a stream, the waters of which the said Company have already, under the provisions of the Holyhead Waterworks Act, 1866, power to intercept.

3. To constitute the said intended works for all purposes part of the undertaking of the Company.

4. To enable the Company to deviate from the lines and levels shown on the deposited plans and sections to any extent defined in the Order.

5. To authorise the Company to lay down and maintain pipes and apparatus, in, over and across, and for that purpose to break up, alter, divert, stop up and interfere with streets, roads, lanes, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes and telegraph apparatus.

6. To enable the Company to acquire by agreement, and to hold lands, easements, water, and property for the purposes of the Order and of their undertaking.

7. To enable the Company to apply their existing funds, and any moneys which they have still powers to raise, to the purposes or any of the purposes of the Order, and for the purposes thereof and of their undertaking generally to raise additional capital by new, ordinary, and preference shares, or by either of those modes, and by loan.

8. The Order will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and will confer upon the Company all such other rights and privileges as may be necessary for any of the purposes of the Order, and will amend, enlarge, and repeal the necessary powers and provisions of "The Holyhead Waterworks Act, 1866," and of every other Act relating directly or indirectly to the Company or their undertaking, and will incorporate with itself, with or without variation, the necessary provisions of "The Companies

Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," except provisions relating to the purchase of lands otherwise than by agreement, and "The Waterworks Clauses Acts, 1847 and 1863."

A plan and section of the proposed works, 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 Anglesey, at his office at Beaumaris, and with the parish clerk of the said parish of Holyhead, at his residence, and with the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the draft Provisional Order will be deposited on or before the 23rd day of December next, and can on and after that date be obtained at the offices of Mr. J. Lloyd Griffith, Solicitor, Stanley House, Holyhead; or of Messrs. Dyson and Co., 23 and 24, Parliament-street, Westminster, on payment of one shilling for each copy.

Every company, corporation, or person desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board, on or before the 15th day of January next; and copies of such objections must at the same time be also sent to the Solicitor or Parliamentary Agents of the Company; and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of their said objections has been sent as aforesaid to the Solicitor or Parliamentary Agents of the Company.

And notice is hereby also given, that after the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the before mentioned offices at a charge of one shilling for each copy, or such other sum as the Board of Trade may direct.

Dated this 18th day of November, 1884.

*J. Lloyd Griffith*, Stanley House, Holyhead,  
Solicitor.

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

In Parliament.—Session 1885.

East London Railway.

(Road and Lands at St. Mary's Station, Whitechapel; Confirmation of Scheme and other provisions as to rearrangement of Capital and arrears of Dividend on Debenture Stocks, and as to Whitechapel Junction Capital; Provisions as to superfluous Lands and Lands over Railways; Reduction of Directors; and Amendment of Acts.)

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

To empower the Company to make a new road commencing by a junction with Charlotte-street at a point on the north side of Charlotte-street commencing on the east side of the "True Friends" beer-shop, and continuing along West-passage up to Charlotte-court, and then along the said court in an easterly direction, then continuing northwards and terminating in Whitechapel-road on the east side of St. Mary's station, on the East London Railway, and



for the purpose of the said road, and for other purposes connected with their Undertaking, to acquire by compulsion or agreement certain lands, houses, and buildings in the parish of St. Mary, Whitechapel, in the county of Middlesex, lying in Charlotte-street, West-passage, Charlotte-court, Hampshire-place, Hampshire-court, and land belonging to the East London Railway Company in the Whitechapel-road.

To make provision as to the repair of the said road by the same parties as other roads in the said parish, or in such other manner as may be prescribed by the intended Act.

To authorise the crossing, stopping up, altering or diverting of all streets, roads, highways, sewers, drains and pipes which it may be necessary or convenient to cross, stop up, alter, or divert in executing the purposes of the intended Act.

To alter, vary, or extinguish all rights and privileges connected with the lands or houses hereinbefore referred to, and all other rights and privileges which would in any manner impede or interfere with the objects of the intended Act, or which it may be necessary to alter, vary, or extinguish for the purposes thereof, and to confer all such other powers, rights, and privileges as may be necessary or expedient for giving effect to such objects and purposes or any of them.

To confirm or give effect to a scheme for the reorganisation of the Company's capital, with such additions, alterations, or amendments as Parliament may require or approve, or as may be prescribed or provided for by the intended Act.

To authorise and make provision for the alteration and readjustment of all or some of the various classes of the preference and debenture stocks of the Company, as now existing, and to authorise the consolidation and conversion of the said stocks, or some of them, into stocks of other classes or denominations, and the creation of new or substituted classes of stocks, and to alter the rates of interest or dividends now payable upon such stocks, or some of them, and otherwise to deal with the same in such manner as may be prescribed or authorised by the intended Act, and to alter or vary the rights, privileges, and priorities of the several holders of the said stocks, or some of them.

To authorise and make provision for the capitalization of the arrears of interest on the several debenture stocks of the Company, or some of them, and for the creation and issue of a further amount of debenture stocks or debenture stock in lieu of such arrears, and in consideration thereof to cancel all existing arrears, and to alter and define the right of such stocks to future arrears, and, if thought fit, to repeal such right.

To make provision for determining any questions that may arise either among the holders of the said several classes of existing stocks, or among the holders of any particular class with reference to the consolidation or conversion thereof, or the alteration of the rates of dividend or interest thereon, or as to the mode of dealing with the arrears of interest thereon, or otherwise in relation thereto, or to the provisions of the said scheme or of the intended Act, and to make the scheme, as sanctioned or confirmed by Parliament, binding upon the said several classes of holders, and upon the individual holders in each class, subject to such consents or other conditions (if any) as may be prescribed or provided for by the intended Act.

To make provision as to the nominal amount

of the stock created by the Company for the purposes of the Whitechapel Junction Railway, authorised by the East London Railway Act, 1882, and the rate of dividend on such stock, and otherwise with reference to the same.

To extend the time for the sale or other disposal of the superfluous lands of the Company, and of any lands which they may declare to be superfluous lands, and to alter and amend (if necessary) the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of surplus lands, and to make other provisions with reference thereto.

To confer upon the Company further powers with reference to the sale, lease, or other disposition of lands situate over tunnels on their railways, and over such railways, and to exempt such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the Company to build, or to grant, sell, or demise the right to build over any parts of such tunnels and railways, or any other right or easement in or over the same, and to make other provisions with regard to the matters aforesaid, or, if thought fit, to enable the Company to declare such lands to be superfluous lands, and to deal with them accordingly.

To authorise and provide for the reduction of the number of the directors of the Company.

To vary and extinguish any existing rights or privileges which would interfere with the purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, or repeal all or some of the provisions of the several local and personal Acts following, that is to say, the East London Railway Act, 1865, and all other Acts relating to the Company.

And notice is hereby also given, that before the 30th day of November instant plans and sections relating to the objects 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 with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the Clerk of the District Board of the Whitechapel District, at his office in Great Alie-street, Whitechapel.

And notice is hereby further given, that before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1884.

*Wilson, Bristows, and Carpmael*, 1, Copthall-buildings, E.C., Solicitors.

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

Board of Trade.—Session 1885.

Cardiff District and Penarth Harbour Tramways Extensions.

(Construction of Additional Street Tramways in the Parishes of Roath, Saint John the Baptist, and Saint Mary, Cardiff, in the county of Glamorgan; Compulsory User of Streets, &c.; Tolls; Provisions for User of Streets traversed; Agreements with Street and Road Authorities; Arrangements with existing Tramway Company; Use of Horse, Steam, Mechanical, or other Power.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 20th day of December, 1884, for a Provisional Order under the provisions of "The Tramways Act, 1870," for the following or some of the following among other purposes (that is to say):—

To authorize the Cardiff District and Penarth Harbour Tramway Company Limited (in this notice called "the Promoters") to construct and maintain in the county of Glamorgan, the street tramways and passing-places 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 or incidental thereto.

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 authorized are the following:—A Tramway (No. 1), partly in the parishes of Roath, Saint John the Baptist, and Saint Mary, all in the borough of Cardiff, in the county of Glamorgan, commencing in Moira-terrace, by a junction with the Promoters' existing tramway in that street, at a point four chains, or thereabouts, east of the east side of the Rhymney Railway Bridge, thence passing along Moira-terrace and Glossop-road across Newport-road, crossing the line of the Provincial Tramways Company Limited in Newport-road, and thence along Castle-road, and terminating at or near the intersecting point of the centre of Castle-road and Richmond-road.

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

Between two points respectively about 137 yards and about 203 yards north-east of Moira-place.

Between two points respectively about 30 yards and about 96 yards north-west of the south boundary wall of Tredegarville Schools, in Glossop-road.

Between two points respectively about 30 yards and about 96 yards north-west of the Parade.

Between two points respectively about 17 yards and about 83½ yards north-west of Penline-street.

Between two points respectively about 81 yards and about 15 yards south-east of Northcote-street.

Between two points respectively about 99 yards and about 33 yards south-east of Richmond-road.

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 tramway (that is to say):—

In Castle-road, on the west side thereof, between two points respectively about 10 yards and about 126 yards north-west of Newport-road.

In Castle-road, on the west side thereof, between two points respectively about 30 yards and about 96 yards north-west of the Parade.

In Castle-road, on the east side thereof, between two points respectively about 70 yards and about 210 yards north-west of Tavistock-street.

A Tramway (No. 2), wholly in the parish of Roath aforesaid, commencing in Tin-street, by a junction with the termination of the Promoters' existing tramway in that street, thence passing across Clifton-street and along Pearl-street, and terminating at or near the intersecting point of the centres of Pearl-street and Agate-street.

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

Between two points respectively about 61 yards and about 127 yards north-east of Clifton-street.

At the following places it is proposed to lay the tramway so that for a distance of 30 feet, or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In Pearl-street, on the south side thereof, between two points respectively about 61 yards and about 94 yards north-east of Clifton-street.

The gauge throughout will be 4 feet 8½ inches.

It is intended to employ animal power for moving carriages upon the said intended tramways, and also to apply for general powers authorizing the use thereon of carriages and engines propelled by steam or other mechanical power, and, so far as may be necessary for the purpose, to alter, amend, or extend all or some of the provisions of the following Acts, that is to say:—The Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotive Act, 1865.

To lay down, make, and maintain from time to time such junctions, curves, crossings, turnouts, and other works as the Promoters may find necessary for the due and satisfactory working of the tramways, or for connecting the tramways with their own yards and stables, or for facilitating the traffic of the streets in which the same is laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be prescribed in the Order.

To enable the Promoters when, by reason of the exercise of any works in or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Promoters is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramways, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid boroughs, parishes, townships, and extra-parochial or other places, and to maintain so long as occasion may require, a temporary tramway in lieu of the tramway or tramways, or part of the tramway or tramways, so required to be removed, altered, or discontinued to be used when found expedient so to do.

To enable the Promoters for all or any of the purposes of their undertaking to purchase or acquire by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To empower the Promoters to enter upon, break up, and use, and to alter, divert, remove, and interfere, either temporarily or permanently, with streets, roads, and other thoroughfares, ways, footpaths, rivers, watercourses, sewers, drains, pavements, gas and other pipes, and electric telegraph pipes, tubes, and apparatus, within all or any of the boroughs, parishes, townships, and extra-parochial or other places hereinbefore mentioned, for constructing, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or of substituting others in their place, or for other purposes of the Order.

To enable the Promoters to levy, demand, and

receive tolls, rates, and charges for the use of the said intended tramways by carriages passing along the same, and for the conveyance of passengers and other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To confer upon the Promoters all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the Order, and to vary and extinguish all existing powers and privileges which would in any manner impede or interfere with any of such objects.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which the proposed tramways or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which the proposed tramways or works may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

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

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the Order, the use of the proposed tramways and works by persons or corporations, other than the Promoters, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Order.

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

And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a plan and section of the intended tramways and works will be deposited for public inspection as follows (that is to say), in the Private Bill

No. 25417.

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Office in the House of Commons, in the office of the Clerk of the Peace for the county of Glamorgan at Cardiff, in the office of the town clerk of the borough of Cardiff, at Cardiff, and with the parish clerks of the respective parishes of Roath, Saint John the Baptist, and Saint Mary, Cardiff, at their several places of abode, and copies of the documents aforesaid will be deposited with the Board of Trade, at their office, in Whitehall-gardens, London.

On or before the 20th day of December next, printed copies of the draft Provisional Order will be deposited at the offices of the Board of Trade as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the office of the undersigned, on payment of one shilling for each copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office, in Whitehall, on or before the 15th day of January next ensuing, and at the same time copies of their objections must be sent to the Promoters, their Solicitors or Agents, and in forwarding to the Board of Trade such objections the objectors or their agents must state that a copy of the same has been sent to the Promoters, or their Agents.

When the Provisional Order has been granted by the Board of Trade such Order will be advertised in the "Western Mail," published at Cardiff, and printed copies thereof will be deposited for public inspection in the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff, and at the office of the town clerk of the borough of Cardiff, at Cardiff, and copies will be supplied to all persons applying for the same at the offices of the undersigned.

Dated this 13 day of November, 1884.

*Morgan and Scott*, 18, High-street, Cardiff,  
Solicitors for the Order.

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

Board of Trade—Session 1885.

Southbourne Pier.

(Application for a Provisional Order for power to Construct a Pier and other Works; to levy Tolls, Rates, and Charges; to enter into Agreements with Local Authorities and others; to borrow Money, Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a Provisional Order (hereinafter referred to as "the Order") by certain persons or a Company, to be hereafter named (hereinafter called "the Promoters") pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and any other Acts enabling them in that behalf for the following purposes, or some of them, (that is to say):—

To empower the Promoters to construct, make, and maintain the works hereinafter described, namely: A pier, jetty, and landing place situate in the parish of Christchurch, in the county of Hants, commencing at a point 4,000 yards or thereabouts east of the brook or stream known as Boscombe Mouth, and 20 yards or thereabouts north of the line of high water of ordinary spring tides, and extending from the said point in a southerly direction for

a distance of 800 feet or thereabouts into the sea.

Together with all proper landing stages, landing places, tramways, roads, footpaths, sheds, toll-houses, toll-gates or bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences connected therewith.

To erect and construct upon or near to the said pier and works, pavilions or assembly rooms, concert rooms, aquaria, shops, saloons, and bazaars, and reading, refreshment, and other rooms, and baths, wash-houses, and other conveniences connected therewith.

To deviate in constructing the said pier and works, or any of them, laterally or vertically.

To provide, charter, or build, maintain, and use steam and other vessels and boats for passenger traffic to and from the said pier and works, and to let the same for hire, and to sell the same.

To purchase, take on lease, or otherwise acquire lands and hereditaments for the construction of the said pier and works and approaches thereto.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation and protection of the works and property, and the regulation and control of vessels, persons, animals, vehicles, and goods, using, frequenting, or resorting to the same, and the conduct of officers and servants of the promoters and other persons and companies, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters, toll-takers, and other officers and servants, and to define the limits within which the powers of such pier-masters, toll-takers, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from, and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To demise and lease the pier and works, and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.

To make and carry into effect agreements with local authorities, companies, and persons with reference to any of the matters aforesaid.

To raise by means of shares and by borrowing on mortgage or bond any moneys which may be required for the purpose of the said Provisional Order.

To incorporate with the Order with or without amendment all or some of the provisions of "The Harbour Docks and Piers Clauses Act, 1847;" "The General Pier and Harbour Act, 1861;" "The General Pier and Harbour Act, 1861, Amendment Act;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And notice is hereby further given, that on or before the 29th November instant plans and sections of the said pier and works, 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 Southampton, at his office at Winchester; at the Custom House at Weymouth, in the county of Dorset; and at the office of the Board of Trade, Whitehall, London.

On and after the 28th day of December next printed copies of the Draft Provisional Order will be deposited, and may be obtained at the price of one shilling each by all persons applying for the

same at the offices of Messrs. Cox and Bazalgette, Solicitors, Bournemouth; and of Messrs. Lewin, Gregory and Anderson, Parliamentary Agents, 24, King-street, Parliament-street, Westminster.

Dated this 8th day of November, 1884.

*Cox and Bazalgette*, Solicitors, Bournemouth.

*Lewin, Gregory, and Anderson*, 24, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Belfast Central Railway (Sale).

(Sale of Undertaking of Belfast Central Railway Company to Great Northern Railway Company (Ireland); Agreements between those Companies; Capital and other Powers to Great Northern Railway Company (Ireland); Agreements between that Company and the Belfast and Northern Counties and Belfast and County Down Railway Companies, and Powers to last-mentioned Companies; Amendment and repeal of Acts, &c.).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to authorise the sale and transfer of the undertaking, including in that expression all lands and other property real and personal, and the rights to levy tolls, rates, and charges, and all other rights, powers, and privileges of the Belfast Central Railway Company (hereinafter referred to as "the Central Company") or some part or parts thereof respectively to the Great Northern Railway Company, Ireland (hereinafter called "The Great Northern Company") upon and subject to such terms (pecuniary or otherwise) and conditions as have been or may be agreed between the said two Companies, or as may be prescribed by the Bill, and whether freed and discharged from all claims and liabilities thereon or not, and to empower the Central Company on the one hand and the Great Northern Company on the other hand, to enter into and carry into effect agreements for any of those purposes and to confirm, sanction and give effect to any such agreement or agreements which have been or may be entered into, and if need be to provide for the distribution of the assets and the winding up of the affairs, and for the dissolution of the Central Company.

To vest in the Great Northern Company and enable them to exercise all or some of the powers, rights, and privileges now vested in the Central Company with reference to the premises to be included in such sale or transfer.

To authorise the Great Northern Company for the purposes of any such sale, transfer, or agreement, or other the purposes of the Bill, and for the improvement and enlargement of the railways transferred, or the stations and works thereof, and for the general purposes of their undertaking, or for any of those purposes, to apply their funds and revenues, and to create additional stock or share capital, and to raise further money by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage debenture stock or otherwise.

To confer upon the Central Company and the Great Northern Company all such rights, powers, privileges and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into complete and full effect, and to confer, vary, or extinguish exemptions from payment of tolls, rates and charges, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of

the objects or purposes of the Bill, and to confer other rights and privileges.

To empower the Great Northern Company of the one part, and the Belfast and Northern Counties, and the Belfast and County Down Railway Companies (hereinafter called the two Companies), or either of those Companies respectively, of the other part, to enter into and carry into effect and rescind agreements or arrangements for or with respect to the running over or using by the two Companies or either of them the undertaking of the Central Company or any part or parts thereof, and the terms and conditions of such running over or user.

And the Bill will or may confer upon the two Companies, or upon either of them, and upon the Great Northern Company, all necessary powers in that behalf, including powers of applying funds and raising further money. And will or may confirm any agreement or agreements which may have been or may be entered into by and between the aforesaid Companies, or any of them, for or in relation to such matters.

And it is intended, so far as may be necessary and desirable for any of the purposes of the Bill, to vary, amend, or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):

6 and 7 William IV., cap. 132; 8 and 9 Vic., cap. 130; 8 and 9 Vic., cap. 96; 6 William IV., cap. 33; 8 and 9 Vic., cap. 98; 40 and 41 Vic., caps. 70 and 71; 42 and 43 Vic., cap. 182; 46 and 47 Vic., cap. 130, and any other Act or Acts relating to the Great Northern Company or their undertaking; 27 and 28 Vic., cap. 254, and any other Act or Acts relating to the Central Company or their undertaking; 8 and 9 Vic., cap. 81, and 23 and 24 Vic., cap. 46, and any other Act or Acts relating to the Belfast and Northern Counties Railway Company or their undertaking; and 9 and 10 Vic., cap. 87, and any other Act or Acts relating to the Belfast and County Down Railway Company or their undertaking.

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.

*Geo. Davis, Son and Co., 3, Poet's-corner, Westminster, S.W.;*

*Crawford and Lockhart, Belfast;*

Solicitors for the Bill.

*J. C. Rees, 13, Great George-street, Westminster;*

*Dyson and Co., 24, Parliament-street, Westminster;*

Parliamentary Agents.

In Parliament.—Session 1885.

Neath Waterworks.

(New Reservoir; Purchase of Lands by Agreement; Diversion of Waters; Amalgamation of Neath and Briton Ferry Undertakings and of Capitals of those Undertakings; Additional Capital; Consolidation of Shares and Stocks; Settling Priorities of Share and Loan Capital; Dividends; Rates and Charges; Incorporation and Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament in the ensuing session by the Neath Waterworks Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To authorise and empower the Company to make and maintain, partly in the parish of Neath and partly in the parish of Llantwit-juxta-Neath, both in the County of Glamorgan,

with all necessary embankments, bywashes, sluices, valves, and other appliances and works:—

A reservoir to be situate partly in the parish of Neath and partly in the parish of Llantwit-juxta-Neath, on lands the property of Charles Evan-Thomas, Esquire, and partly in his occupation and partly in the occupation of John Bassett Wayman, numbered 300, 301, 302, 661, 680, and 681 on the 25-inch published Ordnance Map, Sheet XVI, 14, to be constructed on part of those lands and formed by an embankment extending from a point about 23 yards from the north-eastern fence of the public road leading from Neath to Pontrhydyfen (measured in a north-easterly direction at right angles of that fence), and about 68 yards north-west of the junction with that fence of the fence between the fields numbered respectively 677 and 661 on the said map, thence proceeding in a north-westerly direction for about  $4\frac{1}{4}$  chains, thence in a northerly direction across the valley for about 11 chains, and thence in an easterly direction for about  $4\frac{1}{4}$  chains to and terminating in a field numbered 681 on the said map at a point about 50 yards measured in an easterly direction from the south-east corner of the field numbered 302 on the said map.

2. To authorise the Company in the construction of the said reservoir and works to deviate from the lines and levels shown on the deposited plan hereinafter mentioned to any extent defined by the Bill.

3. To authorise and empower the Company to divert, collect, impound, take, use, and appropriate for the purposes of the said reservoir, and generally of their undertaking, the waters now flowing to the site of the said reservoir, and thence to Preswylfa Brook, and thence to the reservoir of the Company, known as Pond C, and thence (as to so much as is not used by the Company) to the River Neath, and so to the sea.

4. To provide for the amalgamation for all purposes of the separate undertakings of the Company, known as the Neath undertaking and the Briton Ferry undertaking, and to make applicable to the united undertaking all or such as may be thought expedient of the powers and provisions of the Acts relating to those separate undertakings, and of the Bill, with such alterations and modifications as the Bill may define or Parliament prescribe.

5. To unite the capitals of the said two undertakings, and to define the same, and to determine the priorities of the different classes of the separate capitals inter se, and in the united capital, or to consolidate all or any of the existing shares and stocks of the Company, and of the shares and stocks to be created under the powers of the Bill, or to provide for such consolidation, and for all consequent arrangements connected therewith, or consequent thereon, and so far as may be necessary or expedient for the purpose, to alter the rights of the holders of shares and stocks so to be consolidated, and to fix the dividends payable to the holders of such shares and stocks, and, if thought fit, to attach to any one or more of such shares or stocks a guaranteed or preferential dividend.

6. To make provision with respect to the loan capital of the Company and the charge of the loans raised on the said separate undertakings on the amalgamated undertaking.

7. To authorise the Company to apply to any

of the purposes of the Bill any moneys they are still authorised to raise, and for those purposes and for the general purposes of their united undertaking to raise additional capital by the creation and issue of new ordinary and preference shares and stock, or by either of those modes, and by loan, and to attach to any such shares or stock any preference or priority of dividend.

8. To authorise the Company to levy rates and charges for and in relation to their supply of water, and to alter existing rates and charges therefor, and to confer, vary, and extinguish exemptions from rates and charges.

9. The Bill will vary and extinguish all rights and privileges which would interfere with, and will confer all such rights and privileges as are necessary to effect any of its objects, and will incorporate with itself such of the provisions as may be thought fit of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (except as to the taking of lands otherwise than by agreement), the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the provisions of the Railways Clauses Consolidation Act, 1845 relating to the temporary occupation of lands, and the Waterworks Clauses Acts, 1847 and 1863; and will amend, alter, and repeal such of the provisions as may be deemed expedient of the "Neath Water Supply Act, 1861," "Neath Water (Extension) Act, 1865," and the Gas and Water Orders Confirmation (Chapel-en-le-Frith) Act, 1876, so far as it relates to the Neath Water Order, 1876; and any other Act or Order directly or indirectly relating to the Company or their undertakings.

On or before the 29th day of November instant, a duplicate plan and section of the intended reservoir and works, with a book of reference to such plan and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff. And on or before the same day a copy of so much of the said plan, section, and book of reference as relates to each parish in or through which the intended reservoir and works will be made, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence.

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

Dated this 13th day of November, 1884.

*Osborne, Ward, Vassall, and Co., Bristol,*  
Solicitors;

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

In Parliament—Session 1885.

Tilbury and Gravesend Tunnel Junction Railway.  
(Abandonment of Railways; Release of Deposit;  
Winding up and Dissolution of Company;  
Repeal or Amendment of Act.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To authorize the Tilbury and Gravesend Tunnel Junction Railway Company (in this notice called "the Company") to abandon the construction of the railways and works authorized by "The Tilbury and Gravesend Tunnel Junction Railway Act, 1882," and to release the Company from all

liabilities, penalties, forfeitures, and obligations for the non-completion thereof.

To cancel all contracts and agreements entered into by or on behalf of the Company with reference to the said railways and works, and to provide for the release and repayment or transfer by the Chancery Division of the High Court of Justice in England of all moneys or stock deposited in respect of the application to Parliament for the said Act, and now remaining in Court as security for the completion of the said railways and works, together with all interest or dividends which may have accrued on such moneys or stock.

The Bill will contain all provisions incidental or necessary to the purposes aforesaid, and it will vary or extinguish all rights and privileges which would interfere with the objects thereof, and confer other rights and privileges.

The Bill will provide for the winding up of the affairs and the dissolution of the Company, and the discharge of their debts and liabilities, and it will repeal or alter all or some of the provisions of "The Tilbury and Gravesend Tunnel Junction Railway Act, 1882."

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 11th day of November, 1884.

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

In Parliament.—Session 1885.

Llangammarch and Neath and Brecon Junction  
Railway.

(Extension of Time for Purchase of Lands and  
Completion of Railway; Working and Traffic  
Agreements; Amendment of Acts.)

**N**OTICE is hereby given, that the Llangammarch and Neath and Brecon Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament in Session 1885 for an Act to extend the time limited by "The Llangammarch and Neath and Brecon Junction Railway Act, 1882," for the compulsory purchase of lands and the completion of the railway thereby authorised.

The intended Act will authorise and provide for agreements between the Company on the one hand and the London and North Western Railway Company, the Great Western Railway Company, the Midland Railway Company, the Neath and Brecon Railway Company, the Mid Wales Railway Company, and the Cambrian Railways Company, or any one or more of those Companies, on the other hand, with respect to the working, use, management, and maintenance of the railway and works of the Company, or any part or parts thereof; the supply of rolling or working stock and plant, and the employment of officers and servants for the conduct and conveyance of the traffic on the railway; the interchange, transmission, collection, and delivery of traffic coming from or destined for or conveyed over the railways of the contracting Companies; and the fixing, collecting, and division of the tolls, fares, rates, charges, and other revenue arising from such traffic; and the intended Act will confirm and give effect to any such agreement as aforesaid which previous to the passing thereof may be entered into between the Company and any one or more of the said other Companies.

The intended Act will vary and extinguish all rights and privileges which would interfere with its objects, and so far as may be necessary for any of the purposes thereof will or may alter, amend, enlarge, or repeal some of the provisions



of the local and personal Acts 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North Western Railway Company; 5 and 6 Will. IV., cap. 107; 26 and 27 Vic., caps. 113 and 198, and any other Acts relating to the Great Western Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130, and 32 and 33 Vic., cap. 145, and any other Acts relating to the Neath and Brecon Railway Company; 22 and 23 Vic., cap. 63, and any other Acts relating to the Mid Wales Railway Company; 16 and 17 Vic., cap. 143, 28 and 29 Vic., cap. 291, and any other Acts relating to the Cambrian Railways Company; and the Llangammarch and Neath and Brecon Junction Railway Act, 1882.

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 10th day of November, 1884.

*George Davis, Son, and Co., 3, Poet's-corner, Westminster, Solicitors for the Bill.*

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

In Parliament.—Session 1885.

British Agricultural Association.

(Incorporation of Association; Powers and Facilities as to the Growth and Cultivation of Agricultural Produce and Rearing Live Stock; Powers to Purchase, Hold, Manage, Sell, Let, and Dispose of Estates, Lands, and other Properties; Special Contracts and Agreements with and Advance of Money to Landowners and others; Special Provisions with reference thereto; Advances to be First Charges; Patents; To Establish Agencies; Special Money Powers; To Acquire other Undertakings; Agreements with reference thereto; Incorporation of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (in this Notice called "the Bill") for all or some of the following objects, powers, and purposes (that is to say):—

To incorporate a Company or Association and to confer on the Company or Association so to be incorporated (in this Notice called "the Company"), the following powers, or some of them, and all necessary powers for carrying into effect the objects and purposes of the Bill.

To facilitate and provide for the growth and cultivation of agricultural, farm, and other similar produce, and the manufacture, conversion, and application of the same and the rearing of and dealing in cattle and live-stock and generally to facilitate and encourage all agricultural, farming, and other similar operations, and the manufacture, application, and utilization of agricultural produce.

To enable the Company to purchase, take, or lease, rent or acquire, and hold, for the purposes of their Undertaking, and of the Bill, and to manage, improve, and use, and to sell, let on lease, let, or otherwise dispose of estates, lands, manufactories, buildings, tenements, hereditaments, and other properties, or any estate, rights, interests, or easements in, over, or affecting the same, and to erect and improve buildings, manufactories, and other works and conveniences, and to manufacture, purchase, hire and deal in agricultural and other machinery, implements, and appliances.

To manage, improve, cultivate, and otherwise use estates, lands, and property, whether belong-

ing to the Company or other persons, and to enable the Company and the owners, lessees, and occupiers of estates, lands, and other property, and any other person to enter into contracts, agreements, and arrangements with reference thereto, and with reference to the raising and disposal of produce and crops, the rearing and sale of cattle, and all other agricultural, farming, and other similar operations and purposes, and as to the profits derived therefrom.

To enable the Company to advance and lend money to, and to become or give security for money advanced and lent to owners, lessees, and occupiers of, or other persons interested in estates, lands, and other property, on the security of estates, lands, and other property, and the produce and crops thereof, or on other security and for such consideration, and on such terms and conditions as may be agreed upon, and to confer on the Company and such owners, lessees, and occupiers, such other special powers and privileges with respect to the matters aforesaid, as the Bill may define or Parliament may sanction.

To confer on the Company special rights and liens over lands and other property, and the produce and crops thereof, and to provide that advances or loans of money made by or by means of the Company, shall be a first charge on lands, property, produce, crops, or other security on which the advance or loan is made, and shall have priority over any other charge, lien, or claim thereon, and to confer on the Company and the owners, lessees, and occupiers of estates, lands and other property, such other special powers, rights, and privileges as the Bill may define.

To enable the Company to acquire patents, patent rights and other processes, and to work and use the same.

To enable the Company to establish agencies for any of the purposes or objects aforesaid and of the Bill.

To empower the Company to raise and borrow money for the purposes of their Undertaking and of the Bill, and to confer special powers on the Company with reference to the raising of share and loan capital, and to enable them to borrow money on the securities on which they have advanced or lent money, and in such other manner as the Bill may define, and to apply and invest capital and moneys for all or any of the purposes aforesaid and of the Bill.

To enable the Company to purchase or acquire the Undertaking or the manufactory or business of any other Company, Corporation or person, or any right or interest therein, and to carry out and work and use the same, alone or jointly, with any such other Company, Corporation, or person, or to purchase, acquire, hold, and dispose of any shares in any such Undertaking.

To enable the Company to enter into and carry into effect agreements with any such Company, Corporation, or person with reference to the matters aforesaid, and to confirm any agreement which may have been, or, previous to the passing of the Bill, may be made touching any of the matters aforesaid.

To confer on the Company, and on the owners, lessees, and occupiers of estates, lands, buildings, manufactories, and other property, and other persons, all such powers, rights, advantages, and privileges as may be necessary or expedient in reference to any of the purposes aforesaid or of the Bill, and for carrying the same into effect.

To incorporate with or make applicable to the Bill, with such variations or modifications as may be deemed expedient, all or some of the provisions of The Lands Clauses Consolidation

Acts, 1815, 1860, and 1869; The Lands Clauses Consolidation (Scotland) Act, 1845; "The Agricultural Holdings (England) Act, 1883"; and "The Agricultural Holdings (Scotland) Act, 1883," and to alter, vary, and extinguish all rights and privileges which would interfere with the objects and purposes of the Bill, or any of them, and to confer, vary, and extinguish other rights and privileges.

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 19th day of November, 1884.

*Milward, Balden, Spencer, and Lyttelton,*  
Birmingham, Solicitors.

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

In Parliament.—Session 1885.

Great Eastern 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, &c.)

**N**OTICE is hereby given, that the Great Eastern 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 Great Eastern 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 Great Eastern system and to include therein the railways of the Company, and for the purposes of and to the extent prescribed by the intended Act the following railways or some of them (that is to say):—

London and Blackwall Railway, Northern and Eastern Railway, Great Northern and Great Eastern Joint Lines, Clacton-on-Sea Railway, Tendring Hundred Railway, Colchester, Stour Valley, Sudbury, and Halstead Railway, Downham and Stoke Ferry Railway, Ely and Newmarket Railway, East Norfolk Railway, Ely and St. Ives Railway, Felixstowe Railway and Dock, Hunstanton and West Norfolk Railway, Mellis and Eye Railway, Thetford and Watton Railway, Watton and Swaffham Railway, Wivenhoe and Brightlingsea Railway, Tottenham and Hampstead Junction Railway, Bishops Stortford, Dunmow, and Braintree Railway, Bury St. Edmunds and Thetford Railway, Saffron Walden Railway, Ware, Hadham, and Buntingford Railway, Holme and Ramsey 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 Great Eastern 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 Great Eastern Railway Act, 1862, and the several other Acts of Parliament relating to the Company, and also of the Acts relating 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 15th day of November, 1884.

*W. F. Fearn,* Liverpool-street Station,  
Great Eastern Railway, E.C., Solicitor  
for the Bill.

In Parliament.—Session 1885.

Ward's City of London School for Girls.

(Power to Corporation of London to Purchase Site for School and Power to Bridge House Estates Committee to sell Site; Power to Corporation to Apply Funds and Raise Money by Sale of Lands; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for an Act for the following purposes, or some of them (that is to say):—

To authorise and empower the Mayor and commonalty and citizens of the City of London (hereinafter called "the Corporation") to purchase and acquire, by agreement, any lands within the City of London which they may consider suitable in order that the same may be appropriated, and used as and for a site for the City of London School for Girls, founded by William Ward, to be built by the Corporation out of the funds bequeathed to them for that purpose by the will of the late William Ward, of Brixton-hill, in the county of Surrey, and to authorise and empower the Corporation lawfully to use any lands so purchased for the purpose aforesaid, in accordance with the said will.

To authorise and empower the Bridge House Estates Committee of the Corporation to sell to or exchange with the Corporation any lands belonging to them, and to provide for the receipt and application by the said committee of the money, lands, or other consideration received by them in respect of any such sale or exchange.

To authorise and empower the Corporation to provide the purchase money or consideration for any lands purchased or acquired by them, and any money required for carrying out the objects of the intended Act or paying any costs incurred by them in connection with such purchase, sale, or act out of any funds under their control, or by the sale or exchange of any lands belonging to them, or by such other means as may be prescribed or authorised by the intended Act, and to sell lands accordingly, either by way of exchange or in such manner and on and subject to such terms and conditions and otherwise as may be prescribed or authorised as aforesaid.

To confer upon the Corporation and the said committee such further powers as may be necessary for giving full effect to the objects and purposes of the Bill, and to vary or extinguish any rights or privileges which would in any way interfere with such objects and purposes, and to confer other rights and privileges.

To alter, amend, extend, or repeal, so far as may be necessary for the purposes aforesaid, any Act or Acts relating to the Corporation or the said committee.

Printed copies of the intended Act will or

may be deposited in the Private Bill office of the House of Commons before the 20th day of December, 1884.

Dated this 13th day of November, 1884.

*The Remembrancer, Guildhall, E.C.  
Sherwood and Co., 7, Great George-street,  
Westminster, Parliamentary Agents.*

In Parliament.—Session 1885.

Belfast, Strandtown, and High Holywood  
Railway Abandonment.

(Abandonment of Authorised Undertaking;  
Return of Money Deposit; Dissolution of  
Company; Amendment or Repeal of Acts, &c.)

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

To authorise the abandonment of the railway and works authorised by "The Belfast, Strandtown, and High Holywood Railway Act, 1881" (hereinafter called "the Act of 1881") and the repayment of the deposit money referred to in Section 40 of that Act to the person or persons or the majority of the persons named in the warrant or order also referred to in that section, and to release the Belfast, Strandtown, and High Holywood Railway Company (hereinafter called "the Company") from all liabilities, penalties, and obligations for the non-completion of the said railway and works, and to relieve the Company from, and declare null and void, all contracts, agreements, and arrangements with reference to such railway and works, or the purchase of land therefor, and to provide for the dissolution of the Company and the winding up of their affairs.

To amend, alter, or, if need be, repeal all or some of the provisions of the Act of 1881, and the Belfast, Strandtown, and High Holywood Railway Company (Extension of Time) Act, 1884, or either of those Acts.

And the Bill will vary or extinguish all rights and privileges which would be inconsistent with its objects, and confer other rights and privileges.

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

Dated this 10th day of November, 1884.

*Geo. Davis, Son, and Co., 3, Poet's-corner,  
Westminster, S.W.;*

*Bates and Davidson, Belfast;*

*Solicitors for the Bill;*

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

In Parliament.—Session 1885.

Didcot Newbury and Southampton Railway.

(Extension of Time for Compulsory Purchase of  
Lands and Completion of Railways and Works  
authorised by the Didcot Newbury and South-  
ampton Junction Railway Act, 1882; Con-  
firmation or Alteration or Variation of Exist-  
ing Agreements with Great Western Railway  
Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Didcot Newbury and Southampton Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

1. To extend the periods limited by the Didcot Newbury and Southampton Junction Railway Act, 1882, for the compulsory purchase of lands for and for the completion of the railways and works by that Act authorised.

2. To enable the Company on the one hand, and the Great Western Railway Company on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the construction, working, and use of all or part of the authorised railways and works of the Company, and to confirm any agreements which may have been or may be entered into between the Company and the said other Company, and, if need be, to alter, modify, or rescind existing agreements entered into between the Company and the Great Western Railway Company.

3. To vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

4. And powers will be taken in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the local and personal Acts following, or some of them (that is to say): the Didcot Newbury and Southampton Junction Railway Acts, 1873, 1876, 1880, and 1882, and the Didcot Newbury and Southampton Railway Act, 1883, and any other Acts relating to or affecting the Company; the Act 5 and 6 William IV, cap. 107, and any other Acts relating to or affecting the Great Western Railway Company.

5. 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.

*Lake, Beaumont, and Lake, 10, New  
Square, Lincoln's Inn, London;*

*Pearce, Paris, and Smith, Southampton;*  
*Solicitors for the Bill.*

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

In Parliament.—Session 1885.

Selby and Mid-Yorkshire Union Railway.

(Extension of Time for Compulsory Purchase of  
Lands and for Completion of Railways; Amend-  
ment of Acts.)

**N**OTICE is hereby given, that the Selby and Mid-Yorkshire Union Railway Company (in this notice called "the Company") intend to apply to Parliament in the ensuing session, for leave to bring in a Bill for the following purposes, or some or them (that is to say):—

To extend the respective times limited by the Church Fenton, Cawood, and Wistow Railway Act, 1879 (in this notice called the Act of 1879), and the Church Fenton, Cawood, and Wistow Railway Act, 1882 (in this notice called the Act of 1882), and the Selby and Mid-Yorkshire Union Railway Act, 1883 (in this notice called the Act of 1883), for the compulsory purchase of lands, and to extend the respective times limited by the same Acts for the completion of the railways and works by the said Acts authorized, and to apply and make applicable to the purposes aforesaid, with or without alteration or modification, all or any of the powers and provisions of the said Acts.

To enable the Company, or the Directors of the Company, out of any monies raised or to be raised by the Company under the powers of the Act of 1879 and of the Act of 1882, or either of those Acts, to pay interest or dividends until the railways of the Company are opened for public traffic, or until such time as may be prescribed in the Bill or Parliament may define, to the shareholders of the Company, on the sums which have

been or may be from time to time paid up on the shares allotted to or held by them respectively.

To repeal, amend, vary or modify the provisions or some of the provisions of the Act of 1879, and of the Act of 1882, and especially section 43 of the Act of 1879 and section 37 of the Act of 1882, and so much of section 2 of each of those Acts as incorporates "The Companies Clauses Consolidation Act, 1845," or part of that Act, and also section 121 of the last-mentioned Act, so far as it extends or applies to the Company or their undertaking or capital, or their directors.

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

To alter, amend, and extend, and, if need be, to repeal the Act of 1879 and the Act of 1882 and the Act of 1883, or any or either of them, and any other Act relating to the Company.

And notice is hereby further given, that 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 11th day of November, 1884.

*Mills and Bibby*, Huddersfield, Solicitors for the Bill;

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

In Parliament.—Session 1885.

Belfast Central Railway (Abandonment).

(Abandonment of Works authorised by Acts of 1880 and 1884, and Return of Money Deposit in respect thereof; Amendment or Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session thereof, by or on behalf of the Belfast Central Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill to authorise the abandonment of—

- (1.) The widening of the Company's existing railway over the River Lagan, described in sub-section (a) of section 5 of "The Belfast Central Railway (New Lines) Act, 1880" (hereinafter referred to as "the Act of 1880").
- (2.) Railways Nos. 1, 2, 3, and 8, authorised by the Act of 1880.
- (3.) So much of the Railway No. 4 by that Act authorised as is not authorised to be abandoned by "The Belfast Central Railway Act, 1884" (hereinafter referred to as "the Act of 1884"); and
- (4.) The deviation railway authorised by the Act of 1884.

To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the said railway, widening railways, and portion of railway and to relieve the Company from and declare null and void all contracts or agreements with reference to such railway, widening railways, or portion of railway, or the purchase of land therefor.

To authorise the repayment of so much of the deposit money referred to in section 22 of the Act of 1880 as is not now authorised to be so repaid, or has not been repaid to the persons or person, or the majority of persons, named in the warrant or order referred to in that section.

The Bill will or may alter, amend, enlarge, or repeal all or some of the powers and provisions of the Act of 1880 and the Act of 1884, and any other Act or Acts relating to the Company or their undertaking, and will vary or extinguish all rights and privileges which would be inconsistent

with its objects, and will confer other rights and privileges.

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.

*George Davis, Son, and Co.*, 3, Poet's-corner, Westminster, S.W.;

*Bates and Davidson*, Belfast;

Solicitors for the Bill.

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

In Parliament.—Session 1885.

Ballyclare, Ligoniel and Belfast Junction Railway Abandonment.

(Abandonment of Authorised Undertaking; Return of Money Deposit; Dissolution of Company; Amendment or Repeal of Acts, &c.)

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

To authorise the abandonment of the railways and works authorised by the Ballyclare, Ligoniel and Belfast Junction Railway Act, 1881 (hereinafter called "the Act of 1881") and the repayment of the deposit money referred to in section 43 of that Act to the person or persons, or the majority of the persons named in the warrant or order also referred to in that section, and to release the Ballyclare, Ligoniel and Belfast Junction Railway Company (hereinafter called "the Company") from all obligations, liabilities and penalties for the non-completion of the said railways and works, and to relieve the Company from and declare null and void all contracts, agreements and arrangements with reference to such railways and works, or the purchase of land therefor, and to provide for the dissolution of the Company and the winding up of their affairs.

To alter, amend, and, if need be, repeal all or some of the provisions of the Act of 1881 and the Ballyclare, Ligoniel and Belfast Junction Railway Company (Extension of Time) Act, 1884, or either of those Acts.

And the Bill will vary or extinguish all rights and privileges which would be inconsistent with its objects, and confer other rights and privileges.

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

Dated this 10th day of November, 1884.

*George Davis, Son, and Co.*, 3, Poet's-corner, Westminster, S.W.;

*Bates and Davidson*, Belfast;

Solicitors for the Bill;

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

In Parliament.—Session 1885.

Greenwich and Millwall Subway.

(Revival of Powers for Purchase of Land and Extension of Time for Completion of Works; Use of Mechanical Power for Traffic of Subway; Sale or Lease of Undertaking; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Greenwich and Millwall Subway 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):

1. To revive the powers for the compulsory purchase of lands granted by the Greenwich and

Millwall Subway Acts, 1877 and 1882 respectively, for the purposes of the works authorised by those Acts, and to extend the time limited by those Acts respectively for the completion of those works.

2. To authorise the Company to work the traffic of the Subway by means of carriages and trucks propelled upon the cable system, or by such other mechanical means as may be deemed expedient with a gauge of 4 feet 8½ inches.

3. To enable the Company to sell or lease their undertaking in part or in the whole to any Corporation Company or persons willing to purchase or lease the same, and to confer the necessary powers upon such Corporation Company or persons to effect those objects, and to authorise and confirm agreements between the parties with respect to those purposes.

4. The Bill will vary or extinguish all rights, powers, and privileges which would interfere with its objects, and it will (if and so far as may be necessary) amend, alter, or repeal all or some of the provisions of the Greenwich and Millwall Subway Act, 1877, and the Greenwich and Millwall Subway Act, 1882, and any Act incorporated therewith or affected thereby.

5. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons before the 21st day of December next.

Dated this 14th day of November, 1884.

*Fowler, Christie, and Co.,* Victoria Mansions, Westminster, Solicitors.

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

#### Coventry and District Tramways.

**N**OTICE is hereby given, that the Coventry and District Tramways Company, under the powers conferred on them by section 45 of the Tramways Act, 1870, incorporated with the Coventry and District Tramways Act, 1880, have made the following Bye-laws and Regulations:

Dated this 12th day of November, 1884.

*E. W. Layton,* Secretary of the Company.

1. The Bye-laws and Regulations hereinafter set forth shall extend and apply to all carriages of the Company, and to all places with respect to which the Company have power to make Bye-laws or Regulations.

2. Every passenger shall enter or depart from a carriage by the hindmost or conductor's platform, and not otherwise.

3. No passenger shall smoke inside any carriage.

4. No passenger or other person shall, while travelling in or upon any carriage, play or perform upon any musical instrument.

5. A person in a state of intoxication shall not be allowed to enter or mount upon any carriage, and if found in or upon any carriage shall be immediately removed by or under the direction of the conductor.

6. No person shall swear or use obscene or offensive language whilst in or upon any carriage, or commit any nuisance in or upon or against any carriage, or wilfully interfere with the comfort of any passenger.

7. No person shall wilfully cut, tear, soil, or damage the cushions or the linings, or remove or deface any number plate, or printed or other notice, in or on any carriage, or break or scratch any window of or otherwise wilfully damage any carriage. Any person acting in contravention of

this regulation shall be liable to the penalty prescribed by these Bye-laws and Regulations, in addition to the liability to pay the amount of any damage done.

8. A person whose dress or clothing might, in the opinion of the conductor of a carriage, soil or injure the linings or cushions of the carriage, or the dress or clothing of any passenger, or a person who, in the opinion of the conductor, might for any other reason be offensive to passengers, shall not be entitled to enter or remain in the interior of any carriage, and may be prevented from entering the interior of any carriage, and shall not enter the interior of any carriage after having been requested not to do so by the conductor, and, if found in the interior of any carriage, shall, on request of the conductor, leave the interior of the carriage upon the fare, if previously paid, being returned.

9. Each passenger shall, upon demand, pay to the conductor or other duly authorized officer of the Company the fare legally demandable for the journey.

10. Each passenger shall show his ticket (if any) when required so to do to the conductor or any duly authorized servant of the Company, and shall also when required so to do either deliver up his ticket or pay the fare legally demandable for the distance travelled over by such passenger.

11. A passenger not being an artisan, mechanic, or daily labourer within the true intent and meaning of the Acts of Parliament relating to the Company, shall not use or attempt to use any ticket intended only for such artisans, mechanics, or daily labourers.

12. Personal or other luggage (including the tools of artisans, mechanics, and daily labourers) shall, unless otherwise permitted by the conductor, be placed on the front or driver's platform, and not in the interior or on the roof of any carriage.

13. No passenger or other person not being a servant of the Company shall be permitted to travel on the steps or platforms of any carriage, or stand either on the roof or in the interior, or sit on the outside rail on the roof of any carriage, and shall cease to do so immediately on request by the conductor.

14. No person, except a passenger or intending passenger, shall enter or mount any carriage, and no person shall hold or hang on by or to any part of any carriage, or travel therein otherwise than on a seat provided for passengers.

15. When any carriage contains the full number of passengers which it is licensed to contain, no additional person shall enter, mount, or remain in or on any such carriage when warned by the conductor not to do so.

16. The conductor shall not permit any passenger beyond the licensed number to enter or mount or remain in or upon any part of a carriage.

17. No person shall enter, mount, or leave, or attempt to enter, mount, or leave any carriage whilst in motion.

18. No dog or other animal shall be allowed in or on any carriage, except by permission of the conductor, nor in any case in which the conveyance of such dog or other animal might be offensive or an annoyance to passengers. No person shall take a dog or other animal into any carriage after having been requested not to do so by the conductor. Any dog or other animal taken into or on any carriage in breach of this Regulation shall be removed by the person in charge of such dog or other animal from the carriage immediately upon request by the conductor, and in default of compliance with such request may be removed by or under the direction of the conductor.

19. No person shall travel in or on any carriage of the Company with loaded fire-arms.

20. No passenger shall wilfully obstruct or impede any officer or servant of the Company in the execution of his duty upon or in connection with any carriage or tramway of the Company.

21. The conductor of each carriage shall enforce or prevent the breach of these Bye-laws and Regulations to the best of his ability.

22. Any person offending against or committing a breach of any of these Bye-laws or Regulations shall be liable to a penalty not exceeding forty shillings.

23. The expression "conductor" shall include any officer or servant in the employment of the Company, and having charge of a carriage.

24. There shall be placed and kept placed in a conspicuous position inside of each carriage in use a printed copy of these Bye-laws and Regulations.

25. These Bye-laws shall come into force on the 24th day of January, 1885.

*E. W. Layton, Secretary*

Manchester, Bury, and Rochdale Tramways  
(Extensions) Act.

"The Tramways Act, 1870."

**N**OTICE is hereby given, that in pursuance and in exercise of the powers vested in them by the forty-sixth section of "The Tramways Act, 1870," the Local Board of Littleborough, in the county of Lancaster, have made Bye-laws and Regulations, dated the 19th day of November, 1884, as to the rate of speed to be observed in travelling upon the tramways, the distances at which carriages using the tramways shall be allowed to follow one after the other, the stopping of carriages using the tramways, and the traffic on the roads in which the tramways are laid, and for other purposes; and that the schedule hereto contains a copy of such Bye-laws and Regulations.

Dated at Todmorden this 20th day of November, 1884.

*A. G. and T. W. Eastwood, Solicitors to the said Local Board.*

The Schedule above referred to.

BYE-LAWS and Regulations made by the Littleborough Local Board, as the Local Authority, under section 46 of the Tramways Act, 1870.

1. For the purpose of these Bye-laws and Regulations, the term "car" shall mean any engine or carriage using any tramway laid down within the Local Board District, and the terms "driver" and "conductor" shall respectively mean the driver and conductor or other person having charge of an engine or car.

2. The driver of every car shall cause the same to be driven at a speed of not less than four miles an hour on the average, and not exceeding eight miles an hour.

3. The driver of every car shall so drive the same that it shall not follow a preceding car at a less distance than one hundred yards.

4. Subject to the requirements of Bye-laws Nos. 3 and 5, the driver or conductor of a car shall stop the same for the purpose of setting down or taking up passengers, when required, by any passenger desiring to leave the car, or by any person desirous of travelling by the car, for whom there is room, and to whose admission no valid objection can be made: Provided that nothing in this Bye-law shall require a car to be stopped on any gradient steeper than 1 in 25.

5. No car shall be stopped at the intersection or junction of two or more street or roads, except

at a passing place or a terminus, nor within ten yards of a car on an adjoining line of rails.

6. The driver of a car, on coming in sight of a vehicle standing or travelling on any part of the road so as not to leave sufficient space for the car to pass, shall sound his whistle or bell as a warning to the person in charge of such vehicle, and that person shall, with reasonable despatch, cause such vehicle to be removed, so as not to obstruct the car.

7. No person shall in any way wilfully impede or interfere with the traffic on the tramways, nor shall any driver or conductor needlessly cause interruption to the ordinary road traffic.

8. No car shall be stopped on the paved crossings respectively opposite the Wheatsheaf Hotel and Lodge-street.

9. When any car is following any vehicle a space of 20 yards between the car and such vehicle shall be allowed, unless there is sufficient space for the car to pass; but every vehicle shall go out of the way of the car with all despatch, so as to keep the tramway clear for the use of the car.

10. In the event of any street being blocked, the driver of any car shall stop the same at a distance of not less than 20 yards from the place where the block occurs.

11. Subject to the requirements of these Bye-laws, no car shall remain stationary in any street or road within the Local Board District, except at the terminus of the tramway, and for not more than five minutes at the terminus.

12. Every driver, conductor, or other person offending against any of these Bye-laws and Regulations shall be liable to a penalty not exceeding forty shillings for each offence, and not exceeding for any continuing offence ten shillings, for every day during which the offence continues.

13. These Bye-laws shall come into force on the 28th day of January, 1885.

The Common Seal of the said Local Board was affixed at a meeting of such Local Board, held on the 19th day of November, 1884, in the presence of

*James Schofield, Chairman.*

*John W. Webster, Clerk.*



In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the Companies Act, 1867, and in the Matter of the Skelmersdale Land and Building Company Limited and Reduced.

**N**OTICE is hereby given, that by an Order made by Mr. Justice Chitty, dated the 4th day of November, 1884, it was ordered that the special resolution passed at an Extraordinary General Meeting of the said Company, held on the 12th day of December, 1883, and confirmed at an Extraordinary General Meeting of the said Company held on the 27th day of December, 1883, whereby it was resolved that the capital of the Company be reduced to £6,000, divided into 4,000 shares of £1 10s. each, and that such reduction be effected by cancelling the liability of 12s. 6d. per share, and the liability of 10s. per share, and by writing off £2 7s. 6d. per share, as capital lost or unrepresented by available assets, be confirmed; and it was ordered that on and after the 4th December, 1884, the use of the words "and Reduced," mentioned in the Com-



panies Act, 1867, be dispensed with.—Dated this 22nd day of November, 1884.

*Gregory, Rouchliffes, and Co.*, 1, Bedford-row, London; Agents for  
*Parr, Sadler, and Dickenson*, of Southport, 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 Faure Electric Accumulator Company Limited.

**T**HE Vacation Judge, acting for Vice-Chancellor Sir James Bacon, has by an Order, dated the 9th day of October, 1884, appointed Francis Cooper, of No. 14, George-street, Mansion House, and Herbert Canning, of No. 71, Queen-street, both in the city of London, sole Liquidators of the above-named Company.—Dated this 20th day of November, 1884.

In the High Court of Justice.—Chancery Division. Mr. Justice Pearson.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Gold Mining Association of Canada Limited.

**M**R. JUSTICE PEARSON has by an Order, dated the 14th day of October, 1884, appointed Mr. Charles James Singleton, of 8, Staple-inn, Middlesex, Public Accountant, to be Official Liquidator of the above named Company.—Dated this 13th day of November, 1884.

In the High Court of Justice.—Chancery Division. Mr. Justice Pearson.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Gold Mining Association of Canada Limited.

**T**HE creditors of the above-named Company are required, on or before the 16th day of January, 1885, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to Charles James Singleton, of 8, Staple-inn, Holborn, Middlesex, Public Accountant, the Official Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice Pearson, Room No. 700, at the Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Thursday, the 29th day of January, 1885, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 17th day of November, 1884.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, dated 7th August, 1884, made in an action in which Henry Pearson Banks is plaintiff, and the Honourable Henry Noel and others are defendants, 1884; B., 1493, and also pursuant to an Order, dated 5th July, 1884, made in the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Floating Swimming Baths Company Limited, the persons claiming to be holders of mortgage debentures issued by the defendants, the Floating Swimming Baths Company Limited, under and in pursuance of an indenture, dated the 30th day of January, 1877, made between the said Company of the one part, and the defendants, Henry Noel, William Fielding, James Heriot Maitland, and Alexander William Adair of the other part, are, on or before the 17th day of December, 1884, to

enter their claims at the Chambers of the Honourable the Vice-Chancellor Sir James Bacon, in the Royal Palace of Justice, Strand, London, Room 697, or in default thereof they will be peremptorily excluded from the benefit of the said Orders. Thursday, the 15th day of January, 1885, is appointed at the said Vice-Chancellor's chambers, for adjudicating upon such claims. And the creditors of the said Company are required, on or before the said 17th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to Charles Fitch Kemp, the Official Liquidator of the said Company, at his office, No. 8, Walbrook, in the city of London, 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 said chambers 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. The said Thursday, the 15th day of January, 1885, at twelve o'clock at noon at the said chambers, is appointed for hearing and adjudicating upon the debt, and claims.—Dated this 18th day of November, 1884.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Stockport Fruit Preserving Company Limited; and in the Matter of the Companies Acts, 1862 to 1883; and in the Matter of the Court of Chancery of Lancaster Acts, 1850 and 1854.

**B**Y an Order made by Henry Fox Bristowe, Esq., Q.C., the Vice-Chancellor of the Court of Chancery of the County Palatine of Lancaster, in the above matters, dated the 17th day of November, 1884, on the petition of Charles Pearson, James Rutter, and James Fildes Pearson, all of No. 98, Corporation-street, in the city of Manchester, in the county of Lancaster, Wholesale Grocers, creditors of the above-named Company, it was ordered that the voluntary winding up of the said Company be continued, but subject to the supervision of that Court, and any of the proceedings in the said voluntary winding up might be adopted as the Judge should think fit, and the creditors, contributories, and Liquidators of the said Company, and all other persons interested, were to be at liberty to apply to the Vice-Chancellor, at the office of the District Registrar, as there may be occasion.

*Addleshaw and Warburton*, of 15, Norfolk-street, Manchester, Solicitors for the Petitioners.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Steamship Adeline 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.

**N**OTICE 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.

## 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.

Royal Exchange Assurance Office.

Royal Exchange, London,

November 19, 1884.

**THE** Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday, the 9th, to Tuesday, the 30th of December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 17th of December, at twelve o'clock at noon, and that a Dividend will be considered of at the said Court.

E. R. Handcock, Secretary.

3, Dean's-Yard, Westminster,  
November 25, 1884.

**NOTICE** is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 10th December next, at half-past two o'clock, for the despatch of general business.

Joseph K. Aston, Secretary.

The Companies Acts, 1862 to 1880.

Barnet and Finchley Gazette Company Limited.

**A**T an Extraordinary General Meeting of the Shareholders of the Barnet and Finchley Gazette Company Limited, duly convened and held at the Railway Tavern, Church End, Finchley, in the county of Middlesex, on Thursday, the 13th day of November, 1884, the following Extraordinary Resolutions were duly passed:—

"That it has been proved to the satisfaction of this meeting that the Barnet and Finchley Gazette Company Limited cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily under the provisions of the Companies Acts.

"That Mr. A. A. Yeatman, the Secretary, be appointed the Liquidator for the purpose of winding up the Company, and that the remuneration of such Liquidator be thirty guineas."

Edmund Ure, Chairman.

In the Matter of the Companies Acts, 1862 to 1880, and of the Southport Commercial Hotel and Restaurant Company Limited.

**A**T an Extraordinary General Meeting of the above-named Company, duly convened and held at 177A, Lord-street, Southport, in the county of Lancaster, on the 27th day of October, 1884, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place, on the 10th day of November, 1884, the following Special Resolutions were duly confirmed, viz.:—

1. "That the Southport Commercial Hotel and Restaurant Company Limited be wound up voluntarily.

2. "That Mr. James Platt, of Southport, Accountant, be appointed Liquidator, at a remuneration to be fixed by a Committee of Inspection to be appointed at this Meeting.

3. "That the present Directors of the Company, viz., Messrs. Thomas Mellor, William Ebenezer Hobbs, William John Robson, James Crook, and John Segar, M.D., be appointed a Committee of Inspection to confer with the Liquidator on all matters connected with the winding up of the Company, and to fix the remuneration of the Liquidator at the close of the liquidation."

Thos. Mellor, Chairman.

The South Devon United Copper Mines Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at No. 18, Austin Friars, Old Broad-street, in the city of London, on the 30th day of October, 1884, the following Special Resolutions were 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 20th day of November, 1884, the following Special Resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily.

2. "That Frederick Robert Augustus Franklyn, of No. 18, Austin Friars, in the city of London, and Henry Cattley Stewart, of 13, Great Winchester-street, in the city of London, Accountant, be and they are hereby appointed Liquidators for the purposes of such winding up, and that the remuneration of the said Liquidators for their services in the winding up be fixed at the sum of £50 each."

Dated this 20th day of November, 1884.

S. R. Pattison, Chairman.

Messrs. Peto and Company Limited.

**A**T an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the offices of Messrs. Fisher and Carter, Solicitors, 10, Old Jewry-chambers, in the city of London, on the 3rd day of November, 1884, the following Special Resolutions were 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 20th day of November, 1884, the following Special Resolutions were duly confirmed:—

1. "That Messrs. Peto and Company Limited be wound up voluntarily.

2. "That Mr. Arthur Muskett Yetts, of 82, Queen-street, in the city of London, be appointed Liquidator for the purposes of such winding up."

James Shearer, Chairman.

In the Matter of the Companies Acts, 1862 to 1883, and of the St. James' Public School, Teignmouth, Company Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at Nos. 10 and 11, Orchard-gardens, Teignmouth, on the 3rd day of November, 1884, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the Company, also duly convened and held at the place aforesaid, on the 18th day of November, 1884, and by adjournment on the 20th day of November, 1884, the following Special Resolutions were duly confirmed:—

1. "That the freehold buildings and premises in which the Company's business has been carried on, and other the property of the Company, be sold either by public auction or private contract at such price, and subject to such conditions as to title or otherwise, and generally in such manner as the Governors shall deem expedient.

2. "That the Company be wound up voluntarily, and that Mr. Robert Alsop, of Teignmouth,

be and he is hereby appointed Liquidator for the purposes of such winding up."

James Metcalfe, *Chairman*.

The City of Turin Water Works Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at 72, King William-street, in the city of London, on the 28th day of October, 1884, the following Special Resolutions were 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 11th day of November, 1884, the following Special Resolutions were duly confirmed:—

1. "That the City of Turin Water Works Limited be wound up voluntarily.

2. "That Mr. Charles Fitch Kemp be appointed Liquidator for the purpose of winding up the affairs of the Company."

Chs. E. Rashleigh, *Chairman*.

The Companies Acts, 1862 to 1892.

A. H. Bateman and Co. Limited.

**A**T an Extraordinary General Meeting of the Shareholders of the said Company, duly convened and held at the Company's offices, No. 93, Pelton-road, East Greenwich, in the county of Kent, on Monday, 17th instant, the following Extraordinary Resolutions were unanimously passed:—

1. "That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.

2. "That Mr. William Henry Beck, of 115, Cannon-street, in the city of London, be and is hereby appointed Liquidator for the purposes of such winding up."

Dated this 22nd day of November, 1884.

Howel Wills, *Chairman*.

**A**N Extraordinary General Meeting of the Colonial and Foreign Fibre Company Limited, in Liquidation, will be held at No. 121, Bishopsgate-street Within, London, on Tuesday, the 30th day of December, 1884, at two o'clock, for the purpose of laying before the Shareholders the final accounts, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and hearing the Liquidator's explanation thereon. At the meeting a Resolution will be proposed as an Extraordinary Resolution, that the books, accounts, and documents of the Company be kept by the Liquidator, at his office, for the period of five years from the date of the close of the liquidation, and on the expiration of such period to be destroyed by him.—121, Bishopsgate-street Within, E.C., 20th November, 1884.

W. Chivers, *Liquidator*.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Fourth Standard Steam Ship Company Limited.

**N**OTICE is hereby given, that the creditors of the above-named Company are required, on or before the 23rd day of December, 1884, to send their names and addresses, and the names and addresses of their Solicitors, if any, and the particulars of their debts or claims, to Benjamin Smyrke and Henry Rawlings, both of Sunderland, in the county of Durham, Chartered Accountants, the Liquidators of the said Company, and if so required, by notice in writing from the said Liquidators, are, by their Solicitors, to come in and prove their said debts or claims at such time and place

as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 20th day of November, 1884.

William Pinkney, 59, John-street, Sunderland, *Solicitor for the said Liquidators*.

In the Matter of the Companies Acts, 1862 to 1880, and of the Oldham Cabinet Manufacturing and Furnishing Company Limited.

**N**OTICE is hereby given, that the creditors of the above-named Company are required, on or before the 20th of December next, to send their names and addresses, and the particulars of their debts and claims, to James Dawson, of 186, Union-street, Oldham, the Liquidator of the said Company, and if so required by notice in writing from him to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 19th day of November, 1884.

Chas. Clegg, Clegg-street, Oldham, *Solicitor for the Liquidator*.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Rasmus Jensen, Albert Colbourn, and Mary Ann Stokes, as Grocers and Provision Dealers, at 107, High-street, Gray's Thurrock, and No. 42 and 43, William's-street, Little Thurrock, both in the county of Essex, and at No. 1, Cliffe Market, Reed-street, Cliffe, in the county of Kent, under the style and name of R. Jensen and Co., has been this day dissolved, by mutual consent, so far as relates to the said Albert Colbourn. The business will in future be carried on by the said Rasmus Jensen and Mary Ann Stokes, who will pay and receive all debts owing by and to the late firm of R. Jensen and Co.—As witness our hands this 20th day of November, 1884.

Rasmus Jensen.

Albert Colbourn.

M. A. Stokes.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John William Standeven, Sam Earnshaw, and Henry Clarke, carrying on the business of Worsted Coating Manufacturers, at Hays Mill, Mixenden, in the county of York, under the style or firm of Standeven, Earnshaw, and Company, is this day dissolved, by mutual consent, so far as regards the said Henry Clarke who retired in favour of the said John William Standeven and Sam Earnshaw, who will in future carry on the said business on their own account, under the same style or firm of Standeven, Earnshaw, and Company, and who will pay and be entitled to receive all trade debts owing by or due to the first-mentioned firm.—Dated this 22nd day of November, 1884.

John Wm. Standeven.

Sam. Earnshaw.

Henry Clarke.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Buckley, Thomas Wood, Daniel Heath, and William Eardley, carrying on business as Earthenware Manufacturers, at High-street Pottery, Burslem, in the county of Stafford, under the style or firm of Buckley, Wood, and Company, has been dissolved, so far as regards the said Thomas Wood, by mutual consent, as 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 Buckley, Daniel Heath, and William Eardley, who will continue the business under the style or firm of Buckley, Heath, and Company.—Dated this 22nd day of November, 1884.

John Buckley.

Thomas Wood.

Daniel Heath.

William Eardley.

**N**OTICE is hereby given, that the Partnership hitherto existing between John Lloyd Jones, of Plas-y-Bryn, in the parish of Llanbeblig, in the county of Carnarvon, and David Lloyd Jones, of the same place, carrying on business as Quarry Owners, at Llwyngwern Slate and Slab Quarries, in the parish of Llanwrin, in the county of Montgomery, under the name of John Lloyd Jones and Son, has been this day dissolved by mutual consent.—Dated this 20th day of June, 1884.

John Lloyd Jones.

David Lloyd Jones.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Blakemore and Richard Harper, carrying on the business of Coalmasters, at Heath Town, Wolverhampton, in the county of Stafford, under the style or firm of the Perry Hall Colliery Company, was this day dissolved by mutual consent. All debts due or owing to or by the said partnership will be received and paid by the said Richard Harper, by whom the business will in future be carried on.—Dated this 8th day of November, 1884.

*William Blakemore.  
Richard Harper.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Nettlefold, William Richardson, John Dove Ellison, and Edward Nettlefold, carrying on business as Manufacturers and Sellers of Mediæval Iron Work and Metal Work, at Lower Ford-street, Coventry, in the county of Warwick, at Nos. 17 and 18, Brownlow-street, in the county of Middlesex, and at 243, High Holborn, in the said county of Middlesex, under the style or firm of Richardson, Ellison, and Co., has been dissolved, by mutual consent, so far as regards the said John Dove Ellison, but no further, as from the 1st day of January, 1884. All debts due from and owing to the said late partnership will be paid and received by the said Frederick Nettlefold, William Richardson, and Edward Nettlefold, who will in future continue to carry on the said business under the firm or style of W. Richardson and Co., on their own account.—Dated this 31st day of October, 1884.

*F. Nettlefold. John Dove Ellison.  
W. Richardson. Edward Nettlefold.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Niebour Duthie and Alfred Daniel Norman, carrying on business as Jewellers and Goldsmiths, at 9, Rostrevor-terrace, Fulham-road, London, S.W., under the style or firm of Duthie and Norman, has been dissolved, by mutual consent, as and from the 25th day of October, 1884. All debts due to and owing by the said late firm will be received and paid by the said William Niebour Duthie, by whom the business will be carried on at the same premises.—Dated this 20th day of November, 1884.

*William N. Duthie.  
Alfred D. Norman.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Henry Harwood and Charles John Palmer, carrying on business as Glass Manufacturers, at Stock Orchard-street, Holloway, under the style or firm of Harwood and Palmer, has been dissolved, by mutual consent, as and from the 19th day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said W. H. Harwood.—Dated this 21st day of November, 1884.

*William Henry Harwood.  
Charles John Palmer.*

**N**OTICE is hereby given, that the Partnership lately existing between us the undersigned, Edwin Hodson and Thomas Ottey, carrying on business at No. 212, Waterloo-street, Burton-upon-Trent, in the county of Stafford, as Chemists and Druggists, under the style of Hodson and Ottey, has been dissolved by mutual consent. All debts due to and owing from the said partnership will be received and paid by the said Thomas Ottey, by whom the business will in future be carried on.—Dated this 30th day of October, 1884.

*Edwin Hodson.  
T. Ottey.*

**N**OTICE is hereby given, that the Partnership which has for some time past been carried on by Stephen Gaubert and Francis Charles Kelly, under the firm of Gaubert and Kelly, at 47, Blackfriars-road, in the county of Surrey, in the trade or business of Chemists and Druggists, was this day dissolved by mutual consent.—As witness our hands the 21st day of November, 1884.

*Francis C. Kelly.  
Stephen Gaubert.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Sharp and George Spreckley the younger, carrying on business together as Lace Manufacturers, at Stoney-street and Warser Gate, in the town of Nottingham, under the style or firm of Sharp and Spreckley, has been dissolved, by mutual consent, as from the 1st day of November, 1884.—Witness our hands this 22nd day of November, 1884.

*Thomas Sharp.  
George Spreckley, junr.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Gordon Picking and James Bruton, under the style or firm of Picking and Bruton, of Bounds Green Brickfields, near Tottenham, in the county of Middlesex, Brick and Tile Merchants, has been dissolved, by mutual consent, as from the 14th day of November last. All debts due to and from the said late partnership will be received and paid by the said Charles Gordon Picking, who will in future carry on said business on his own account.—Dated this 21st day of November, 1884.

*C. G. Picking.  
James Bruton.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Watkins and Edward Rutter, in the business of Engineers and Founders, carried on by us at the Canal Iron Works, Millwall, in the county of Middlesex, under the firm of Seaward and Company, was this day dissolved by mutual consent.—As witness our hands this 21st day of November, 1884.

*R. Watkins.  
E. Rutter.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Norris and Sarah Caroline Jordan (formerly Sarah Caroline Wood), carrying on the business of Milliners, at No. 9, New-street, Birmingham, under the firm of Norris and Wood, has this day been dissolved by mutual consent. All debts due to and owing by the said firm will henceforth be received and paid by the said Walter Norris, who will continue the business under the name of Walter Norris, late Norris and Wood.—Dated this 21st day of November, 1884.

*Walter Norris.  
Sarah Caroline Jordan.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Uridge and William Uridge, carrying on business as Grocers, Tea Dealers, Wine and Spirit Merchants, and Provision Merchants, at No. 15, Widmore-road, Bromley, Kent, under the style or firm of H. and W. Uridge, has been dissolved, by mutual consent, as and from the 1st day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said Henry Uridge.—Dated this 21st day of November, 1884.

*Henry Uridge.  
William Uridge.*

**N**OTICE is hereby given, that the Partnership heretofore carried on by Archibald Graves and Henry Turner, under the style or firm of Graves and Turner, as Indigo Merchants, Drysalers, and General Merchants, at No. 14, Mincing-lane, in the city of London, has been this day dissolved, pursuant to a power contained in the articles of partnership.—Dated this 6th day of November, 1884.

*Archibald Graves,  
by his Attorney, Henry Turner.  
Henry Turner.*

#### 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."

**N**OTICE 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.

#### 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."

**N**OTICE 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, Caldmere, 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 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.

JOHN RACE, Deceased.

Pursuant to the Act 22 and 23 Vic., cap. 35.

ALL creditors and persons having claims against the estate of John Race, late of Rillington, in the county of York, Grocer and Draper (who died on the 11th of June, 1884), are to send particulars of their claims to the undersigned, on or before the 8th of December next. After that date the executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated this 19th November, 1884.

ARTHUR H. JACKSON, Malton, Solicitor for the Executors.

WILLIAM LONGWORTH, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having any claim or demand upon or against the estate of William Longworth, late of Armidale, Sydney, in the colony of New South Wales, deceased (who died on the 29th day of October, 1880, and to whose estate letters of administration were granted to Sara Marie Bellamy, by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 25th day of October, 1884), are required to send to us, the undersigned, Solicitors of the said administratrix, the particulars of their claims and demands upon or against the said estate before the 7th day of May now next; and at the expiration of such time the said administratrix will distribute the assets of the said William Longworth, amongst the persons entitled

thereto, having regard only to the debts, claims, and demands of which they then shall have had notice; and the said administratrix will not be liable for the assets so distributed to any person or persons of whose debt, claim, or demand she shall not have had notice.—Dated this 5th day of November, 1884.

PAYNE and FULLER, 5 and 6, Old King-street, Bath, Solicitors for the Administratrix.

JOSEPH ATKINS, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, entitled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of Joseph Atkins, late of No. 8, Balsall Heath-road, Edgbaston, Birmingham, in the county of Warwick, Gentleman, deceased (who died on the 17th day of June, 1884, and probate of his will was granted by the District Registry at Birmingham on the 2nd day of August, 1884, to the executors therein named), are required to send particulars, in writing, of such claims, before the 24th day of February next, to the undersigned, Reuben Taylor, the Solicitor for the said executors, at his office, 82, Colmore-row, Birmingham, at the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable to any person of whose claim such notice has not been given.—Dated this 21st day of November, 1884.

REUBEN TAYLOR, 82, Colmore-row, Birmingham.

WILLIAM BAKER GARRAD, Deceased.

Pursuant to Statute 22 and 23 Victoria, c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of William Baker Garrad, late of Colchester, in the county of Essex, Gentleman (who died on the 20th day of October, 1884, and whose will was proved in the Ipswich District Registry of the Probate Division of the High Court of Justice on the 20th day of November, 1884, by Arthur William Hitchcock, of 39, Prospect-rise, Oxford-road, Reading, the surviving executor therein named), are required to send particulars thereof to the undersigned, Solicitors for the said executor, on or before the 14th day of January, 1885, after which date the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated this 21st day of November, 1884.

TURNER, DEANE, ELWES, and TURNER, Colchester, Essex, Solicitors for the said Executor.

ROBERT JONES, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that creditors and other persons having any debts or claims against the estate of Robert Jones, late of Houghton Towers Farm, Hale, near Liverpool, in the county of Lancaster, Farmer, deceased (who died on the 15th day of October, 1884, and of whose estate letters of administration were, on the 12th day of November, 1884, granted out of the Liverpool District Probate Registry to his Widow, Annie Jones), are hereby required to send in particulars, in writing, of such debts or claims to Messrs. Banks and Kendall, 26, North John-street, Liverpool, on or before the 27th day of December next, after which date the administratrix will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts and claims of which she shall then have notice.—Dated this 24th day of November, 1884.

BANKS and KENDALL, Solicitors for the Administratrix.

Mr. JOHN COLEMAN, Deceased.

Pursuant to an Act of Parliament 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 John Coleman, late of Lubenham, Market Harborough, in the county of Leicester, Farmer, deceased (who died on or about the 2nd day of May, 1884, and whose will was proved by Mary Coleman, John Coleman, and William Coleman, the executors therein named, on the 24th day of June, 1884, 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 me, the undersigned, the Solicitor for the said executors, on or before the 10th day of February, 1885, after which date the said executors will proceed to distribute the assets of the said deceased, having regard only to the claims and demands of which they shall then have notice; and



that they will not be liable for the assets, 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 10th day of November, 1884.

J. A. H. DOUGLASS, Market Harborough, Solicitor for the Executors.

Captain WILLIAM OGILVIE RANNIE, Deceased. Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Ogilvie Rannie, formerly of Mount-pleasant, Addington-street, Ramsgate, in the county of Kent, afterwards of No. 21, Augusta-road, Ramsgate aforesaid, then of Polefield, Liverpool-road, Chester, in the county of Cheshire, and late of 7, Hough-green, Chester aforesaid, a Captain on the Retired List of the Bengal Army, deceased (who died on the 25th day of October, 1884, and whose will was proved by Frank Richardson and Augustus Charles Sadler, the executors therein named, on the 11th day of November, 1884, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitors for the executors, on or before the 1st day of January, 1885; and notice is hereby given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1884.

FRANK RICHARDSON and SADLER, 28, Golden-square, London, W., Solicitors for the Executors.

WALTER STEAD, 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 Walter Stead, late of Leeds and Harrogate, both in the county of York, Cloth Manufacturer and Merchant, deceased (who died on the 20th day of March, 1884, and whose will, with three codicils thereto, was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Wakefield on the 29th day of April, 1884, by Maria Stead, Widow, the relict of the said deceased, and George Ambler Stead, the nephew of the said deceased, the executors named in the said will, and Frederick Horatio Barr, the executor named in the third codicil), 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 24th day of January, 1885, 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 21st day of November, 1884.

NELSON, BARR, and NELSON, 4, South-parade, Leeds, Solicitors for the Executors.

THOMAS BROWN, 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 Thomas Brown, late of Longfield, Headingley, in the parish of Leeds, in the county of York, Iron Merchant, deceased (who died on the 13th day of July, 1884, and whose will, with one codicil thereto, was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Wakefield on the 21st day of October, 1884, by Anne Elizabeth Brown, Widow and relict of the said deceased, and Robert Hopps, the executors named in the said will, and Frank White Barr, the executor named in the said codicil), 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 24th day of January, 1885, 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 21st day of November, 1884.

NELSON, BARR, and NELSON, 4, South-parade, Leeds, Solicitors for the Executors.

The Reverend HUGH PIGOT, 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 persons having any claims or demands upon or against the estate of the Reverend Hugh Pigot, late of Stretham Rectory, Ely, in the county of Cambridge, Clerk in Holy Orders, and during the years 1883 and 1884 temporarily residing at Inverness House, Saint Michael's-road, Bournemouth, in the county of Hants, and Sandingham House, Tunbridge Wells, in the county of Kent (who died at Tunbridge Wells aforesaid on the 22nd day of September, 1884), are hereby required to send in the particulars of their claims and demands to us, the undersigned, Solicitors for the executors named in and appointed by the will of the said Hugh Pigot, on or before the 20th day of December, 1884; and notice is hereby also given, that at the expiration of the last-mentioned day 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 notice.—Dated this 21st day of November, 1884.

TUCKER and LAKE, 4, Serle-street, Lincoln's-inn, Solicitors for the Executors.

Re SOPHIA HOPKINS ROBERTSON, Widow, 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 Sophia Hopkins Robertson, Widow, late of 21, Camden-gardens, Shepherd's Bush, in the county of Middlesex, deceased (who died at 15, Nelson-crescent, Ramsgate, in the county of Kent, on the 25th day of August, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of November, 1884, by Philemon Price Sanders, of Church-hill, Haslemere, in the county of Surrey, Gentleman, George Sanders, of Dealtry-road, Putney, in the county of Surrey, Gentleman, and George Bethell, of 2, Burton-street, Bath, in the county of Somerset, Ironmonger, the executors therein named), are hereby required to send the particulars, in writing, of their claims and demands to me, the undersigned, the Solicitor for the executors, on or before the 30th day of January, 1885, 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 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 22nd day of November, 1884.

WM. J. FOSTER, 21, Birch-in-lane, London, E.C., Solicitor for the Executors.

JOHN WILLIAM SMITH, 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 against or affecting the estate of John William Smith, late of the Dog and Bear Inn, Bridlesmith Gate, in the town of Nottingham, Licensed Victualler, deceased (who died on the 18th day of September 1884, and whose will was proved by Marcus Soar, one of the executors therein named, in the Nottingham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of November, 1884), are hereby required to send, in writing, the particulars of their claims and demands to the undersigned, the Solicitors for the executors, on or before the 31st day of December next; and notice is hereby further given, that after the last-mentioned day the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims and demands of which they shall have had notice; and the said executors will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1884.

WELLS and HIND, Nottingham, Solicitors.



Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Simeon Finch, late of the Old Two Gates Inn, Cradley, in the parish of Halesowen, in the county of Worcester, Innkeeper, deceased (who died on the 27th day of August, 1884, and whose will was proved by John Lane, of Brierley Hill, in the county of Stafford, Blacksmith, and Thomas Pateshall, of Cradley Heath, in the said county of Stafford, Auctioneer, the executors therein named, on the 13th day of November, 1884, in the Worcester District Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims and demands to the said John Lane and Thomas Pateshall, or to the undersigned, their Solicitor, on or before the 8th day of December next; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets, or any parts thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1884.

THOMAS HOMER, Brierley Hill, Solicitor for the said Executors.

Mrs. SARAH CURTIS, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Sarah Curtis, late of No. 111, Westbourne-terrace, Bayswater, in the county of Middlesex, Widow (who died on the 28th day of August, 1884, and letters of administration to whose estate and effects were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 16th day of September, 1884, to William Hawes), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 1st day of January, 1885, or in default thereof the administrator will after such day proceed to distribute the assets of the said deceased, having regard only to the claims and demands of which he shall then have had notice.—Dated this 21st day of November, 1884.

BAKER, BLAKE, and HAWES, 117, Cannon-street, London, E.C., Solicitors for the said Administrator.

EMMA WILLIAMS, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

**NOTICE** is hereby given, that all persons claiming to be next of kin or having any claims or demands against the estate of Emma Williams, late of No. 2, Berkeley-vale, Falmouth, in the county of Cornwall, Spinster, deceased (who died on the 12th day of August, 1884, intestate, and letters of administration of whose personal estate were, on the 2nd day of September, 1884, granted by the Bodmin District Registry of the Probate Division of the High Court of Justice to Grace Hammond Stephens, of Falmouth aforesaid, Spinster), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the administratrix, on or before the 1st day of February next, after which day the said administratrix will proceed to distribute the assets of the deceased among the parties 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 22nd day of November, 1884.

G. APPLEBY JENKINS, Penryn, Cornwall, Solicitor for the said Administrator.

THOMAS IRVIN, 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 Thomas Irvin, late of Albion-street, North Shields, in the county of Northumberland, Gentleman, deceased (who died on the 15th day of August, 1884, and whose will was, on the 13th day of September following, proved in the Newcastle-upon-Tyne District Registry of the Probate Division of Her Majesty's High Court of Justice by Thomas Carnihy Irvin, of 27, King-street, North Shields aforesaid, Registrar of Births and Deaths, William Green Irvin, of 65, Camden-street, North Shields aforesaid, Grocer, and Henry Harrison, of Spring-terrace, North Shields aforesaid, Chemist, the executors therein

named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said executors, on or before the 15th day of January, 1885, 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 20th day of November, 1884.

SHALLETT JNO. DALE, Dockwray-square, North Shields, Solicitor for the said Executors.

SAMUEL HAYCROFT, Deceased.

Pursuant to an Act of Parliament 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, claimants, and others claiming any debts, interest, duties, rights, or title in, to, or out of the estate of Samuel Haycroft, formerly of Buenos Ayres, in South America, and also formerly residing at 25, Highbury-place, in the county of Middlesex, but late of Haycroft House, Lavender-hill, Wandsworth, in the county of Surrey, Merchant, deceased (who died on the 25th day of February, 1884), are to send in their claims against the estate of the said Samuel Haycroft, on or before the 1st day of May, 1885, to us, the undersigned, Shephard and Sons, at our offices, Nos. 31 and 32, Finsbury-circus, in the city of London, Solicitors for William Henry Clatworthy and Francis Hicks, the executors named in the will of the said Samuel Haycroft, deceased; and notice is hereby further given, that after the said 1st day of May, 1885, the said William Henry Clatworthy and Francis Hicks will proceed to distribute the assets of the said Samuel Haycroft, deceased, among the persons entitled thereto, having regard only to the claims of which they, the said William Henry Clatworthy and Francis Hicks shall have had notice; and will not be liable for the assets so distributed to any person of whose claim or interest they shall not have had notice at the time of such distribution.—Dated this 21st day of November, 1884.

SHEPHEARD and SONS, 31 and 32, Finsbury-circus, in the city of London, Solicitors for the above-named Executors.

MARIA SUSANNAH HOLMES, Deceased.

Pursuant to the Statute 22 and 23 Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Maria Susannah Holmes, formerly of Ottawa House, Walthamstow, in the county of Essex, but late of No. 16, Cambridge-street, Hyde Park, in the county of Middlesex, Widow, deceased (who died on the 11th day of November, 1883, at No. 16, Cambridge-street, Hyde Park aforesaid, and whose will was proved on the 25th day of June, 1884, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by Charles Joseph Holmes, James Stocken, and Edward Moberley, the executors therein named), are requested to send particulars, in writing, of such claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 25th day of December, 1884, after which date the said executors will proceed to distribute the estate of the said Maria Susannah Holmes amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and the said executors will not be liable for the estate of the said Maria Susannah Holmes so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1884.

TYLÉE, WICKHAM, MOBERLEY, and TYLÉE, 14, Essex-street, Strand, London, Solicitors for the said Executors.

ROBERT DICKINSON, 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 Robert Dickinson, late of Red Rock Farm, Haigh, in the county of Lancaster, Farmer, deceased (who died on the 9th day of October, 1884, and whose will, with a codicil, was proved by Robert Dickinson, William Dickinson, and John Dickinson, the executors therein named, on the 14th day of November instant, in the District Registry attached to the Probate Division of the High Court of Justice at Liverpool), are hereby required to send in the particulars of the claims and demands to the undersigned, the Solicitors for the

said Robert Dickinson, William Dickinson, and John Dickinson, on or before the 20th day of January next; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the 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 20th day of November, 1884.

ACKERLEY and SON, 7, Victoria-buildings, King-street, Wigan.

JOHN MATTHEWS CHAMBERLAIN, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Matthews Chamberlain, late of Basinghall-street, in the city of London, and of Sydenham Hill, in the county of Kent, Solicitor, deceased (who died on the 12th day of April, 1884, and whose will was proved in the Principal Probate Registry of the High Court of Justice on the 31st day of May, 1884, by Joseph Ebenezer Newsom and James Tennant Simpson, the executors therein named), are hereby required to send to Messrs. Simpson, Hammond, Richards, and Simpson, of No. 6, Moorgate-street, in the city of London, the Solicitors for the said executors, particulars, in writing, of their claims or demands against the estate of the said deceased, on or before the 1st day of January, 1885, at the expiration of which time the said executors will proceed to distribute the whole of the assets of the said deceased, having regard to the debts and claims only of which they shall then have had notice.—Dated this 22nd day of November, 1884.

SIMPSON, HAMMOND, RICHARDS, and SIMPSON, 6, Moorgate-street, E.C., Solicitors for the Executors.

Miss SARAH CURTIS, Deceased.

Notice to Creditors and Claimants.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35. NOTICE is hereby given, that all persons having any claims against the estate of Sarah Curtis, formerly of No. 199, Albany-street, Regent's Park, in the county of Middlesex, and late of Glenhaven, Westbourne, Bournemouth, in the county of Hants, deceased (who died on the 11th of July, 1884, and whose will, with two codicils thereto, was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 5th day of August, 1884), are requested to send particulars of their claims to us, the undersigned, Solicitors for the executors, on or before the 22nd day of December, 1884, after which date the executors will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1884.

INDERMAUR and CLARK, 1, Devonshire-terrace, Portland-place, Middlesex, Solicitors for the Executors.

MARY LUSHINGTON, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Mary Lushington, late of No. 20, Kildare-gardens, Bayswater, in the county of Middlesex, Spinster (who died on the 4th day of November, 1884, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 21st day of November, 1884, by Franklin Lushington, Esq., one of the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to Messrs. Walker, Martincau, and Company, of No. 36, Theobalds-road, Gray's-inn, London, Solicitors for the said executor, on or before the 31st day of December next, after which date the said executor will proceed to distribute the assets of the said deceased, having regard only to the claims or demands of which he shall then have notice.—Dated this 24th day of November, 1884.

WALKER, MARTINEAU, and COY., Solicitors for the said Executor.

THOMAS HENRY SMITH, Deceased.

Notice to Creditors and Claimants.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35. NOTICE is hereby given, that all persons having any claims against the estate of Thomas Henry Smith, late of Marpool, in the county of Derby, Coal Agent, deceased (who died on the 11th day of June, 1884, and whose will was proved in the District Registry at Derby of the Probate Division of the High Court of Justice on the 8th day of November, 1884), are hereby

required to send the particulars, in writing, of their claims to us, the undersigned, Solicitors for the executrix, on or before the 22nd day of December next, after which date the executrix will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice; and she will not be liable for the assets of the said deceased so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 22nd day of November, 1884.

J. and H. F. GADSBY and COXON, 16, Tenant-street, Derby, Solicitors for the Executrix.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action Rogers v. Rogers, 1881, E., 1246, with the approbation of Mr. Justice Chitty, by Mr. Aubrey Rumball, the person appointed by the said Judge, at the Peahen Hotel, in the city of St. Albans, on Thursday, the 18th day of December, 1884, at three for four o'clock in the afternoon, in two lots:—

Certain freehold property, consisting of a family residence, with garden and stabling, and a dwelling-house with shop adjoining, situate in the Market-place, St. Albans aforesaid.

Particulars and conditions of sale may be obtained (gratis) of Messrs. Pattison, Wigg, and Co., Solicitors, 11, Queen Victoria-street, London, E.C.; of Messrs. Bull, Solicitors, Newport Pagnell; and of the Auctioneer, at St. Albans aforesaid.

TO be sold, pursuant to an Order of the High Court of Justice, made in the matter and action of re Rendall, deceased, Rendall v. Gothard, 1877, R., 44, with the approbation of the Honourable Mr. Justice Kay, the Judge to whose Court the said matter and action is attached, by Mr. Frank Lewis (of the firm of Frank Lewis and Co.), at the Mart, Tokenhouse-yard, in the city of London, on the 12th December, 1884, at two o'clock in the afternoon, in one lot:—

Certain leasehold premises, being No. 3, Shacklwell-lane, Stoke Newington-road, Middlesex, held for an unexpired term of about 88 years, at a ground-rent of £6 10s., now in occupation at a rental of £40 per annum.

Particulars and conditions of sale may be had (gratis) of Mr. William Sturt, of 14, Ironmonger-lane, E.C., Solicitor; of Mr. Samuel Copping, of 5, Godliman-street, Doctors'-commons, Solicitor; and of the Auctioneer, at 55, Gresham-street, E.C.; and at the place of sale.

TO be sold, pursuant to a Judgment of the High Court of Justice, Chancery Division, made in an action Widdowson v. Milner, 1877, W., No. 334, with the approbation of Mr. Justice Chitty, by Mr. William Harvey, the person appointed by the said Judge, at his Auction-rooms, Bank-street, Sheffield, in the county of York, on Tuesday, the 2nd day of December, 1884, at three for four o'clock in the afternoon, in 18 lots:—

Certain freehold estates in and near Sheffield, in the county of York, comprising two sale-shops, together with one hundred and thirty square yards of freehold land at the corner of Gibraltar-street and Bower Spring. Sixteen cottages, together with eight hundred and seventy-eight superficial square yards, more or less, of freehold land in Chambers-lane, Grimesthorpe. A dwelling-house, called East Cottage, and workshop, together with one thousand one hundred and thirteen square yards of freehold land in George-street, Brightside. A residence called Montgomery House and six dwelling-houses adjoining, together with seven hundred and fifty-six square yards of freehold land. Eleven double houses and sale-shop, with dwelling-house, together with one thousand two hundred and forty square yards of freehold land. Twelve single cottages, together with nine hundred and forty square yards of freehold land, 6 acres, 1 rood, and 10 perches of land under cultivation. One rood twenty-nine perches of land. One rood twenty-five perches of land. Brick-built dwelling-house, together with three hundred and seventeen square yards of freehold land. A cottage, together with six hundred and five square yards of freehold land in Shire Green-road. A cottage, stable, workshop, and granary, together with five hundred and seventy-five square yards of freehold land. Three cottages, barn, cowshed, and workshop, together with six hundred yards of freehold land. Two cottages, garden, and workshops, together with one rood twenty-one and a half perches of freehold land in Shire Green-road. Two acres and thirty-eight perches of freehold land. Four acres, two roods, five perches of freehold land. Two fields, containing seven acres of freehold land. And six acres, three roods, twenty-two perches of freehold land; all at Wincobank, in the said county.

Particulars and conditions of sale may be had (gratis) of Mr. J. J. Wheat, Solicitor, Sheffield; of Mr. Charles Butcher, Solicitor, of 25, Old Jewry, London, E.C.; of

Mr. F. Brooke, Solicitor, of No. 51, Lincoln's-inn-fields, London; and of the Auctioneer, Bank-street, Sheffield; and at the place of sale.

John Holman Ridge, Army Agent, Deceased.

**W**HEREAS by an Order of the High Court of Justice, Chancery Division, made in the suit of Drummond v. Ridge, and dated the 1st November, 1884, the following inquiries were directed to be made, namely:—1. What creditor or creditors, or representative or representatives of any creditor or creditors, there is or are having claims on the estate of the above-named John Holman Ridge; 2. Who is or are the person or persons now entitled to the £2,028 7s. 6d. Consolidated £3 per Cent. Annuities and £3,154 11s. 7d. cash in Court to the credit of the suit. The creditors of the said John Holman Ridge, late of Charing Cross, in the city of Westminster, Army Agent, who died on the 16th August, 1816, and any person or persons claiming to be entitled to the said funds in Court, or any part thereof, are, by their Solicitors, on or before, 12th March, 1885, to come in and prove their claims at the chambers of Mr. Justice Pearson, Royal Courts of Justice, London, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Tuesday, the 24th March, 1885, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st November, 1884.

**P**URSUANT to an Order of the Chancery Division of the High Court of Justice, made in an action in the matter of the estate of George Church, deceased, Joyce v. Church, 1884, C., 4937, the creditors of George Church, late of Fields Farm, Higham Gobion, in the county of Bedford, Farmer, who died on the 22nd day of July, 1884, intestate, are, on or before the 15th day of December, 1884, to send by post, prepaid, to Mr. Arthur Staunton Wade-Gery, of Shefford, in the county of Bedford, the Solicitor of the defendant, Sarah Church, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, together with those of partners, 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 Sir James 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 adjudication on the claims.—Dated this 21st day of November, 1884.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of William Matthews, deceased, and in a cause William Kelly against Emma Jane Kelly, 1884, M., 3362, the creditors of William Matthews, late of Hembeer Farm, in the parish of Tedburn Saint Mary, in the county of Devon, Farmer (who died in or about the month of May, 1884), are, on or before the 1st day of January, 1885, to send by post, prepaid, to Mr. Edgar Tozer, a member of the firm of Messrs. Tozer, Geare, and Matthew, of the city of Exeter, the Solicitors of the defendant, Emma Jane Kelly, the administratrix 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, the Royal Courts of Justice, London, on Thursday, the 15th day of January, 1885, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 18th day of November, 1884.

**P**URSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of Joseph Walker, deceased, and in an action Bakers, White, and Morgan against Walker, 1884, W., 2733, the creditors of Joseph Walker, late of the Elms, Hull-road, in the city of York, Gentleman, who died in or about the month of January, 1883, are, on or before the 29th day of December, 1884, to send by post, prepaid, to Mr. Alfred Davenport, of 43, Chancery-lane, in the county of Middlesex, a member of the firm of Cunliffes, Beaumont, and Davenport, of the same place, the Solicitors of the defendants, 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 Judgment. 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 15th day of January, 1885, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 22nd day of November, 1884.

**P**URSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of John Davies, deceased, and in an action Evans against Davies, 1884, D., 2138, the creditors of John Davies, late of Cae newydd, in the parish of Caron, in the county of Cardigan, Farmer, who died on the 5th September, 1884, are, on or before the 31st December, 1884, to send by post, prepaid, to Mr. Griffith Jones, of Aberystwith, in the county of Cardigan, a member of the firm of Messrs. Griffith Jones and Co., of the same place, the Solicitors for the defendant, the administratrix with the will annexed 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 Pearson, at his chambers, the Royal Courts of Justice, Strand, London, on Friday, the 9th January, 1885, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 19th November, 1884.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Constance Poittevin, otherwise called Constance Poittevin de Duyet, Poittevin v. Marson, 1884, P., No. 136, the creditors of Constance Poittevin, otherwise called Constance Poittevin de Duyet, late of No. 17, Upper Bedford-place, Russell-square, in the county of Middlesex, Spinster, deceased, who died in or about the month of January, 1884, are, on or before the 29th day of December, 1884, to send by post, prepaid, to Mr. Walter Federau Nokes, of No. 57, Basinghall-street, in the city of London, the Solicitor of the defendant, Augustine Marson, the administratrix 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 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, situated at the Royal Courts of Justice, London, on Monday, the 12th day of January, 1885, at twelve of the clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1884.

In the Matter of the Conveyance and Assignment by James Gentry, of No. 98, Leadenhall-street, in the city of London, Boot and Shoe Maker, dated the 19th day of March, 1884.

**T**HE creditors of the said James Gentry who have not yet proved their claims are, on or before the 28th day of November, 1884, to send by post, prepaid, to me, the Trustee under the said conveyance and assignment, 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 Dividend which will be declared after that date.—Dated this 17th day of November, 1884.

LOUIS M. BERGTHEIL, 3, West-street, Finsbury, E.C., Trustee.

In the Matter of the Conveyance and Assignment by James Bloomfield, of No. 36, Wimbledon Hill-road, Wimbledon, in the county of Surrey, Shoemaker, dated the 6th day of August, 1884.

**T**HE Creditors of the said James Bloomfield who have not yet proved their claims, are, on or before the 28th day of November, 1884, to send by post, prepaid, to me, the Trustee under the said conveyance and assignment, their Christian and surnames, addresses and description, 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 Dividend which will be declared after that date.—Dated this 17th day of November, 1884.

LOUIS M. BERGTHEIL, 3, West-street, Finsbury, E.C., Trustee.

## The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

**A** SIXTH Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by the Reverend Charles James Allan Padley, of Enville Rectory, Enville, near Stourbridge, in the county of Stafford, and 15, Moore-street, Chelsea, in the county of Middlesex, Clerk in Holy Orders, and will be paid by me, at my offices (Messrs. Browne, Chatterley, and Coy., Chartered Accountants), Nos. 3, 4, and 5, Queen-street, Cheapside, in the city of London, on and after Thursday, the 11th day of December, 1884, between the hours of eleven and two o'clock—Dated this 21st day of November, 1884.

W. L. CLIFTON BROWNE, 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 Henry Perry, of No. 59, South-street, Park-lane, in the county of Middlesex, and of Nos. 6 and 8, Richmond-road, Bayswater, in the said county, Church Furnisher and Vestment Maker, and trading as Perry and Co.

**T**HE creditors of the above-named Henry Perry who have not already proved their debts, are required, on or before the 10th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edmund Charles Chatterley (Messrs. Browne, Chatterley, and Co., Chartered Accountants), of Nos. 3, 4, and 5, Queen-street, Cheapside, 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 24th day of November, 1884.

ED. C. CHATTERLEY, Trustee.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George John Fraser and Lewis James Fraser, of No. 6, Jeffrey's-square, St. Mary Axe, in the city of London, trading as J. and L. Fraser and Co., and of Singapore, Straits Settlement, as Maclaine, Fraser, and Co., East India Merchants.

**T**HE separate creditors of the above-named George John Fraser who have not already proved their debts, are required, on or before the 2nd day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Lee Nichols, of No. 1, Queen Victoria-street, London, E.C., Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1884.

C. L. NICHOLS, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Stephen Steeds, George Saunders Sainsbury, Henry John Sainsbury, and William Edward Sainsbury, trading in copartnership at Temple Gate, in the city of Bristol, and at Chippenham, Melksham, Calne, Trowbridge, and Holt, in the county of Wilts, as Coal Merchants and Factors, under the style or firm of the Somersetshire Coal Company, the said George Saunders Sainsbury, Henry John Sainsbury, and William Edward Sainsbury also trading in copartnership at Devizes, Woodborough, and Hungerford, in the said county of Wilts, as Coal and Salt Merchants and Factors, and Manure and General Merchants, and Brick and Tile Manufacturers, and Delivery Agents for the Great Western Railway Company, under the style or firm of Sainsbury and Sons, the said George Saunders Sainsbury and Henry John Sainsbury also lately trading in copartnership at Devizes aforesaid as Wine and Spirit Merchants, Brewers and Maltsters, under the style or firm of G. S. and H. J. Sainsbury, the said George Saunders Sainsbury and Henry John Sainsbury, who, in conjunction with Thomas Hicks Chandler the younger and Ellen Giddings, Widow, are the whole of the Proprietors in the Bear Hotel Company, at Devizes aforesaid, the said Stephen Steeds residing at 18, Westfield Park, Clifton, in the city of Bristol, George Saunders Sainsbury residing at 22, Hanbury-road, Clifton aforesaid, Henry John Sainsbury residing at Rowde, in the county of Wilts, and William Edward Sainsbury residing at 39, New Park-street, Devizes aforesaid.

**T**HE creditors of the above-named George Saunders Sainsbury and Henry John Sainsbury, lately trading as G. S. and H. J. Sainsbury, who have not already

proved their debts, are required, on or before the 3rd day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Stephen Tryon, at Albion-chambers, in the city of Bristol, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1884.

S. TRYON, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Aitchison, of No. 19, St. Albans-place, Blackburn, in the county of Lancaster, and carrying on business at No. 20, John-street, within Blackburn, aforesaid, as a Draper.

**T**HE creditors of the above-named William Aitchison who have not already proved their debts, are required, on or before the 1st day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John David Goddes, of No. 3, Tacketts-street, Blackburn, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1884.

J. D. GEDDES, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Clapson, of Barton-upon-Humber, in the county of Lincoln, Farmer, Fellmonger, and Blood Manure Maker.

**T**HE creditors of the above-named James Clapson who have not already proved their debts, are required, on or before the 5th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Furness Ingram, of Beech-grove, Barton-upon-Humber, aforesaid, 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 20th day of November, 1884.

WM. F. INGRAM, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Isaac Young, of Woughton-on-the-Green, in the county of Buckingham, Shoemaker.

**T**HE creditors of the above-named Isaac Young who have not already proved their debts, are required, on or before the 30th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Walter Harris, of Leighton Buzzard, in the county of Bedford, Leather Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1884.

WALTER HARRIS, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Augustus Ley Bazeley, of the town of Builth, in the county of Brecon, a Solicitor of the Supreme Court of Judicature, and Registrar and High Bailiff of the County Court of Brecknockshire, holden at Builth.

**T**HE creditors of the above-named Augustus Ley Bazeley who have not already proved their debts, are required, on or before the 2nd day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Williams, of Builth, in the county of Brecon, Beer Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1884.

DAVID WILLIAMS, Trustee.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Curry, formerly Inspector of Nuisances and Superintendent of Cleansing with the Corporation of Newcastle-upon-Tyne, afterwards residing at No. 2, Holly-avenue, in the city and county of Newcastle-upon-Tyne, and carrying on business as a Contractor, and also carrying on business

at the same time at High-street, Wallsend, in the county of Northumberland, as a Grocer and Provision Dealer, which business he still carries on there, and then carrying on business at Back Falconar-street, in the city and county of Newcastle-upon-Tyne, as a Contractor, and at No. 137, Northumberland-street, in Newcastle-upon-Tyne aforesaid, as a Grocer and Provision Dealer, and now residing at No. 49, Beverley-terrace, Cullercoats, in the said county of Northumberland, and carrying on business there and at Wallsend aforesaid, as a Grocer and Provision Dealer, and at Back Falconar-street aforesaid, as a Contractor.

**T**HE creditors of the above-named William Curry who have not already proved their debts, are required, on or before the 5th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Ormond, Chartered Accountant, 24, Grainger-street West, Newcastle-upon-Tyne, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1884.

RICH. ORMOND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Dale, of No. 63, Reed-street, North Shields, in the county of Northumberland, Slater, and lately carrying on business at Reed-street aforesaid, as a Coach Builder, under the style of the Reed-street Coach Works, and also lately at Reed-street aforesaid, as a Coach Proprietor, under the style of the Howdon and Shields Brake Company.

**T**HE creditors of the above-named William Dale who have not already proved their debts, are required, on or before the 2nd day of December, 1884, to send their names and addresses, and the particulars of their debts or claims to Henry Chapman, of 70, King-street, South Shields, Chartered Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1884.

THOMAS GREEN,  
HENRY CHAPMAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Philip Wigle, of 103, Robin Hood's Chase, formerly residing at No. 2, Athole-villas, Robin Hood's Chase, and Julius Oscar Fochtmann, residing at No. 2, Edgar Rise, Peas Hill-road, formerly residing at 16, Wickin's-terrace, Livingstone-street, and both carrying on business in copartnership at Kent-street, and formerly at Durham Ox-yard, Pelham-street, all of which places are in the town of Nottingham, under the style or firm of Wigle and Co., as Cabinet Manufacturers and Upholsterers.

**T**HE creditors of the above-named Philip Wigle and Julius Oscar Fochtmann 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, Thomas Vernon Woodhouse, of Corporation Wharf, Leen Side, Nottingham, Timber Merchant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1884.

THOS. V. WOODHOUSE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Philip Wigle, of 103, Robin Hood's Chase, formerly residing at No. 2, Athole-villas, Robin Hood's Chase, and Julius Oscar Fochtmann, residing at No. 2, Edgar Rise, Peas Hill-road, formerly residing at 16, Wickin's-terrace, Livingstone-street, and both carrying on business in copartnership at Kent-street, and formerly at Durham Ox-yard, Pelham-street, all of which places are in the town of Nottingham, under the style or firm of Wigle and Co., as Cabinet Manufacturers and Upholsterers.

**T**HE separate creditors of the above-named Philip Wigle 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, Thomas Vernon Woodhouse, of Corporation Wharf, Leen Side, Nottingham, Timber Merchant, the

Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1884.

THOS. V. WOODHOUSE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Thomas Lowndes Dawson, of Eyam, in the county of Derby, Henry Bias Livingston, of Earl-street, Stafford, in the county of Stafford, and William Henry Dawson, of Newport-road, Stafford aforesaid, all Shoe Manufacturers, carrying on business at Stafford aforesaid, under the style or firm of Livingston and Co., and the said George Thomas Lowndes Dawson and William Henry Dawson also carrying on business at Eyam aforesaid, as Shoe Manufacturers, under the style or firm of G. T. L. Dawson and Coy.

**T**HE separate creditors of the above-named Henry Bias Livingston, who have not already proved their debts, are required, on or before the 5th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Henry Wright, of Saint Martin's-place, Stafford, the Trustee under the Liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1884.

CHARLES H. WRIGHT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Jones, of No. 80, Gooch-street, Birmingham, in the county of Warwick, Grocer and Provision Merchant.

**T**HE creditors of the above-named George Jones 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, Elkannah Mackintosh Sharp, of 120, Colmore-row, Birmingham, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1884.

E. M. SHARP, Trustee.

In the High Court of Justice, in Bankruptcy.

**A** DIVIDEND of 20s. in the pound has been declared in the matter of the separate estate of James Findlay, of 43, Leinster-square, Bayswater, in the county of Middlesex, trading in copartnership with Donald James Morrison and Logan Lewis Downes, as Merchants, at 48, Lime-street, in the city of London, under the styles or firms of Todd, Findlay, and Co., and James Findlay, and at Rangoon, in British Burmah, under the said style or firm of Todd, Findlay, and Co., adjudicated bankrupt on the 27th day of June, 1883, and will be paid by me, at my offices, 41, Coleman-street, in the city of London, on and after Monday, the 24th day of November, 1884, between the hours of eleven in the forenoon and two in the afternoon.—Dated this 22nd day of November, 1884.

JNO. YOUNG, Trustee.

In the County Court of Lancashire, holden at Liverpool.

**A** THIRD and Final Dividend of 0½d. in the pound has been declared in the matter of William Hughes, of 67, Tithebarn-street, and 1, 3, 5, Highfield-street, Liverpool, in the county of Lancaster, carrying on business as an Engineer, Gasfitter, Plumber, Brass Worker, and Metal Merchant, under the style or firm of William Hughes and Co., and residing at Palmerston-street, Rock Ferry, in the county of Chester, adjudicated bankrupt on the 6th day of March, 1882, and will be paid by me, at No. 8, Cannon-street, Birmingham, in the county of Warwick, on and after the 22nd day of November, 1884.—Dated this 18th day of November, 1884.

J. W. B. BROWN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton. In the Matter of Charles James Childs, of No. 4, Park-lane, Tottenham, in the county of Middlesex, Builder, a Bankrupt.

**W**HEREAS under a Bankruptcy Petition presented to this Court against the said Charles James Childs, an order of adjudication was made on the 23rd day of May, 1883. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 14th day of November, 1884.—Dated this 14th day of November, 1884.



## The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester, in Bankruptcy.

In the Matter of Alfred Mortimer Waller, of No. 11, the Terrace, Greenhithe, in the county of Kent, and of Phoenix Wharf, Dartford, in the same county, Clerk and Insurance Agent, a Bankrupt.

NOTICE is hereby given, that a Meeting of the Creditors of the above-named Alfred Mortimer Waller, who was adjudicated bankrupt on the 2nd day of August, 1882, will be held at the offices of Messrs. J. Lord and Company, 3, Bucklersbury, in the city of London, on Wednesday, the 3rd day of December, 1884, at twelve o'clock at noon, for the purpose of transacting the following business, or passing such resolution or resolutions as the meeting may determine, namely:—To take into consideration, and, if deemed expedient, to pass a resolution that the bankruptcy of the said Alfred Mortimer Waller has, in the opinion of the creditors, arisen from circumstances for which the bankrupt cannot justly be held responsible, and that they desire that an Order of Discharge should be granted to him.—Dated this 19th day of November, 1884.

RICHARD PRALL, Trustee.

In the County Court of Gloucestershire, holden at Bristol.

On the 23rd day of December, 1884, at eleven o'clock in the forenoon, Charles Self Winterson, of No. 55, Redcliff-street, in the city and county of Bristol, Brass Founder and Wholesale Factor, and residing at Ingleside, Ashley Down, near Bristol aforesaid, adjudicated bankrupt on the 27th day of October, 1883, will apply for an Order of Discharge.—Dated this 21st day of November, 1884.

In the County Court of Cornwall, holden at Truro.

A Twentieth and Final Dividend is intended to be declared in the matter of Alfred Ernest Spooner, of Newlyn East, in the county of Cornwall, Clerk in Holy Orders, adjudicated bankrupt on the 12th day of November, 1870. Creditors who have not proved their debts by the 29th day of November, 1884, will be excluded.—Dated this 19th day of November, 1884.

Thos. Chirgwin, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A Dividend is intended to be declared in the matter of William Millar, late of 185, Brookhill, Sheffield, in the county of York, Travelling Draper, but now a Traveller in the employ of Richard Corrie, of Brookhill, Sheffield, Travelling Draper, and residing at Sheffield aforesaid, adjudicated bankrupt on the 16th day of May, 1878. Creditors who have not proved their debts by the 1st day of December, 1884, will be excluded.—Dated this 20th day of November, 1884. P. K. Chesney, Trustee.

In the High Court of Justice, in Bankruptcy.

In the Matter of Louis Gilbert Renaud, of No. 72, Wigmore-street, Cavendish-square, in the county of Middlesex, trading as Madame Renaud, Dressmaker and Costumier, a Bankrupt.

An Order of Discharge was this day granted to Louis Gilbert Renaud, of No. 72, Wigmore-street, Cavendish-square, in the county of Middlesex, trading as Madame Renaud, Dressmaker and Costumier, who was adjudicated bankrupt on the 18th day of January, 1882.—Dated this 20th day of November, 1884.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Alexander Brown Murray and James Murray, both of South Stockton and of Low Farm, Kirkleatham, both in the county of York, Farmers, Manure Merchants, and General Dealers, Bankrupts.

An Order of Discharge was this day granted to Alexander Brown Murray, who was adjudicated bankrupt on the 19th day of April, 1882.—Dated this 18th day of November, 1884.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.

In the Matter of Henry Cheetham and Thomas Cheetham, both of Nos. 25, 27, and 29, Glodwick, in Oldham, in the county of Lancaster, trading in copartnership under the style or firm of Henry Cheetham and Son, as Grocers and Provision Dealers, Bankrupts.

UPON reading a report of the Trustees of the property of the bankrupts, dated the 20th day of April, 1884, reporting that so much of the property of the bankrupts as can, according to the joint opinion of the Trustees and Committee of Inspection thereunto annexed, in writing, under their hands, be realized, without

needlessly protracting the bankruptcy, has been realized, as shown by the statement thereunto annexed, and a dividend to the amount of two pence halfpenny in the pound has been paid, the Court being satisfied that so much of the property of the bankrupts as can, according to the joint opinion of the Trustees and Committee of Inspection, be realized, without needlessly protracting the bankruptcy, has been realized, and a dividend to the amount of two pence halfpenny in the pound has been paid, doth order and declare that the bankruptcy of the said Henry Cheetham and Thomas Cheetham has closed.—Given under the Seal of the Court this 6th day of November, 1884.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Joseph Lowe, late of 2, Cooper-street, Manchester, in the county of Lancaster, formerly of 88, Mosley-street, Manchester aforesaid, but now a Prisoner in Her Majesty's Prison, at Strangeways, Manchester aforesaid, and lately residing at Egerton House, Eccles, near Manchester aforesaid, and formerly practising in copartnership with Henry Samuel Potter, at 88, Mosley-street aforesaid, as a Solicitor, a Bankrupt; and in the Matter of Henry Samuel Potter, of 88, Mosley-street, Manchester, in the county of Lancaster, and residing at 34, South Grove, in Sale, in the county of Chester, Solicitor, a Bankrupt; and in the Matter of an Order for consolidating and amalgamating the proceedings in the above matters, dated the 20th day of October, 1881.

UPON reading a report of the Trustee of the property of the bankrupts, dated the 21st day of November, 1884, reporting that the whole of the property of the bankrupts had been realized for the benefit of their creditors, and a dividend to the amount of seven pence in the pound had been paid, as shown by the statement thereunto annexed, the Court being satisfied that the whole of the property of the bankrupts has been realized for the benefit of their creditors, and a dividend to the amount of seven pence in the pound has been paid, as shown by the said statement, doth order and declare that the bankruptcy of the said Joseph Lowe and Henry Samuel Potter has closed.—Given under the Seal of the Court this 21st day of November, 1884.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Joseph Lowe, late of 2, Cooper-street, Manchester, in the county of Lancaster, formerly of 88, Mosley-street, Manchester aforesaid, but now a Prisoner in Her Majesty's Prison at Strangeways, Manchester aforesaid, and lately residing at Egerton House, Eccles, near Manchester aforesaid, and formerly practising in copartnership with Henry Samuel Potter, at 88, Mosley-street aforesaid, as a Solicitor, a Bankrupt; and in the Matter of Henry Samuel Potter, of 88, Mosley-street, Manchester, in the county of Lancaster, and residing at 34, South Grove, in Sale, in the county of Chester, Solicitor, a Bankrupt; and in the Matter of an Order for consolidating and amalgamating the proceedings in the above matters, dated the 20th day of October, 1881.

UPON reading a report of the Trustee of the property of the separate estate of the bankrupt, Joseph Lowe, dated the 21st day of November, 1884, reporting that there has not been any property whatever of the separate estate of the bankrupt, Joseph Lowe, to realize, the Court being satisfied that there has not been any property whatever of the bankrupt to realize, doth order and declare that the bankruptcy of the said Joseph Lowe has closed.—Given under the Seal of the Court this 21st day of November, 1884.

## The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Joseph Lowe, late of 2, Cooper-street, Manchester, in the county of Lancaster, formerly of 88, Mosley-street, Manchester aforesaid, but now a prisoner in Her Majesty's Prison at Strangeways, Manchester aforesaid, and lately residing at Egerton House, Eccles, near Manchester aforesaid, and formerly practising in copartnership with Henry Samuel Potter, at 88, Mosley-street aforesaid, as a Solicitor, a Bankrupt; and in the Matter of Henry Samuel Potter, of 88, Mosley-street, Manchester, in the county of Lancaster, and residing at 34, South Grove, Sale, in the county of Chester, Solicitor, a Bankrupt; and in the Matter of an Order for consolidating and amalgamating the proceedings in the above matters, dated the 20th day of October, 1881.

UPON reading a report of the Trustee of the property of the separate estate of the bankrupt, Henry Samuel Potter, dated the 21st day of November, 1884, reporting that the whole of the property of the separate estate of the bankrupt, Henry Samuel Potter, has been realized and has insufficient to pay a dividend or all the preferential



claims and costs, as appears by the account thereunto annexed, the Court being satisfied that the whole of the said property of the said bankrupt has been so realized and has proved insufficient to pay a dividend or all the preferential claims and costs, as appears by the said account, doth order and declare that the bankruptcy of the said Henry Samuel Potter has closed.—Given under the Seal of the Court this 21st day of November, 1884.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Oldham. In the Matter of Henry Cheetham and Thomas Cheetham, both of Nos. 25, 27, and 29, Glodwick, in Oldham, in the county of Lancaster, trading in copartnership under the style or firm of Henry Cheetham and Son, as Grocers and Provision Dealers, Bankrupts.

In the Matter of the Separate Estate of the said Thomas Cheetham.

UPON reading a report of the Trustees of the property of the above-named bankrupt, Thomas Cheetham, dated the 20th day of April, 1884, reporting that so much of the property of the bankrupt, Thomas Cheetham, as can, according to the joint opinion of the Trustees and Committee of Inspection thereunto annexed in writing under their hands, be realized without needlessly protracting the bankruptcy, has been realized, as shown by the statement thereunto annexed, and a dividend to the amount of ten pence in the pound has been paid, the Court being satisfied that so much of the property of the bankrupt, Thomas Cheetham, as can, according to the joint opinion of the Trustees and Committee of Inspection, be realized without needlessly protracting the bankruptcy, has been realized, and a dividend to the amount of ten pence in the pound has been paid, doth order and declare that the bankruptcy of the said Thomas Cheetham has closed.—Given under the Seal of the Court this 6th day of November, 1884.

**T**HE estates of George Brunton Fraser, Commission Merchant, Dundee, were sequestrated on the 20th day of November, 1884, by the Sheriff of the county of Forfar.

The first deliverance is dated the 20th day of November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Monday, the 1st day of December, 1884, within Lamb's 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 20th day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

HORATIO T. BAXTER, Solicitor, Dundee, Agent.

In the County Court of Northumberland, holden at Newcastle.

In Bankruptcy. No. 62 of 1884.

Re George Wilkinson.

In the Matter of a Bankruptcy Petition filed the 19th day of November, 1884.

To George Wilkinson, of High-street West, Wallsend, in the county of Northumberland, Grocer and Provision Dealer.

**T**AKE notice, that a Bankruptcy Petition has been presented against you to this Court by John Davidson and Sons, of Phoenix Mills, the Close, Newcastle-upon-Tyne, Millers, and the Court has ordered that the publication of this notice in the London Gazette and in the Newcastle Daily Journal newspaper 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 4th day of December, 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 20th day of November, 1884.

In the County Court of Staffordshire, holden at Walsall. In Bankruptcy. No. 36 of 1884.

In the Matter of a Bankruptcy Petition filed the 21st day of November, 1884.

To Ralph Daniel Whittle, lately of Shardlow, in the county of Derby, and then Manager of the Condensed Milk and Dairy Company Limited, and now of Riley Hill House, King's Bromley, in the county of Stafford, and carrying on business at Bromley Wharf, King's Bromley aforesaid, as a Milk Contractor and Dairyman, under the style of the Trent Valley Dairy Company.

**T**AKE notice, that a Bankruptcy Petition has been presented against you to this Court by Howard Childs Parkes, of 8, Old Jewry, in the county of Middlesex, Accountant, and Thomas Henry Harrison, of the Wardwick, Derby, in the county of Derby, Chartered Accountant, the Liquidators of the Condensed Milk and Dairy Company Limited, and the Court has ordered that the publication of this Order in the London Gazette, the London Standard, and the Staffordshire Advertiser, and the delivery of a sealed copy of the said petition and of this notice to some adult inmate of your last known residence, 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 8th day of December, 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 the 21st 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.
Du Boulay, Mackay, and Co.	3, Salter's Hall-court, London ... ..	Merchants ... ..	High Court of Justice in Bankruptcy	909	Nov. 20, 1884 ...	Oct. 31, 1884 ...	Dec. 19, 1884, 12 noon, 34, Lincoln's-inn-fields
Kemble, Horatio (trading as H. Kemble and Co.)	21, Mincing-lane, London ... ..	Colonial Broker ... ..	High Court of Justice in Bankruptcy	908	Nov. 21, 1884 ...	Oct. 31, 1884 ...	Dec. 18, 1884, 11 A.M., 34, Lincoln's-inn-fields
McLaren, Andrew (trading as A. McLaren and Co.)	277, Rotherhithe New-road, Rotherhithe, and 12, Windsor-road, Denmark Hill, both in Surrey	Ironfounder ... ..	High Court of Justice in Bankruptcy	995	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Jan. 15, 1885, 11 A.M., 34, Lincoln's-inn-fields
Simmons, Thomas Charles	31, Grove-road, Dartmouth Park-road, Highgate, Middlesex, late 17, Burghley-road, Highgate-road, Middlesex	Merchant ... ..	High Court of Justice in Bankruptcy	912	Nov. 20, 1884 ...	Nov. 3, 1884 ...	Jan. 13, 1885, 11 A.M., 34, Lincoln's-inn-fields
Davies, John ... ..	St. Anne's-square and Cambrian-street, Barmouth, Merionethshire	Butcher ... ..	Aberystwith...	7	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 4, 1884, 1 P.M.
Walkington, William Mar- maduke	318A, Nechell's Park-road, Birmingham, Warwick- shire	Chemist and Druggist ... ..	Birmingham ...	105	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 15, 1884, 2 P.M.
Bowell, Martin ... ..	Dorcas House, Staplefield, Cuckfield, Sussex ...	Builder, Carpenter, and Wheel- wright	Brighton ... ..	93	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 11, 1884, 12 noon
Coney, Stephen ... ..	Vicarage-terrace, Rottingdean, Sussex ... ..	Builder and Wheelwright ...	Brighton ... ..	92	Nov. 21, 1884 ...	Nov. 20, 1884 ...	Dec. 11, 1884, 12 noon
Nowell, H. W. ... ..	London-road, Bognor, Sussex ... ..	Builder ... ..	Brighton ... ..	81	Nov. 20, 1884 ...	Oct. 24, 1884 ...	Dec. 11, 1884, 12 noon
Blick, Sarah Jane ... ..	Olden Lodge, Clevedon, Somersetshire ... ..	Lodging-house Keeper and Canopy Manufacturer	Bristol ... ..	49	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 11, 1884, 12 noon, Guildhall, Bristol
Crisford, William ... ..	Rose Cottage, Wickhambreaux, late of Tunbridge Wells, both in Kent	Bricklayer ... ..	Canterbury ... ..	32	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 5, 1884
Gurr, Walter ... ..	52, St. Mary's-road, Faversham, Kent ... ..	Grocer and Baker ... ..	Canterbury ... ..	33	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 5, 1884
Clubbs, Archibald ... ..	Castletown, Rockliffe, Cumberland ... ..	Farmer ... ..	Carlisle ... ..	16	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 5, 1884, 11 A.M., Court-house, Carlisle
Smith, Thomas Holdgate ...	St. Peter's-buildings, St. Peter-street, and residing in lodgings at 106, Gerard-street, both in Derby	Ironmonger ... ..	Derby ... ..	23	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 13, 1884, 10 A.M.
Dore, Walter ... ..	West Alvington Village, near Kingsbridge, Devon- shire	Baker and Grocer ... ..	East Stonehouse ...	24	Nov. 20, 1884 ...	Nov. 8, 1884 ...	Dec. 19, 1884

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Matthews, Frederick George	Formerly High-street now 24, Brunswick-place, Dawlish, Devonshire	Butcher .. .. .	Exeter .. .	53	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 11, 1884, 11 A.M.
Brough, Charles ... ..	16, Hope-street, Hanley, Staffordshire ... ..	Tobacconist ... ..	Hanley, Burslem, and Tunstall	36.	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 10, 1884, 11 A.M., Townhall, Hanley
Green, Herbert ... ..	Biddenden, Kent ... ..	Butcher ... ..	Hastings ... ..	24	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 8, 1884
Airey, John Ferguson ...	Kirkby Lonsdale, Westmoreland ... ..	Monumental Mason ... ..	Kendal ... ..	8	Nov. 22, 1884 ...	Nov. 14, 1884 ...	Dec. 13, 1884
Armstrong, Mary, and Armstrong, Sam Benjamin (trading as M. Armstrong and Son)	Westgate, Otley, Yorkshire ... ..	Painters and Paperhangers ... ..	Leeds ... ..	90	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 9, 1884, 11 A.M.
Beaumont, Thomas ... ..	Marshall-street, Holbeck, near Leeds, Yorkshire, lately Tunice-street, Holbeck	Assistant Brewer, late Beer- house Keeper	Leeds ... ..	91	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 9, 1884, 11 A.M.
Bostock, William Wollaton	Narborough, Leicestershire ... ..	Yarn Agent's Manager ... ..	Leicester ... ..	58	Nov. 20, 1884 ...	Nov. 15, 1884 ...	Dec. 3, 1884, 10 A.M.
Cranshaw, Eli ... ..	30, Belmont-street, Southport, Lancashire ... ..	Grocer and Provision Dealer ... ..	Liverpool ... ..	106	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 1, 1884, 12 noon
Smith, Walter ... ..	71, Lord-street and 28, Scarisbrick-street, both in Southport, Lancashire	Contractor for Public Works ... ..	Liverpool ... ..	107	Nov. 20, 1884 ...	Sept. 22, 1884 ...	Dec. 1, 1884, 11 A.M.
Parkinson, Alfred Ernest, and Parkinson, Harold ... .. (trading as Parkinson Brothers)	56, Prestbury-road, Macclesfield, Cheshire ... .. Jordangate, Macclesfield 32, Mill-street, Macclesfield	Ironmongers ... ..	Macclesfield ... ..	9	Nov. 19, 1884 ...	Nov. 19, 1884 ...	Dec. 16, 1884, 11.30 A.M.
Armstrong, Joseph ... ..	129, Oldham-street, Manchester, Lancashire, formerly 192, Stretford New-road, Hulme, Manchester, and now and for more than six months last past residing at 42, Greenheys-lane, Chorlton-upon-Medlock, Manchester	Milliner and Draper ... ..	Manchester ... ..	51	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 11, 1884, 12.30 P.M.
Lambert, Charles ... ..	100, Warrington-road, Northwich, Cheshire ... ..	Salt Manufacturer ... ..	Nantwich and Crewe	11	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 16, 1884, Nantwich
Wilkinson, George ... ..	High-street West, Wallsend, Northumberland ... ..	Grocer and Provision Dealer ... ..	Newcastle-on-Tyne...	62	Nov. 20, 1884 ...	Nov. 19, 1884 ...	Dec. 4, 1884
Mellows, Thomas ... ..	Woodborough, Nottinghamshire, residing in lodgings	Baker ... ..	Nottingham ... ..	78	Nov. 22, 1884 ...	Nov. 22, 1884 ...	Dec. 9, 1884
Jones, Francis ... ..	Milford Haven ... ..	Shipbuilder ... ..	Pembroke Dock ... ..	8	Nov. 19, 1884 ...	Nov. 8, 1884 ...	Dec. 10, 1884, 12 noon, County Court Offices, Pembroke Dock

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Smith, Sidney Anderson ...	The Vicarage, Chatteris, Cambridgeshire ...	Clerk in Holy Orders ...	Peterborough ...	21	Nov. 21, 1884 ...	Nov. 20, 1884 ...	Dec. 12, 1884, 12 noon
Bailey, Alfred Augustus ...	58, Perry-street, Northfleet, Kent ...	Grocer and Haberdasher ...	Rochester ...	13	Nov. 21, 1884 ...	Nov. 20, 1884 ...	Dec. 8, 1884, 2 P.M.
Lăwes, George Richard ...	Wylie, Wiltshire ...	Miller ...	Salisbury ...	16	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 5, 1884, 11.30 A.M.
Johnson, Edward Smith (trading as Johnson Brothers and Co.)	West Hartlepool, county of Durham ...	Shipowner ...	Sunderland ...	30	Nov. 6, 1884 ...	Oct. 22, 1884 ...	Dec. 4, 1884
Thomas, David ...	Belgrave House, 101, Saint Helen's-avenue, Swansea, Glamorganshire	Builder and Contractor ...	Swansea ...	38	Nov. 21, 1884 ...	Nov. 21, 1884 ...	Dec. 11, 1884
Harris, Alfred ...	Coombe Mill, Cusgarne, Gwennap, Cornwall...	Miller ...	Truro ...	19	Nov. 20, 1884 ...	Nov. 19, 1884 ...	Dec. 11, 1884, 11 A.M.
Hallaways, John ...	39, North-street, York ...	Hay and Straw Dealer ...	York ...	20	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 9, 1884

ORDER FOR ADMINISTRATION IN BANKRUPTCY OF ESTATE OF DECEASED DEBTOR.

Deceased Debtor's Name.	Late Address and Description.	Court.	No. of Matter.	Date of Order.	Date of Filing Petition.	Date of Transfer of Proceedings.	Date of Grant of Probate or 'Letters of Administration.	Trustee.
Turnbull, George ... ..	Lucker Hall, Belford, North- umberland, Farmer	Newcastle-on-Tyne...	63	Nov. 22, 1884 ...	Nov. 22, 1884 ...	... ..	Nil; not yet granted ... ..	The Official Receiver, Newcastle-on-Tyne

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## FIRST MEETINGS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Baker, Tom William (trading as T. W. Baker and Co.)	Trading at 150, Palmerston-buildings, London, and 42, Silver-street, Leicester, and residing at 1, Emanuel-avenue, Acton, Middlesex	Leather Factor, Oil Merchant, and Commission Agent	High Court of Justice in Bankruptcy	891	Dec. 5, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Baum, John William, commonly known as William Baum	49, Brondesbury-villas, High-road, Kilburn, Middlesex, formerly 124, Upper Tulse-hill, Brixton Hill, Surrey, and trading at 45A, Cheapside, London, with Gustav Engert, as Baum and Engert	Commission Agent ... ..	High Court of Justice in Bankruptcy	926	Dec. 11, 1884 ...	11 A.M.	33, Carey-street, Lincoln's-inn, London
Evans, Robert ... ..	20, Thorngate-road, Saint Peter's Park, and 13, Holly Mount, High-street, Hampstead, both in Middlesex	Builder ... ..	High Court of Justice in Bankruptcy	866	Dec. 8, 1884 ...	11 A.M.	33, Carey-street, Lincoln's-inn, London
Golbourn, Samuel ... ..	66, Whitcomb-street, Leicester-square, Middlesex, and 18, Oberstein-road, New Wandsworth, Surrey	Printer and Lithographer ...	High Court of Justice in Bankruptcy	933	Dec. 4, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Howard, John Bird ... ..	96, Newgate-street, London ... ..	Watch Dealer ... ..	High Court of Justice in Bankruptcy	864	Dec. 9, 1884 ...	11 A.M.	33, Carey-street, Lincoln's-inn, London
Martin, William Henry ...	Belleville, Khedive-road, Forest Gate, Essex ...	Builder ... ..	High Court of Justice in Bankruptcy	938	Dec. 5, 1884 ...	11 A.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Ralph, James (trading as James Ralph and Co.)	12, Little Britain, London, and 20, George-lane, Lewisham, Kent	Fancy Stationer ... ..	High Court of Justice in Bankruptcy	940	Dec. 9, 1884 ...	11 A.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Hughes, Charles R. ... ..	St. Asaph, Denbighshire ... ..	Printer, Stationer, and Bookseller	Bangor ... ..	29	Dec. 3, 1884 ...	2 P.M.	The Official Receiver's Offices Crypt-chambers, Chester
Walkington, William Mar-maduke	318A, Nechell's Park-road, Birmingham, Warwickshire	Chemist and Druggist ... ..	Birmingham ... ..	105	Dec. 5, 1884 ...	11 A.M.	The office of the Official Receiver, Birmingham
Bentley, Thomas Hyett ...	The Central Restaurant, 19, North-street, Brighton, Sussex	Licensed Victualler ... ..	Brighton ... ..	90	Dec. 3, 1884 ...	2.30 P.M.	Official Receiver's Office, 39, Bond-street, Brighton
Bloomfield, Robert (trading as R. Bloomfield and Co.)	Imperial Saw Mills and 129 and 90, Conway-street, and 90, Goldstone-villas, all in Hove, and Aldington Basin, Aldington, all in Sussex	Builders' Merchant ... ..	Brighton ... ..	88	Dec. 12, 1884 ...	2 P.M.	Cannon-street Hotel, London
Bowell, Martin ... ..	Dorcas House Staplefield, Cuckfield, Sussex ...	Builder, Carpenter, and Wheelwright	Brighton ... ..	93	Dec. 4, 1884 ...	2.30 P.M.	Official Receiver's Office, 39, Bond-street, Brighton



Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Fulley, James ... ..	The Junction Inn, Burgess Hill, Sussex ... ..	Licensed Victualler ... ..	Brighton ... ..	91	Dec. 3, 1884 ...	12 noon	Official Receiver's Office, 39, Bond-street, Brighton
Hughes, Daniel ... ..	Llwynhendy, near Llanelli, Carmarthenshire ... ..	Grocer ... ..	Carmarthen ... ..	10	Dec. 9, 1884 ...	12.30 P.M.	At the office of Mr. D. Randell, Solicitor, Llanelli
Smith, Thomas Holdgate ...	St. Peter's-buildings, St. Peter-street, and residing (in lodgings) at 104, Gerard-street, both in Derby	Ironmonger ... ..	Derby ... ..	23	Dec. 5, 1884 ...	2.30 P.M.	Offices of the Official Receiver, St. James's-chambers, Derby
Dore, Walter ... ..	West Alvington Village, near Kingsbridge, Devon- shire	Baker and Grocer ... ..	East Stonehouse ... ..	24	Dec. 4, 1884 ...	11 A.M.	At the office of the Official Receiver, 18, Frankfort- street, Plymouth
Matthews, Frederick George	Formerly High-street, Dawlish, Devonshire, now 24, Brunswick-place, Dawlish	Butcher ... ..	Exeter ... ..	53	Dec. 4, 1884 ...	11 A.M.	The Castle of Exeter at Exeter
Green, Herbert ... ..	Biddenden, Kent ... ..	Butcher ... ..	Hastings ... ..	24	Dec. 4, 1884 ...	11 A.M.	Saracen's Head Hotel, Ash- ford
Hemmings, James Freder- rick	Park-road, Bohemia, Saint Leonards-on-Sea, Sussex	Mineral Water Manufacturer ...	Hastings ... ..	19	Dec. 5, 1884 ...	2 P.M.	Official Receiver's Office, Townhall-chambers, Hast- ings
Airey, John Ferguson ...	Kirkby Lonsdale, Westmorland ... ..	Monumental Mason ... ..	Kendal ... ..	8	Dec. 3, 1884 ...	12 noon	Royal Hotel, Kirkby Lonsdale
Armstrong, Mary, and Armstrong, Sam Benjamin (trading as M. Armstrong and Son)	Westgate, Otley, Yorkshire ... ..	Painters and Paper Hangers ...	Leeds ... ..	90	Dec. 4, 1884 ...	12 noon	Official Receiver's Office, 22, Park-row, Leeds
Beaumont, Thomas ...	Marshall-street, Holbeck, near Leeds, Yorkshire, lately Eunice-street, Holbeck	Assistant Brewer, late Beer- house Keeper	Leeds ... ..	91	Dec. 4, 1884 ...	11 A.M.	Official Receiver's Office, 22, Park-row, Leeds
Bostock, William Wollaton	Narborough, Leicestershire ... ..	Yarn Agent's Manager ... ..	Leicester ... ..	58	Dec. 4, 1884 ...	12 noon	Offices of the Official Receiver, 28, Friar-lane, Leicester
Cranshaw, Eli ... ..	30, Belmont-street, Southport, Lancashire ... ..	Grocer and Provision Dealer ...	Liverpool ... ..	106	Dec. 4, 1884 ...	2 P.M.	The offices of the Official Re- ceiver, 35, Victoria-street, Liverpool
Davies, Robert ... ..	32, Hatherley-street, Seacombe, Cheshire, and 6, South Castle-street, Liverpool, Lancashire	Watch and Chronometer Maker and Optician	Liverpool ... ..	104	Dec. 2, 1884 ...	2 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Parkinson, Alfred Ernest ... and	56, Prestbury-road, Macclesfield, Cheshire ... ..	Ironmongers ... ..	Macclesfield... ..	9	Dec. 3, 1884 ...	11 A.M.	The Official Receiver's Offices, 23, King Edward-street, Macclesfield
Parkinson, Harold ... .. (trading as Parkinson Brothers)	Jordangate, Macclesfield 32, Mill-street, Macclesfield						

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Von Vorslen, Emma Ann (trading as Emma Ann Evers)	2, North-road, Longsight, near Manchester ...	Grocer and Provision Dealer ...	Manchester ...	50	Dec. 2, 1884 ..	2.30 P.M.	The Official Receiver's Offices, Ogden's - chambers, Bridge-street, Manchester
Bevan, David ...	G-wauncaegurwen, near Brynamman, Carmarthen-shire	Grocer and General Dealer ...	Neath ...	5	Dec. 3, 1884 ...	2 P.M.	At the Royal Hotel, Cardiff
Quarmby, Joseph Wormell	23, Wellington-place, Northampton ...	Working Jeweller ...	Northampton ...	19	Dec. 10, 1884 ...	12 noon	County Court-buildings, Northampton
Taplin, William ...	Emberton and Newport Pagnell, Buckinghamshire...	Boot and Shoe Maker ...	Northampton ...	18	Dec. 10, 1884 ...	12.30 P.M.	County Court-buildings, Northampton
Smith, Sidney Anderson ...	The Vicarage, Chatteris, Cambridgeshire ...	Clerk in Holy Orders ...	Peterborough ...	21	Dec. 3, 1884 ...	12 noon	The Official Receiver's Office, 5, Petty Cury, Cambridge
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	Dec. 8, 1884 ...	12 noon	Chamber of Commerce, 145, Cheapside, London
Bailey, Alfred Augustus ...	53, Perry-street, Northfleet, Kent ...	Grocer and Haberdasher ...	Rochester ...	13	Dec. 5, 1884 ...	11.30 A.M.	The Official Receiver's Office, Eastgate, Rochester
McClymont, Hugh ...	121, Great Clowes-street, Lower Broughton, Salford, Lancashire	Travelling Draper ...	Salford ...	26	Dec. 3, 1884 ...	11.30 A.M.	The Court-house, Encombe-place, Salford
Lawes, George Richard ...	Wylve, Wiltshire ...	Miller ...	Salisbury ...	16	Dec. 4, 1884 ...	12 noon	The Official Receiver's Offices, Salisbury
Margerrison, Francis ...	31, Fitzwilliam-street, Sheffield, Yorkshire, trading with Charles Margerrison, as F. and C. Margerrison	Slater ...	Sheffield ...	53	Dec. 3, 1884 ...	11 A.M.	Official Receiver's Office, Figtree-lane, Sheffield
Helliwell, Richard ...	43, Spring-gardens, Buxton, Derbyshire, and 11, Old Christ Church-road, Bournemouth, Hampshire	Jeweller and Silversmith ...	Stockport ...	14	Dec. 4, 1884 ...	12 noon	The Official Receiver's Offices, County-chambers, Market-place, Stockport
Johnson, Edward Smith (trading as Johnson Brothers and Co.)	West Hartlepool, county of Durham ...	Shipowner ...	Sunderland ...	30	Dec. 2, 1884 ...	1 P.M.	Royal Hotel, Church-street, West Hartlepool
Thomas, David ...	Belgrave House, 101, Saint Helen's-avenue, Swansea, Glamorganshire	Builder and Contractor...	Swansea ...	38	Dec. 5, 1884 ...	11 A.M.	At the Official Receiver's Offices, 6, Rutland-street, Swansea
Davies, Joshua ...	Ida-place, Ebbw Vale, Monmouthshire ...	Provision Merchant ...	Tredegar ...	13	Dec. 3, 1884 ...	12 noon	The Official Receiver's Office, Merthyr Tydfil
Clements, John ...	Parton, near Whitehaven, Cumberland ...	Boiler Smith ...	Whitehaven ...	4	Dec. 2, 1884 ...	12 noon	67, Duke-street, Whitehaven

# ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Brandon, Edgar ...	Trading at 85, Upper Ground-street, Blackfriars-road, Surrey, as Edgar Brandon and Co., also at 77, Stafford-street, Birmingham, as the Consumers' Tea Company, at 199A, Bishopsgate-street Within, London, as Crapon, Crapon, and Co., at 23, West-street, Bristol, 24, High-street, Deptford, Kent, 3, York-buildings, Hastings, 19, Westgate, Ipswich, and 149, High-street, Stoke Newington, Middlesex, as the Indian and China Tea Company, at 3, Bull Ring, Kidderminster, as the Consumers' Tea Company, at 1, Market-place, and 2, Eastgate, Leicester, as the Imperial Tea Company, and at 144, Salmon's-lane, Limehouse, Middlesex, as the East London Tea Company, at 165, North-street, Wolverhampton, as the Consumers' Tea Company, residing at Bayford, Atney-road, Putney, Surrey, formerly trading with Samuel Crapon Brine, at 17, Camomile-street, London, as Crapon Brine and Brandon	Tea Dealer and Grocer	High Court of Justice in Bankruptcy	947	Nov. 20, 1884 ...	Nov. 11, 1884		
Cohen, Benjamin ...	14 and 16, Edgware-road, Middlesex	Manager to a firm of Cigar and Tobacco Merchants	High Court of Justice in Bankruptcy	900	Nov. 20, 1884 ...	Oct. 29, 1884		
Good, Henry Ralph, and Good, Edward (trading as Henry Good and Sons)	102, Cannon-street, London ...	Wine and Spirit Merchant	High Court of Justice in Bankruptcy	921	Nov. 20, 1884 ...	Nov. 5, 1884		
Hartnoll, Charles Francis and Hartnoll, William Joseph (trading as C. F. and W. Hartnoll)	8, London-street, Fenchurch-street, London	Auctioneers ...	High Court of Justice in Bankruptcy	681	Nov. 19, 1884 ...	August 19, 1884		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Kite, Henry Thomas ...	20 and 22, Maria-street, Kingsland-road, Middlesex, and 7, Tower-hill, London, residing at 55, Mortimer-road, Kingsland, Middlesex, lately trading at 20 and 22, Maria-street, with Edward Thomas Shaw, as Kite and Shaw	Carpenter and Contractor	High Court of Justice in Bankruptcy	581	Nov. 17, 1884 ...	July 23, 1884		
Shaw, Edward Thomas...	16, Maria-street, Kingsland-road, Middlesex, and 2, Catherine-street, Seething-lane, London, residing at 147, De Beauvoir-road, Kingsland, Middlesex, lately trading at 20 and 22, Maria-street, Kingsland-road, with Henry Thomas Kite, as Kite and Shaw	General Carrier	High Court of Justice in Bankruptcy	585	Nov. 17, 1884 ...	July 23, 1884		
Klein, Alexander ...	80, Guilford-street, Russell-square, Middlesex	Out of business	High Court of Justice in Bankruptcy	747	Nov. 21, 1884 ...	Sept. 9, 1884		
Mayer, Otto Johann Von Nepomuk, and Gregory, Charles... (trading as Kronheim and Co.)	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. 20, 1884 ...	Nov. 19, 1884		
Smith, George Edward ...	Late the Manchester Hotel, Aldersgate-street, London, formerly 3, Trelawn-road, Brixton, Surrey, now 2, Lorraine-terrace, Stoke Newington, Middlesex	Late a Clerk in Her Majesty's Civil Service	High Court of Justice in Bankruptcy	757	Nov. 21, 1884 ...	Sept. 13, 1884		
Speller, William Henry...	The Artois Works, Blackfriars-road, 19, Suffolk-grove, Blackfriars, and Beauchamp House, Beauchamp-road, Clapham Junction, all in Surrey	Engineer	High Court of Justice in Bankruptcy	841	Nov. 20, 1884 ...	Oct. 13, 1884		
Davies, John ...	St. Anne's-square and Cambrian-street, Barmouth, Merionethshire	Butcher	Aberystwith...	7	Nov. 20, 1884 ...	Nov. 20, 1884		
Adkins, Alfred James ...	14 and 15, High-street, Hadley, High Barnet, Hertfordshire	General Dealer	Barnet	9	Nov. 20, 1884 ...	Oct. 27, 1884		
Walkington, William Marmaduke	318A, Nchells Park-road, Birmingham, Warwickshire	Chemist and Druggist	Birmingham	105	Nov. 21, 1884 ...	Nov. 21, 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.
Noel, George Hugh ...	3, Mount Stuart-square and 16, Richmond - terrace, Park - place, Cardiff, Glamorganshire	Coal Agent ... ..	Cardiff ... ..	20	Nov. 19, 1884 ...	Oct. 20, 1884		
Hughes, Daniel ... ..	Llwynhendy, near Llanelly, Carmarthenshire	Grocer ... ..	Carmarthen ... ..	10	Nov. 22, 1884 ...	Nov. 14, 1884		
Westwood, Jacob ... ..	91, Saint John's-road, Kate's Hill, Dudley, Worcestershire	Slater ... ..	Dudley ... ..	12	Nov. 20, 1884 ...	Nov. 3, 1884		
Matthews, Frederick George	Formerly High - street, now 24, Brunswick-place, Dawlish, Devonshire	Butcher ... ..	Exeter ... ..	53	Nov. 20, 1884 ...	Nov. 20, 1884		
Green, Herbert ... ..	Biddenden, Kent ... ..	Butcher... ..	Hastings ... ..	24	Nov. 21, 1884 ...	Nov. 21, 1884		
Armstrong, Mary, and ... Armstrong, Sam Benjamin (trading as M. Armstrong and Son)	Westgate, Otley, Yorkshire ... ..	Painters and Paper Hangers	Leeds ... ..	90	Nov. 20, 1884 ...	Nov. 20, 1884		
Beaumont, Thomas ... ..	Marshall - street, Holbeck, near Leeds, Yorkshire, lately Eunice-street, Holbeck	Assistant Brewer, late Beerhouse Keeper	Leeds ... ..	91	Nov. 20, 1884 ...	Nov. 20, 1884		
Arnsby, William ... .. and Wells, Henry ... .. (trading as Arnsby and Wells)	Halford-street, Leicester ... .. Lower Church-lane, Syston, Leicestershire Syston, Leicestershire	Boot and Shoe Manufacturers	Leicester ... ..	52	Nov. 17, 1884 ...	Oct. 6, 1884		
Hanmer, Edward John Henry	Stockgrove Park, near Leighton Buzzard, Bedfordshire	... ..	Luton ... ..	9	Nov. 22, 1884 ...	June 18, 1884		
Kissane, Jeremiah ... ..	Now or lately trading with Mathew Joseph Kenny, as Kissane and Kenny, at 5, Hyde's-cross, Manchester, Lancashire	Butter Merchant ... ..	Manchester ... ..	45	Nov. 21, 1884 ...	Oct. 28, 1884		
Coles, William Hollier ... ..	Hollier's Hotel, Shanklin, Isle of Wight	Hotel Keeper ... ..	Newport and Ryde...	17	Nov. 21, 1884 ...	Oct. 27, 1884		
Gray, William Henry ... ..	Mariners' Arms, Felthorpe, Norfolk	Licensed Victualler, Butcher, and Farmer	Norwich ... ..	19	Nov. 22, 1884 ...	Nov. 11, 1884 ...	Harry Pearce Gould, Official Receiver	Queen-street, Norwich

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Quincey, William ...	Chilwell-road, Beeston, Nottinghamshire	Joiner ... ..	Nottingham ... ..	77	Nov. 20, 1884 ...	Nov. 19, 1884	The Official Receiver...	Merthyr Tydfil
Smith, Walter Samuel Brooks	92, Walsall-street, Westbromwich, Staffordshire	Grocer and Provision Dealer	Oldbury ... ..	11	Nov. 20, 1884 ...	Nov. 14, 1884		
Bailey, Alfred Augustus	58, Perry-street, Northfleet, Kent ...	Grocer and Haberdasher	Rochester ... ..	13	Nov. 21, 1884 ...	Nov. 20, 1884		
Margerrison, Francis ...	31, Fitzwilliam-street, Sheffield, Yorkshire, trading with Charles Margerrison, as F. and C. Margerrison	Slater ... ..	Sheffield ... ..	53	Nov. 20, 1884 ...	Nov. 19, 1884		
Rees, Hannah ... ..	Walter's-road, Swansea, Glamorgan-shire	Widow ... ..	Swansea ... ..	30	Nov. 21, 1884 ...	Sept. 19, 1884		
Davies, Joshua ... ..	Ida Place, Ebbw Vale, Monmouth-shire	Provision Merchant ...	Tredegar ... ..	13	Nov. 21, 1884 ...	Nov. 18, 1884 ...		
Loosemore, John Wellington	Formerly 8, Royal-terrace, Weymouth, Dorsetshire, now 69, Falcon-road, Battersea, Surrey	Solicitor's Clerk ...	Wandsworth ... ..	37	Nov. 21, 1884 ...	Nov. 14, 1884		
Bebington, Samuel ...	The King's Arms, Thames Side, Windsor, Berkshire	Licensed Victualler ...	Windsor ... ..	12	Nov. 20, 1884 ...	Oct. 28, 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.
King-Church, Richard John ...	6, Endsleigh-gardens, St. Pancras, Middlesex	Gentleman ... ..	High Court of Justice in Bankruptcy	647	Nov. 20, 1884 ...	£1,300 to be handed to a Trustee for payment of the preferential debts, costs, and charges, and for distribution amongst the creditors who have proved. Mr. J. J. Saffery, of 14, Old Jewry-chambers, Chartered Accountant, to be Trustee, and to give security within twenty-one days if required by the Board of Trade. The following creditors to withdraw their proofs:—William Thomas King-Church, George Cardale, James Noah King-Church, and James Armstrong; George Cardale and Jasper Kenrick Peck. The debtor to be released from all provable debts and liabilities, and to be put in possession of his property. Receiving Order rescinded
Cragg, James ... ..	High-street, Great Eccleston, Lancashire	Grocer, Wheelwright, and Ironmonger	Preston ... ..	9	Nov. 11, 1884 ...	10s. in the pound, payable as follows:—5s. in three months, 2s. 6d. in six months, and 2s. 6d. in nine months from the date of this Order. Receiving Order rescinded

## NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Porter, James Townley ... (trading as Townley, Porter, and Co.)	The Half Moon Tavern, 88, Gracechurch-street, London, and Norfolk Villa, East Dulwich Grove, Surrey	Licensed Victualler ...	High Court of Justice in Bankruptcy	724	Dec. 10, 1884 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's- inn, London
Woollard, Jane ...	75, Stroud Green-road, Finsbury Park, Middle- sex, and 2, Florence-terrace, West Green, Tottenham, Middlesex	Cheesemonger, Widow ...	High Court of Justice in Bankruptcy	317	Dec. 10, 1884 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's- inn, London
Jackson, Joseph, and ... Wood, Thomas ... (trading as Jackson and Wood)	Duke-street, Glossop, Derbyshire ... Hobroyd, Glossop, Derbyshire Victoria-street, Glossop, Derbyshire	Builders and Contractors ...	Ashton-under-Lyne and Stalybridge	10	Dec. 3, 1884 ...	John Brooks, Official Receiver	Townhall - chambers, Ash- ton-under-Lyne
Reaves, William James ...	1, Brook-street, St. Paul's-square, Birmingham, Warwickshire	Paper Box Maker ...	Birmingham ...	91	Dec. 9, 1884 ...	The Official Receiver ...	Whitehall-chambers, Col- more-row, Birmingham
Collins, John ...	Chagford, Devonshire ...	Grocer and Draper ...	East Stonehouse ...	9	Dec. 3, 1884 ...	Richard Southcott ...	1, Post Office-street, Bed- ford-circus, Exeter
Olive, William ...	12 and 26, Hare-street, Woolwich ...	Boot and Shoe Maker ...	Greenwich ...	14	Dec. 2, 1884 ...	Louis M. Bergtheil ...	3, West-street, Finsbury
Brown, Robert Fleet ... ... ..	Residing at 128, St. John's-road, Handsworth, near Birmingham, and having for the greater part of the last six months resided and carried on business at Newcastle-under-Lyme, Staf- fordshire	Fancy Draper ...	Hanley, Burslem, and Tunstall	32	Dec. 3, 1884 ...	Thomas Bullock, Offi- cial Receiver	Nelson - place, Newcastle- under-Lyme
Chandler, William ...	Leiston, Suffolk ...	Boot and Shoe Maker ...	Ipswich ...	8	Dec. 3, 1884 ...	Frederick Messent ...	2, Westgate-street, Ipswich
Holland, David ...	Dog's Head-lane and 9, Friars-street, Ipswich ...	Boot and Shoe Maker ...	Ipswich ...	16	Dec. 3, 1884 ...	Frederick Messent ...	2, Westgate-street, Ipswich
Young, Benjamin (trading as B. Young and Co.)	15, Belgrave-gate, Leicester ...	Boot and Shoe Manufacturer	Leicester ...	26	Nov. 29, 1884 ...	Edward Roberts ...	Millstone-lane, Leicester
Hawkins, Herbert Edward	42, Meeching-road, Newhaven, Sussex ...	Grocer... ..	Lewes and East- bourne	4	Dec. 18, 1884 ...	Official Receiver, Brighton	39, Bond-street, Brighton
Wickens, Walter ...	Winster House, Hailsham, Sussex ...	Coal Merchant ...	Lewes and East- bourne	10	Dec. 18, 1884 ...	Official Receiver, Brighton	39, Bond-street, Brighton
Bibby, Thomas ...	136, Ashton Old-road, Openshaw, Lancashire ...	Shopkeeper and Beer Re- tailer	Manchester ...	23	Dec. 2, 1884 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge- street, Manchester

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Crewe, Daniel ... ..	Burland, Cheshire ... ..	Formerly Miller and Beer Dealer, now out of business	Nantwich and Crewe	9	Dec. 3, 1884 ...	Thomas Bullock, Official Receiver	Nelson - place, Newca under-Lyme
Francis, Thomas ... ..	American Market, Pentre, Rhondda Valley ...	Grocer ... ..	Pontypridd ... ..	8	Dec. 3, 1884 ...	W. L. Daniel, Official Receiver	64, High-street, Merthyr Tydfil
Ives, Benjamin ... ..	Henry-street, Alverthorpe-road, Wakefield ...	Soap and Grease Manufacturer and Manufacturing Chemist	Wakefield ... ..	12	Dec. 16 1884 ...	John Bickersteth Ottley, Official Receiver	Southgate-chambers, Southgate, Wakefield

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## NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Hindley, James ... ..	Fox Inn, Market-place, Pennington, Lancashire	Licensed Victualler ... ..	Bolton ... ..	26	7s. 5d. (First and Final)	Nov. 28, 1884 ...	Thomas H. Winders, Official Receiver, Bolton
Senior, John, ... .. and Senior, Speight ... .. (trading as John Senior and Son)	19, Prospect-street, Windhill Cragg, near Shipley, Yorkshire 11, Robert-street, Windhill Cragg Junction Dock, Canal Side, Windhill, near Shipley	Boat Builders ... ..	Bradford ... ..	12	2s.	Dec. 2, 1884 ...	At Trustee's Office, 1, Ivegate, Market-street, Bradford
Rannow, James William ... ..	Barrow, Suffolk ... ..	Corn, Coal, and Seed Merchant	Bury St. Edmunds ...	7	1s. 3½d.	Dec. 1, 1884 ...	The Offices of the Official Receiver, 2, Westgate-street, Ipswich
Baker, Charles ... ..	Llandaff-road, Canton, Cardiff ... ..	Grocer and Baker ... ..	Cardiff ... ..	6	10d.	Dec. 1, 1884 ...	Office of the Official Receiver, 2, Bute-crescent, Cardiff
Llewellyn, Alfred ... ..	61, Arcot-street, Penarth, near Cardiff, Glamorganshire	Printer ... ..	Cardiff ... ..	5	1s. 5½d.	Nov. 28, 1884 ...	Office of the Official Receiver, 2, Bute-crescent, Cardiff
Cudworth, William, and ... .. Cudworth, John Robert (trading as Wm. Cudworth and Son)	Highfield Mills, Ossett, Yorkshire ... ..	Worsted Spinners ... ..	Dewsbury ... ..	27	1s. 6d.	Dec. 8, 1884 ...	Trustee's Office, Bradford-road, Dewsbury
Walsh, James Bottomley ... ..	Northgate, Halifax, 37, Savile-park, Halifax, and Errington-street, Sandhills, Liverpool	Builder and Contractor ... ..	Liverpool ... ..	81	3s.	Nov. 27, 1884, and any subsequent Thursday between 9 and 12 o'clock	C, D, and E, Commerce Court, 11, Lord-street, Liverpool
Baxter, James ... ..	New Cross, Sutton-in-Ashfield, Nottinghamshire, lately trading with John Aaron Rowbotham	General Dealer ... ..	Nottingham ... ..	26	5s.	Oct. 13, 1884 ...	22, Low-pavement, Nottingham
Clarke, Robert ... ..	Morton Grange, Fiskerton, Nottinghamshire, and 6, Long-row, Nottingham	Draper ... ..	Nottingham ... ..	38	5s.	Nov. 24, 1884 ...	22, Low-pavement, Nottingham
Collison, Walter ... ..	Albany Hotel, Birkin-avenue, Hyson Green, Nottingham	Licensed Victualler and Builder	Nottingham ... ..	36	2s. 6d.	Sept. 29, 1884 ...	22, Low-pavement, Nottingham
Daubney, Edward Samuel (trading as Daubney and Son)	48, London-road and Queen's-road, Nottingham	Timber Merchant ... ..	Nottingham ... ..	32	1s. 6d.	Oct. 13, 1884 ...	22, Low-pavement, Nottingham

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Green, Leeson ... ..	41, Carrington-street and 46, Abbotsford-street, Corporation-road, Nottingham	Grocer and Provision Dealer	Nottingham ... ..	25	4s.	Dec. 1, 1884 ...	Official Receiver's Offices, Exchange-walk, Nottingham
Hawkins, George ... ..	Newark-upon-Trent, Nottinghamshire ...	Boot and Shoe Maker ...	Nottingham ... ..	22	1s. 7½d. (First and Final)	Dec. 1, 1884 ...	Official Receiver's Offices, Exchange-walk, Nottingham
Hudson, John ... ..	53, Church-drive, Carrington, Nottingham, and Forman's-buildings, Goldsmith-place, Goldsmith-street, Nottingham	Machinist ... ..	Nottingham ... ..	37	10s.	Nov. 10, 1884 ...	22, Low-pavement, Nottingham
Williams, Thomas ... ..	Late Standard House, Monkton, Pembroke, now Main-street, Pembroke	Grocer, Nursery Gardener, and General Dealer	Pembroke Dock ...	2	6s.	Dec. 6, 1884 (or on any following day)	Official Receiver's Office, 8, Quay-street, Carmarthen
Fox, Walter ... ..	29, Occupation-road, Sheffield, Yorkshire ...	Butcher ... ..	Sheffield ... ..	44	9s. 8d.	Dec. 3, 1884 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Gray, Joseph Dunstan ... ..	Late 24 and 26, Harvest-lane, now residing in apartments at 22, Harvest-lane, Sheffield, Yorkshire	Late Grocer and Beer Retailer, now out of business	Sheffield ... ..	36	1s. 11½d.	Dec. 3, 1884 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Tingle, William ... ..	135, Abbey Field-road, Pitsmoor, Sheffield, and Townhead-street, Sheffield, Yorkshire	Rag and Bone Merchant ...	Sheffield ... ..	25	5d.	Dec. 3, 1884 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Greaves, Joseph ... ..	Kirkhamgate, Alverthorpe, near Wakefield.	Farmer ... ..	Wakefield ... ..	11	6½d.	Dec. 1, 1884 ...	The Official Receiver's Office, Southgate-chambers, Wakefield

## APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Foreman, Henry ... ..	Myrtle Villa, Sherbrooke-road, Fulham, and Batoum-gardens, Shepherd's Bush, Hammersmith, both in Middlesex	Builder and Contractor ... ..	High Court of Justice in Bankruptcy	24	Dec. 19, 1884, 11 A.M.
Gaskell, John ... ..	141, Queen Victoria-street, London, and Chippenham, Wiltshire	Engineer and Steel Pipe Manufacturer, trading with George Gaskell Exton, as Exton and Co.	High Court of Justice in Bankruptcy	438	Dec. 19, 1884, 11 A.M.
Lawes, Charles Bennet ... ..	16, Michael's-grove, Brompton, and the Studio, Chelsea Bridge-road, Middlesex	Sculptor ... ..	High Court of Justice in Bankruptcy	230	Jan. 15, 1885, 12 noon
Saunders, Frederick ... ..	140, Church-road, Essex-road, Middlesex, ... ..	Solicitor's Clerk ... ..	High Court of Justice in Bankruptcy	420	Jan. 13, 1885, 11 A.M.
Jones, William ... ..	2, Castle-terrace, Pembroke ... ..	Coal, Corn, and Manure Merchant ... ..	Pembroke Dock ... ..	6	Dec. 17, 1884
Edwards, Charles ... ..	17, Colliergate, York ... ..	Pork Butcher ... ..	York ... ..	12	Dec. 22, 1884



# APPOINTMENTS OF TRUSTEES

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Lancaster, Alfred ...	10, Phillimore-terrace, Kensington, Middlesex, and 27, South Audley-street, Grosvenor-square, Middlesex	Gun Manufacturer ...	High Court of Justice in Bankruptcy	720	Mason, Percy ...	7 and 8, Ironmonger-lane, E.C., Chartered Accountant	Nov. 21, 1884
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	Monkhouse, George Benson	28 and 29, St. Swithin's-lane, E.C., Chartered Accountant	Nov. 19, 1884
Roy, George Pitcairn ...	Late 28, Gascayne-road, Hackney, Middlesex, formerly trading at Deedham Wharf, Bishop's-road, Victoria Park, Middlesex, as G. P. Roy and Co.	Coal Merchant ...	High Court of Justice in Bankruptcy	692	Mason, Percy ...	8 and 9, Ironmonger-lane, E.C., Chartered Accountant	Nov. 11, 1884
Wilson, William, the elder ... and Wilson, William, the younger (trading as Wilson and Eyre)	53, Gresham-street, London, and 133, Petherton-road, Highbury New Park, Middlesex	Silk Merchants ...	High Court of Justice in Bankruptcy	691	Andrews, Joseph ...	7 and 8, Ironmonger-lane, E.C.	Oct. 14, 1884
Chapman, Ernest ...	Berrow, Somersetshire ...	Farmer and Cattle Dealer...	Bridgwater ...	3	Palmer, John Henry	Burnham, Somerset, Auctioneer	Nov. 13, 1884
Cooper, William, the younger (trading as William Cooper, Junior, and Co.)	2, 3, and 4, Bedford-building, Cheltenham, Gloucestershire	House Furnishers ...	Cheltenham ...	18	White, William ...	77, Barton-street, Gloucester	Nov. 22, 1884
Burrage, Andrew, and ...	Late 2, Hope-villas, Eastbourne-road, Brentford, and 180, High-street, Brentford, Middlesex, now New-lane, Enfield, Middlesex	Builders ...	Edmonton ...	9	Foreman, Ernest ...	57, Gracechurch-street, London, E.C., Secretary of the Timber Trades' Association	Nov. 18, 1884
Burrage, William Henry ... (trading as Burrage Brothers)	New-lane, Enfield, Middlesex New-lane, Enfield, Middlesex						
Clarke, Robert ...	Morton Grange, Fiskerton, Nottinghamshire, and 6, Long-row, Nottingham	Draper ...	Nottingham ...	38	Rogers, Charles ...	Low-pavement, Nottingham	June 20, 1884
Hall, George ...	Market-place, Warwick ...	Grocer ...	Warwick ...	13	Wilkinson, James Herbert	Atlas-chambers, Berridge-street, Leicester	Nov. 20, 1884
Griffiths, John, the younger	Wednesfield, near Wolverhampton, Staffordshire	Iron Dealer ...	Wolverhampton ...	26	Baker, George ...	Willenhall ...	Nov. 18, 1884

ORDERS MADE ON APPLICATION FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.
Godfrey, Thomas Bolton ...	14, Cambridge-terrace, Station-road, Starch Green, Middlesex	Builder ... ..	High Court of Justice in Bankruptcy	99	Oct. 31, 1884 ...	Discharge granted after a suspension of two months from October 31, 1884
Hyamson, Samuel ... ..	68, Marquis-road, Canonbury, and 36, Tenter-street, Spitalfields, both in Middlesex, and 3, Phils-buildings, Houndsditch, London	Lately Exporter, now no occupation	High Court of Justice in Bankruptcy	360	Oct. 31, 1884 ...	Discharge granted
Rigg, Robinson... ..	Saint Bees, Cumberland ... ..	Corn Merchant and Miller, trading with C. A. Rigg and J. B. Hodgson as C. A. Rigg and Co., at Duke-street and Preston-street, Whitehaven	Whitehaven... ..	3	Oct. 29, 1884 ...	Discharge granted

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.

*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.*

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