

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