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FRIDAY, NOVEMBER 28, 1884.

THE NEW FOREST (SWINE-FEVER) No. 2 ORDER OF 1884.

AT the Council Chamber, Whitehall, the 26th day of November, 1884.

By Her Majesty's Most Honourable Privy Council.

PRESENT:

Lord President.
Mr. Trevelyan.

THE Lords and others of Her Majesty's Most Honourable Privy Council, by virtue and in exercise of the powers in them vested under The Contagious Diseases (Animals) Act, 1878, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

Short Title.

1. This Order may be cited as THE NEW FOREST (SWINE-FEVER) NO. 2 ORDER OF 1884.

Commencement and Duration.

2. This Order shall commence and take effect from and immediately after the thirtieth day of November, one thousand eight hundred and eighty-four, and shall continue in force until the Privy Council otherwise order.

Interpretation.

3. In this Order—

The Act of 1878 means The Contagious Diseases (Animals) Act, 1878.

The New Forest means the New Forest within the perambulation of the New Forest, in the county of Southampton.

Other terms have the same meaning as in The Animals Order of 1884.

Restriction on Movement.

4. No pig shall be moved out of or through the New Forest except as expressly authorized by this Order.

Movement of Swine out of the New Forest.

5. Swine may be moved out of such parts of the New Forest as are not comprised within a Swine-Fever Infected Place or a Swine-Fever Infected Circle or a Swine-Fever Infected Area with a movement licence of the Local Authority of the District in or into which the swine are to be moved on such conditions, if any, as the Local Authority granting the licence think expedient.

Movement of Swine through the New Forest.

6. Swine not affected with swine-fever may be moved through the New Forest by railway, without untrucking.

Granting of Movement Licences.

7.—(1.) A Local Authority may, if they think fit, withhold a movement licence in any case where the movement of the swine proposed to be moved would be in their judgment inexpedient or improper.

(2.) No licence for movement of a pig granted under this Order shall be available if granted by the owner of the pig to be moved or by his agent, or by the owner or consignee or other person selling the pig, or by the purchaser thereof or by his agent, or by the occupier of the farm or premises from or to which the pig is to be moved.

Production of Licences; Names and Addresses.

8.—(1.) Every person in charge of swine being moved, where under this Order a movement licence may be necessary, shall, on demand of a Verderer of the New Forest, or of an officer of the Verderers of the New Forest, or of the Deputy Surveyor of the New Forest or any officer acting under him, or of a Justice, or of a Constable, or of an Inspector or other officer of a Local Authority, produce and show to him the movement licence, if any, authorizing the movement, and shall allow it to be read and a copy of or extract from it to be taken by the person to whom it is produced.

(2.) Every person so in charge shall, on demand as aforesaid, give his name and address to the person so authorized under this Article to demand the movement licence.

Offences.

9.—(1.) If a pig is moved in contravention of this Order, or of the conditions of a movement licence thereunder, the owner of the pig, and the person for the time being in charge thereof, and the person causing, directing, or permitting the movement, and the person moving or conveying the pig, and the consignee or other person receiving or keeping it, knowing it to have been moved in contravention as aforesaid, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Act of 1878.

(2.) If a person in charge of swine being moved, where under this Order a movement licence is necessary, on demand made under this Order, fails to give his true name and address, or gives a false name or address, he shall be deemed guilty of an offence against the Act of 1878.

C. L. Peel,

Foreign Office, November 1, 1884.

THE Queen has been graciously pleased to appoint Augustus Baker, Esq., to be Her Majesty's Consul for Eastern Soudan, to reside at Suakin.

Foreign Office, November 27, 1884.

THE Queen has been pleased to approve of Mr. Norberto Osa as Consul-General in London for the Republic of the Equator; of Mr. Bernardo Lambertenghi as Consul for the Malta Group, to reside in Malta, for His Majesty the King of Italy; of Mr. Carlos Garcimartin as Consul at Singapore for His Majesty the King of Spain; of Mr. John A. Donald as Consul at Glasgow for the Republic of Salvador; of Mr. Alexander Blackwood as Consul at Leith, Mr. Patrick Blair as Consul at Edinburgh, and Mr. J. William Scott as Consul at Queenstown and Cork, for the Republic of Chile; and of Mr. Achille Raffray as Vice-Consul at Aden for the French Republic.

[The following Notification is substituted for that which appeared in last Tuesday's Gazette.]

Whitehall, November 24, 1884.

THE 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 the Right Honourable Sir Astley Cooper Key, G.C.B.; Admiral Frederick Beauchamp Paget, Baron Alcester, G.C.B.; Vice-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.

Whitehall, November 19, 1884.

THE Queen has been pleased to grant unto Sir Astley Paston Cooper, of Gadebridge, in the parish of Hemel Hempstead, in the county of Hertford, Baronet, in the Commission of the Peace, and a Deputy Lieutenant for that county, and late a Captain in Her Majesty's Rifle Brigade, Her Royal licence and authority that he and his issue may take and henceforth use the surname of Paston, in addition to and before that of Cooper:

And to command that the said Royal concession and declaration be recorded in Her Majesty's College of Arms, otherwise to be void and of none effect.

Crown Office, November 28, 1884.

MEMBERS returned to serve in the present **PARLIAMENT.**

Town of Greenock.

Thomas Sutherland, Esq., in the room of James Stewart, Esq., who has accepted the Office of Steward or Bailiff of the Manor of Northstead.

Borough of Scarborough.

William Sproston Caine, Esq., one of the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.

(H. 8963.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 27, 1884.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following copy of a Telegram respecting quarantine from Her Majesty's Consul at Madeira, dated 21st instant, viz.:—Lazaretto here open.

(H. 8989.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 28, 1884.*

THE Board of Trade have received from the Secretary of State for Foreign Affairs a copy of a Despatch from Her Majesty's Representative at the Hague, intimating that the Netherlands Government have declared all Spanish ports on the Mediterranean infected with cholera.

Admiralty, 25th November, 1884.

Royal Marine Light Infantry.

Lieutenant George Thorp Onslow to be Captain, vice Montgomery, promoted. Dated 22nd September, 1884.

India Office, 28th November, 1884.

THE Queen has approved of the following Admissions to the Staff Corps made by the Governments in India:—

BENGAL STAFF CORPS.

To be Lieutenants.

Lieutenant Percy Balderston Vaughan, from the Bedfordshire Regiment. Dated 4th July, 1883, but to rank from 1st July, 1881.

Lieutenant Edward Grey, from the Suffolk Regiment. Dated 21st June, 1883, but to rank from 1st July, 1881.

Lieutenant Henry Comins, from the Norfolk Regiment. Dated 21st July, 1883, but to rank from 1st July, 1881.

MADRAS STAFF CORPS.

To be Lieutenant.

Lieutenant Edmund Charles Thwaytes, from the South Wales Borderers. Dated 17th January, 1883, but to rank from 1st July, 1881.

BOMAY STAFF CORPS.

To be Lieutenant.

Lieutenant Richard Errington, from the 1st West India Regiment. Dated 5th February, 1883, but to rank from 4th May, 1881.

The Queen has also approved of the transfer of the undermentioned Officer to the Half-Pay List:—

BENGAL MEDICAL ESTABLISHMENT.

Surgeon Francis Joseph Tuohy, M.D. Dated 21st November, 1884.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Thursday, the 4th proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,645,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 8th day of December, 1884, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 8th March or 8th June next, respectively.

3. The Tenders must specify the net amount per cent. which will be given for the amounts

applied for; and the tenders of private individuals must be made through a London Banker.

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Friday, the 5th proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Monday, the 8th proximo.

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, November 27, 1884.

Treasury Chambers, November 24, 1884.

THE Lords Commissioners of Her Majesty's Treasury have been pleased to appoint the following Gentlemen as Public Valuers for England and Wales for the year ending the 31st December, 1885, under the provisions of the Friendly Societies Act, 1875, 38 and 39 Vic., cap. 60, section 35, viz. :—

A. B. Adlard, Law Life Office, 187, Fleet-street, E.C.

Charles Ansell, National Life Assurance Society, 2, King William-street, E.C.

G. S. Crisford, West of England Assurance Company, Exeter.

Thomas Y. Strachan, 18, Grainger-street West, Newcastle-on-Tyne.

Reuben Watson, 7, Holborn-villas, Lower Talbot-street, Nottingham.

J. Heron Duncan, Scottish Imperial Company, 4, King William-street, E.C.

Treasury Chambers, November 24, 1884.

THE Lords Commissioners of Her Majesty's Treasury have been pleased to select the following Gentlemen to act as Public Auditors for England and Wales, under the Friendly Societies Act and the Industrial and Provident Societies Act for the year ending 31st December, 1885 :—

Thomas Bradley, 100, High-street, Stockton-on-Tees.

Alfred Hallam, 6, Exchange-place, Middlesborough.

Richard Crabtree, Hollins-place, Hebden Bridge, Yorkshire.

T. A. Riley, 9, Cheapside, Halifax.

W. Norbury, 3, Preston-terrace, Leeds.

Cornelius Wheawill, 1, Imperial-arcade, Huddersfield.

John Edey, 25, Change-alley, Sheffield.

J. Wallwork, 5, St. James'-square, Bradford.

G. S. Holmes, 1, Victoria-buildings, Wigan.

William Rock, Widnes, Lancashire.

Thomas Wood, 1, Balloon-street, Manchester.

Eli Sowerbutts, Market-place, Manchester.

E. Smith, Breeze Hill, Walton-on-Hill, Liverpool.

Thomas Horabin, 66, Watergate-street, Chester.

Reuben Watson, Lower Talbot-street, Nottingham.

F. Q. Sowter, 7, Corn Market, Derby.

George Bacon, 10, Norman-street, Lincoln.

William Thomas Nutter, 68, High-street, Leicester.

Robert Borrett, Pulham Market, Harleston, Norfolk.

John Rust, 5, Blackfriars-road, King's Lynn.

A. Green, Ixworth, Suffolk.

Lieutenant Pownall, R.A., The Castle, Dover.

W. Ridley, 74, Cobden-road, Brighton.

G. W. Ayliffe, 24, Brighton-road, Surbiton.

T. Walton, St. Paul's Schools, Southampton.

W. J. Richards, Newport, Isle of Wight.

W. P. Strickland, Three Legged Cross, Wimborne.

George Pape, Marston-road, Sherborne, Dorset.

Thomas J. Maunder, 3, Portland-street, Taunton.

S. J. Dubridge, Gloucester-street, Stroud.

Charles Arthur Hicks, Victoria-square, Cotham, Bristol.

G. H. Barlow, Eign-road, Hereford.

E. J. Peirson, 46, Jordan Wall, Coventry.

John Eggington, 150, Friar-street, Reading.

Thomas Masters, Fonbridge, Stafford.

C. Fitch Kemp, 8, Walbrook, E.C.

H. R. Jennings, 17, Great Ormond-street, W.C.

C. E. Mason, 61, King William-street, E.C.

Thomas Charles, Brymbo, Wrexham.

David Edmunds, 5, Oakfield-street, Roath, Cardiff.

D. E. Davies, Rhianfa, Pwllheli.

J. Howell, 16, Commercial-place, Aberdare.

David John, the Cottage, Pontcymmer, Bridge-end, South Wales.

W. L. Moore, 9, Chapel-street, Preston.

J. Davies, Newport, Monmouthshire.

GENERAL ORDER of the Local Government Board altering General Consolidated Order Prohibiting of Admission of Small-Pox Cases to the Workhouse.

Orsett Union.

To the Guardians of the Poor of the Orsett Union, in the county of Essex ;—

To the Churchwardens and Overseers of the several Parishes comprised in the said Union ;—

To the Relieving Officer of the said Union, and the Master and Matron of the Workhouse thereof ;

And to all others whom it may concern.

WHEREAS the Guardians of the Poor of the said Orsett Union are in possession of a Workhouse which includes an Infirmary and detached Infectious Wards, situate in the said Parish of Orsett ;

And whereas it is expedient that persons suffering from Small Pox should not be admitted into the said Workhouse :

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us in that behalf, hereby Order as follows from and after the date hereof :

ARTICLE 1.—We hereby prohibit the said Guardians from granting any Order for the admission into the said Workhouse of any person suffering from Small-Pox, and We prohibit the Relieving Officer of the said Union, and every Overseer of every Parish therein, from granting any such Order.

ARTICLE 2.—The Master, Matron, or other Officer of the said Workhouse shall not admit into the said Workhouse any such person suffering as aforesaid.

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

L. S.

Charles W. Dilke,
President.

Hugh Owen, Secretary.

Civil Service Commission, November 25, 1884.

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for the situation of Assistant-Surveyor of Build-

ings in the Board of Public Works (Ireland), held in Dublin, on the 11th November, 1884, and following days, notice of which examination was given in the London Gazette of the 3rd October, 1884, the undermentioned Candidate obtained the first place:—

John Howard Pentland.

NOTICE TO MARINERS.

(No. 226.)—NEWFOUNDLAND.—EAST COAST.
CATALINA HARBOUR.

(1.) *Green Island Fog Signal, Reported Irregular Action.*

WITH reference to Notice to Mariners, No. 35 (2), of 3rd February, 1883, on the establishment of a fog horn on Green Island, south side of entrance to Catalina Harbour, which, during thick or foggy weather and snowstorms, would be sounded for periods of five seconds, with intervals of silence of thirty-five seconds.

Information has been received from Lieutenant and Commander Browne, H.M.S. "Mallard," that in August, 1884, this fog signal was observed to sound for fifteen seconds, with intervals of silence of fifty seconds.

UNITED STATES.

MAINE.—EAST PENOBSCOT BAY.

(2) *Deer Island Thoroughfare—Fog Bell on Mark Island.*

The United States Government has given notice, that on 15th October, 1884, a fog bell, struck by machinery, would be established on the west side of the lighthouse buildings on Mark Island, Deer Island Thoroughfare, East Penobscot Bay.

During thick and foggy weather this bell will be sounded, giving a double blow at intervals of fifteen seconds.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
19th November, 1884.

This Notice affects the following Admiralty Charts:—Catalina Harbour, No. 489 (1); Penobscot Bays, No. 620 (2). Also, Admiralty List of Lights in British North America, 1884, No. 8; List of Lights in the United States, 1884, No. 19; Newfoundland Pilot, 1878, page 233; and Sailing Directions for the principal ports of the United States, 1882, page 21.

NOTICE TO MARINERS.

(No. 227.)—BALTIC—KALMAR SUND.

(1.) *Utgrunden Light-Vessel—Alteration in Character of Lights and Fog Signal.*

WITH reference to Notice to Mariners, No. 146 (2), of 8th August, 1884, on intended alteration in the character of the lights exhibited from Utgrunden Light-vessel, southern entrance to Kalmar Sund.

The Swedish Government has given notice, that on 22nd October, 1884, the light-vessel would be replaced by a new light-vessel, from which is exhibited a fixed red light, visible in clear weather from a distance of about 8 miles.

Also, that a steam siren would be established on board Utgrunden Light-vessel, which, during thick or foggy weather, will give two blasts every minute in the following order:—A blast of seven seconds' duration, an interval of three seconds, a blast of three seconds' duration, followed by an interval of forty seven seconds.

NOTE.—Should the siren be out of order, a steam whistle will give a long deep note, followed by a short high note.

GULF OF BOTENIA—SWEDISH COAST.

(2.) *Destruction of Malmö Island Light.*

The Swedish Government has given notice, that the light on Malmö Island, approach to Ornsköldsvik, was destroyed during a heavy gale on 27th October, 1884.

NOTE.—The light cannot be exhibited again this year.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
19th November, 1884.

This Notice affects the following Admiralty Charts 2 (temporarily):—Baltic Sea, No. 2842b (1); Kalmar Sund and Oland Island, No. 2251 (1); Gulf of Bothnia, No. 2252 (2); Hornsland to Stiernö Point, No. 2299 (2). Also, Admiralty List of Lights in the North Sea, &c., 1884, No. 560, page 58; Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 31; and Bothnia Pilot, 1855, page 33.

NOTICE TO MARINERS.

(No. 228.)—BALTIC ENTRANCES.

THE KATTEGAT.

(1.) *Læso Island Harbour Light—Alteration in Time of Exhibition.*

THE Danish Government has given notice, dated 31st October, 1884, that the harbour light on the north-west side of Læso Island will in future be exhibited as follows:—During the winter (October to March inclusive), at sunset; during the summer, half an hour after sunset. Throughout the year the light will be extinguished at sunrise.

(2.) *Schultz Ground Light-Vessel—Alteration in Fog Signal.*

Also, that on 15th November, 1884, the following alteration was to be made in the fog signal on board Schultz Ground Light-vessel:—

During thick or foggy weather, a fog horn worked by hand will give three blasts in quick succession every two minutes.

GREAT BELT LAALAND.

(3.) *Fixed Red Lights on Albue Point.*

Information has been received, that two fixed red lights, visible in clear weather from a distance of 10 miles, are now exhibited on the northern extreme of Albue Point, west side of Laaland.

Position, lat. 54° 50' N., long. 10° 57' E.

NOTE.—These lights kept in line lead northward of Albue Triller.

LITTLE BELT—ÆRÖ ISLAND.

(4.) *Fog Signal at Skiold Ness Lighthouse.*

With reference to Notice to Mariners, No. 254 (2), of 21st December, 1881, on the intended establishment of a fog signal at Skiold Ness Lighthouse, north-west end of Ærö Island.

The Danish Government has given further notice, that on 10th November, 1884, the signal would be established.

The signal is a second class siren worked by steam, which, during thick and foggy weather, will give one powerful blast of two and a half seconds' duration every minute.

SCHLESWIG HOLSTEIN.

(5.) *Kiel Fiord—Bell Buoy and Light Buoy at Entrance.*

The German Government has given notice, dated 1st November, 1884, that the eastern white buoy, Kiel 1, at Kiel Fiord Entrance, has been replaced by a bell-buoy, coloured black, and surmounted with white topmark, with the name Kiel 1 inscribed on it.

Also, that a light buoy, coloured black, has been moored in Kiel Fiord Entrance two cables N.E. from white buoy Kiel 3.

The light is an occulting white light, visible six seconds, and eclipsed three seconds.

[The bearing is magnetic. Variation 13° Westerly in 1884.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
19th November, 1884.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a (2, 4); the Kattegat, No. 2114 (2); Great and Little Belts, No. 2116 (4); Kiel Bay, No. 2117 (3-5); Kiel Fiord, No. 33 (5). Also, Admiralty List of Lights in the North Sea, &c., 1884, Nos. 256, 264, 297a, page 38; and Danish Pilot, 1853, pages 39, 97, 239, 317, 341.

NOTICE TO MARINERS.

(No. 229.)—AUSTRALIA.—EAST COAST.

(1.) *Revolving Light on Double Island Point.*

WITH reference to Notice to Mariners, No. 202 (1), of 24th October, 1884, on the intended exhibition of a light from a lighthouse erected on the summit of Double Island Point:—

The Queensland Government has given further notice, that on 11th September, 1884, the light would be exhibited:—

The light is a revolving white light, attaining its greatest brilliancy every thirty seconds, elevated 315 feet above the sea, and should be visible in clear weather from a distance of 24 miles.

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

The lighthouse is circular in shape, and painted stone colour.

Position, lat. 25° 56' S., long. 153° 12½' E.

ENDEAVOUR RIVER ENTRANCE.

(2.) *Grassy Hill—Additional Tidal Signals.*

Also, has given notice, that in order to indicate the depth of water on the bar of Endeavour River, when it is less than 10 feet, the following signals will, on and after 2nd September, 1884, be added to the code previously in use on Grassy Hill:—

Depth of Water on Bar, 8 feet; Day Signal, cone at north yard arm; Night Signal, no light exhibited.

Depth of Water on Bar, 8 feet 6 inches; Day Signal, cone at north yard arm dipped; Night Signal, no light exhibited.

Depth of Water on Bar, 9 feet; Day Signal, cone at south yard arm; Night Signal, two white lights vertical.

Depth of Water on Bar, 9 feet 6 inches; Day Signal, cone at south yard arm dipped; Night Signal, two white lights horizontal.

TORRES STRAIT.

(3.) *Beacon on Bramble Cay.*

Also, dated 2nd September, 1884, that a beacon has been erected on the south-west end of Bramble Cay, eastern entrance to Torres Strait:—

The beacon, facing E. ½ N. and W. ½ S., consists of a spar, carrying a diamond-shaped head, 17 feet in width, and elevated 59 feet above high water.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
19th November, 1884.

This Notice affects the following Admiralty Charts:—Moreton Bay to Sandy Cape, No. 1068 (1); Endeavour River, with plans of entrance, No. 1072 (2); Coral Sea, Great Barrier Reef, No. 2764 (3); Torres Strait, north-east and east entrances, No. 2122 (3). Also, Admiralty List of Lights in South Africa, &c., 1884, page 42;

and Australia Directory, Vol. II, 1879, pages 98, 246, 368.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the united rectories of Saint Helen and Saint Alban, in the city and county of the city of Worcester, and in the diocese of Worcester, and to his successors, Incumbents of the same united rectories all that piece or parcel of land and hereditaments, with the appurtenances thereto belonging, particularly described in the schedule hereunto annexed, and now vested in us under and by virtue of a certain deed of conveyance, bearing date the eleventh day of August, in the year one thousand eight hundred and eighty-four, and made between the Dean and Chapter of the Cathedral Church of Christ, in Oxford, of the one part, and us, the said Ecclesiastical Commissioners, of the other part, which said deed of conveyance is intended to be deposited in the registry of the said diocese of Worcester, together with this instrument, immediately after the publication of the latter in the London Gazette: To have and to hold the said piece or parcel of land and hereditaments, with their appurtenances, to the use of the said Incumbent and his successors for ever: Provided always, that the Incumbent for the time being of the same united rectories shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments for and in respect of the period intervening between the eleventh day of August, in the year one thousand eight hundred and eighty-four, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

Schedule.

All that piece or parcel of land, containing three roods and four perches, or thereabouts, being part of a close called Long Meadow, situate in the parish of Saint Martin, in the city and county of the city of Worcester, bounded on the south-west side by a road called Wyld's-lane, on the south-east side by the site of the proposed parsonage-house for the benefice of Saint Martin, Worcester, and on the remaining sides by other parts of the said close, all which said piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured pink.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the united vicarages of Ansty with Shilton, in the county of Warwick, and in the diocese of Worcester, and to his successors, Incumbents of the same united vicarages, one yearly sum or stipend of fifty-five pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the ninth day of September, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also

hereby grant and appropriate out of our said common fund to the said united vicarages of Ansty with Shilton, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a new parsonage or house of residence for the said united vicarages, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said united vicarages of Ansty with Shilton: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of fifty-five pounds, or any part thereof, shall be annexed by us to the said united vicarages, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of Pendoylan, in the county of Glamorgan, and in the diocese of Llandaff, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of thirty-one pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty-four, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: And we do also hereby grant and appropriate out of our common fund to the said vicarage of Pendoylan, one capital sum of thirteen pounds fifteen shillings and twopence, such capital sum to be applied by us in discharging the amount payable to the Governors of the Bounty of Queen Anne for the augmentation and maintenance of the poor clergy, under a subsisting mortgage of the said vicarage of Pendoylan, which was effected by a deed bearing date the thirty-first day of December, in the year one thousand eight hundred and fifty-six, for the purpose of enlarging the parsonage or house of residence belonging to the said vicarage of Pendoylan: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of thirty-one pounds, or any part thereof, shall be annexed by us to the said vicarage in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty,

chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Churchill, in the county of Somerset, and in the diocese of Bath and Wells, and to his successors, Incumbents of the same vicarage, all that piece or parcel of land and hereditaments, together with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us, under and by virtue of a certain deed of conveyance bearing date the twenty-fifth day of October, in the year one thousand eight hundred and eighty-four, and made between Mary Roynon, of Winscombe, in the said county of Somerset, of the first part, and us, the said Ecclesiastical Commissioners, of the other part, which said deed of conveyance is intended to be deposited in the Registry of the said diocese of Bath and Wells, together with this Instrument, immediately upon the publication of the latter in the London Gazette: To have and to hold the said piece or parcel of land and hereditaments with their appurtenances to the use of the said Incumbent and his successors for ever: Provided always, that the said piece or parcel of land and hereditaments expressed to be hereby granted and conveyed shall be, and be taken to be, in lieu of, and in substitution for, a portion amounting to eight pounds per annum of the yearly sum or stipend of one hundred and ninety-three pounds heretofore payable by us, the said Ecclesiastical Commissioners, to the Incumbent for the time being of the said vicarage of Churchill, under the authority of another Instrument, sealed by us on the sixth day of August, in the year one thousand eight hundred and sixty-eight, and published in the London Gazette on the fourteenth day of the same month of the said year: And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments for and in respect of the period intervening between the first day of November, in the year one thousand eight hundred and eighty-four, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

Schedule.

All that piece or parcel of land containing three acres, or thereabouts, situate in the parish of Churchill, in the county of Somerset, being portions of two closes of land, numbered respectively 207 and 208 on the tithe commutation map of the said parish of Churchill, and known as Barrow Field and Windmill Hill respectively, all which said piece or parcel of land is bounded on the north, south, and east sides thereof by other land belonging to Mary Roynon, of Winscombe, in the said county of Somerset, and on the west side by a high-road leading to Congresbury, and is more particularly delineated on the plan hereunto annexed, and is thereon coloured green.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the Incumbent of the vicarage of Saint John the Baptist, Hammerwich, in the county of Stafford, and in the diocese of Lichfield, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of

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

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

(L.S.)

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

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

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

(L.S.)

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

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

(L.S.)

NOTICE is hereby given, that a separate building, named the Mount Pleasant Wesleyan Methodist Chapel, situate at Mount Pleasant, Lockwood, in the county of York, in the district of Huddersfield, being a building certified according to law as a place of religious worship, was, on the 18th day of October, 1884, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85. —Witness my hand this 24th day of October, 1884. *Jno. Hall*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named St. James' School, situate at Chesnut Grove, Bootle-cum-Linacre, county of Lancaster, district of West Derby, being a building certified according to law as a place of religious worship, was, on the 30th October, 1884, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as St. James' Chapel, now disused. —Witness my hand this 3rd November, 1884.

Frederick John Pentin, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named St. Thomas Catholic Church, situate at Great George's-road, in the township of Litherland, in the county of Lancaster, district of West Derby, being a building certified according to law as a place of religious worship, was, on the 8th November, 1884, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as St.

Thomas Temporary Chapel, now disused.—Witness my hand this 12th November, 1884.

Frederick John Pentin, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Chapel, situate at High-street, in the parish of Gringley-on-the-Hill, in the county of Nottingham, in the district of East Retford, being a building certified according to law as a place of religious worship, was, on the 7th 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 15th day of November, 1884.

Thos. Wm. Denman, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named United Methodist Free Church, situate at the Back-street, in the parish of Litcham, in the county of Norfolk, in the district of Mitford, being a building certified according to law as a place of religious worship, was, on the 21st 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 25th day of November, 1884.

Walter M. Barton, Superintendent Registrar.

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 Hydrone Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice was, on the 21st day of November, 1884, presented to the Chancery Division of the High Court of Justice by Frederick William Potter, of 17, Queen

Victoria-street, in the city of London, Printer and Stationer, A. Ardley and Son, of 27, Wormwood-street, in the said city, Furniture Dealers, and John De Horne, of 1, Angel-court, in the said city, Stationer, creditors of the said Company, and that the said petition is directed to be heard before the Honourable Mr. Justice Pearson, on the 6th day of December, 1884, and any creditor or contributory of the said Company desirous to oppose the making of any 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.—Dated the 24th day of November, 1884.

Geo. Davis, Son, and Co., 80, Coleman-street, London, E.C., Solicitors for the Petitioners.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Paris Skating Rink Company Limited.

By an Order made by the Honourable Mr. Justice Chitty in the above matter, dated the 21st day of November, 1884, on the petitions of Thomas Edward Vickers, of Bolsover Hill, Sheffield, in the county of York, Gentleman, and of John Francis Neale, of 4, Wellesley-grove, Croydon, in the county of Surrey, Gentleman, and John Hayward Evans, of 59, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, it was ordered that the said Paris Skating Rink Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.—Dated this 27th day of November, 1884.

J. and R. Gole, 4, Lime-street, London, E.C., Solicitors for the said Petitioner, Thomas Edward Vickers.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 26th day of November, 1884.

ISSUE DEPARTMENT.

£				£			
Notes issued	...	...	34,747,290	Government Debt	...	...	11,015,100
				Other Securities	...	...	4,734,900
				Gold Coin and Bullion	...	...	18,597,290
				Silver Bullion	...	...	—
			<u>£34,747,290</u>				<u>£34,747,290</u>

Dated the 27th day of November, 1884.

F. May, Chief Cashier.

BANKING DEPARTMENT.

£				£			
Proprietors' Capital	...	...	14,553,000	Government Securities	...	...	13,312,678
Rest	...	...	3,112,768	Other Securities	...	...	21,347,914
Public Deposits (including Ex-				Notes	...	...	10,104,840
chequer, Savings Banks, Com-				Gold and Silver Coin	...	...	921,681
missioners of National Debt, and							
Dividend Accounts)	...	...	5,595,972				
Other Deposits	...	...	22,290,042				
Seven Day and other Bills	...	...	135,331				
			<u>£45,687,113</u>				<u>£45,687,113</u>

Dated the 27th day of November, 1884.

F. May, Chief Cashier.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict., cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ended Saturday, the 15th day of November, 1884.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ended as above.			Average Amount of Coin held during four Weeks ended as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
			£						
Bank of Scotland	{ The Governor and Company of the Bank } of Scotland	Edinburgh...	343418	288582	637057	925639	646873	93107	739980
Royal Bank of Scotland		Edinburgh...	216451	273164	563178	836342	672794	68183	740977
British Linen Company	British Linen Company	Edinburgh...	438024	195221	508802	704023	306913	91793	398706
Commercial Bank of Scotland Limited	Commercial Bank of Scotland Limited	Edinburgh...	374880	229065	608807	837872	577150	52207	629357
National Bank of Scotland Limited	National Bank of Scotland Limited	Edinburgh...	297024	194749	494805	689554	460202	56751	516953
Union Bank of Scotland Limited	Union Bank of Scotland Limited	Edinburgh...	454346	268788	584159	852947	486045	101813	587858
Town and County Bank Limited	Town and County Bank Limited	Aberdeen ...	70133	90915	127582	218497	152089	20475	172564
North of Scotland Bank Limited	North of Scotland Bank Limited	Aberdeen ...	154319	181246	231487	412733	296463	20166	316629
Clydesdale Bank Limited	Clydesdale Bank Limited	Glasgow ...	274321	213031	405810	618841	381286	65876	447162
Caledonian Banking Company Limited	Caledonian Banking Company Limited	Inverness ...	53434	40117	66542	106659	56130	11712	67842

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of) have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 27th day of November, 1884.

J. S. PURCELL, Registrar of Bank Returns.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 26th November, 1884.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany... ..	199	...	199	2,073	10,080	12,153
Belgium	1,605	...	1,605	2,160	...	2,160
France	3,326	...	3,326	9,933	51,484	61,417
British Possessions in S. Africa	58	1,076	1,134	9,372	...	9,372
Brazil ... ..	...	764	764	...	...	...
United States ... ..	...	354	354	137,540	164,350	301,890
Other Countries ... ..	...	77	77	7,800	2,080	9,880
...
...
...
Aggregate of the Importations } registered in the Week ... }	5,183	2,271	7,459	168,878	227,994	396,872
Declared Value of the said } Importations }	£ 20,148	£ 8,621	£ 28,769	£ 35,222	£ 47,090	£ 82,312

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Sweden ... ..	...	...	6,850	6,850	...	...	...	...
Germany ... ..	...	...	...	...	...	...	14,400	14,400
Belgium ... ..	...	...	...	...	...	...	20,480	20,480
France ... ..	...	...	...	...	...	200,170	20,000	220,170
Egypt	6,425	...	...	6,425	...	...	5,361	5,361
British East Indies ... ..	...	...	238	238	...	21,000	487,583	508,583
British North America	3,855	...	...	3,855	...	...	...	...
United States ... ..	...	6,690	...	6,690	...	...	...	...
Uruguay	2,570	...	...	2,570	...	...	...	...
Other Countries	372	1	10	383	3,094	73	50	3,217

Aggregate of the Exportations } registered in the Week ... }	13,222	6,691	7,098	27,011	3,094	221,243	547,874	772,211
	£	£	£	£	£	£	£	£
Declared Value of the said } Exportations }	51,150	25,703	26,040	103,193	850	45,585	121,676	168,111

Statistical Department, Custom House, London,
November 27, 1884.

S. SELDON,
Principal.

In the Matter of the Whitelands Twist Company Limited and Reduced, and in the Matter of the Companies Acts, 1862, 1867, and 1877; and of the Chancery of Lancaster Acts, 1850 and 1854.

NOTICE is hereby given, that a petition has been presented to the Court of Chancery of the County Palatine of Lancaster, for confirming a resolution of the above Company for reducing its capital by £16,645, by returning £1 15s. per share on all the 9,510 shares in the Company on which £4 5s. has been called and paid up, on the footing that the amounts so paid off or returned as aforesaid may be called up again. A list of the persons admitted to have been creditors of the Company on the 13th day of November, 1884, may be inspected at the offices of the Company, at the Whitelands Twist Mill, Whitelands-road, Ashton-under-Lyne, or at the offices of Messrs. Hardings, Wood, and Wilson,

at 69, Princess-street, Manchester, at any time during usual business hours on payment of a 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 12th day of December, 1884, send in his name and address, and the particulars of his claim, and the name and address of his Solicitor (if any), to Messrs. Hardings, Wood, and Wilson, at 69, Princess-street, Manchester aforesaid, or in default thereof he will be precluded from objecting to the proposed reduction of capital.—Dated the 25th day of November, 1884.

Hardings, Wood, and Wilson, 69, Princess-street, Manchester; Agents for
Frederick William Bromley, Ashton-under-Lyne, Solicitor for the Company.

CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 22nd, 1884, with particulars relating thereto.

FOOT-AND-MOUTH DISEASE.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
ENGLAND.											
COUNTY.*											
Notts	1	2	3	12	17	24	...	...	5	...	...
Worcester ... ..	...	1	1	...	3	...	...	...	3	...	...
TOTAL ...	1	3	4	12	20	24	...	...	8	...	...

PLEURO-PNEUMONIA.

	Farms or other Places.			Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.											
COUNTY.*											
Buckingham ...	1	...	1	...	...	...	...	...	...	...	...
Cumberland ...	1	...	1	...	...	...	...	...	...	...	...
Essex	2	...	2	1	...	1	...	...	...	...	...
Lancaster	1	1	2	...	2	2	...	...	...	...	...
Norfolk	2	1	3	...	6	6	...	...	...	...	...
Northampton (ex. Soke of Peterborough.)	1	...	1	...	...	...	...	...	...	...	...
Northumberland	1	1	2	...	2	1	1	...	...	...	...
Suffolk	1	...	1	...	...	...	...	...	...	...	...
Surrey (ex. Metropolis).	1	1	2	...	1	1	...	...	...	...	...
SCOTLAND.											
COUNTY.*											
Fife	1	1	2	...	1	1	...	...	...	...	...
Lanark	2	...	2	...	...	...	...	...	...	...	...
Perth	1	...	1	...	4	4	...	...	...	...	...
TOTAL ...	15	5	20	1	16	16	1	...	...	...	...

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Berks	2	...	2	6	3	...	3	...	6	...	...
Buckingham ...	10	...	10	10	1	1	4	2	4	...	...
Cambridge (ex. Liberty of the Isle of Ely).	2	...	2	4	...	...	...	...	4	...	...
Devon	1	...	1	...	...	...	...	...	...	...	...
Essex	1	1	2	...	2	...	2	...	...	...	...
Gloucester ...	3	1	4	29	10	29	10	...	...	...	...
Hants	2	3	5	7	4	9	2	...	...	...	...
Hertford	2	...	2	...	...	...	...	...	...	...	...
Huntingdon ...	...	1	1	...	2	2	...	...	...	...	...
Kent (ex. Metropolis).	...	1	1	...	19	...	2	...	17	...	...
Lancaster	8	2	10	1	2	2	1	...	...	...	...
Middlesex (ex. Metropolis).	6	...	6	...	7	7	...	...	...	...	...
Northampton (ex. Soke of Peterborough).	1	...	1	...	...	...	...	...	...	...	...
Rutland ... ..	...	1	1	...	1	1	...	...	...	...	...
Salop	1	...	1	...	...	...	...	...	...	...	...
Somerset	1	3	4	...	58	44	13	...	1	...	...
Stafford	1	...	1	...	...	...	...	...	...	...	...
Suffolk ... ..	...	1	1	...	8	7	1	...	...	...	...
Surrey (ex. Metropolis).	6	2	8	11	14	18	3	...	4	...	...
Wilts ... ..	...	1	1	...	3	2	1	...	...	...	...
York, East Riding.	1	...	1	1	...	...	...	1	...	...	...
„ North Riding.	...	1	1	...	1	1	...	...	...	...	...
„ West Riding.	...	3	3	...	3	3	...	...	...	...	...
Soke of Peterborough.	...	1	1	...	1	1	...	...	...	...	...
WALES.											
COUNTY.*											
Glamorgan	1	1	2	1	2	...	3	...	...	...	...
SCOTLAND.											
COUNTY.*											
Linlithgow ...	1	...	1	1	...	...	...	1	...	...	...
TOTAL ...	50	23	73	71	141	127	45	4	36	...	...

GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Essex ... ..	...	3	3	...	4	...	1	...	3	...	...
Middlesex (ex. Metropolis).	1	...	1	1	...	1	...	...	...	...	...
The Metropolis...	2	4	6	...	7	7	...	...	...	...	...
TOTAL ...	3	7	10	1	11	8	1	...	3	...	...

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Buckingham ...	...	1	1	...	1	...	...	...	1	...	...
Lancaster ...	1	...	1	2	...	1	...	...	1	...	...
Surrey (ex. Metropolis).	...	1	1	...	1	1	...	...	...	...	...
The Metropolis ...	3	4	7	...	8	7	...	...	1	...	...
TOTAL ...	4	6	10	2	10	9	...	...	3	...	...

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

Agricultural Department, Privy Council Office, 28th November, 1884.

In Parliament—Session 1885.

Leeds Coloured Cloth Hall.

(Power to Trustees and others to Sell the Hall and Adjoining Property; Provisions as to Trusts and Covenants; Application of Purchase Money; and other matters.)

NOTICE 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 authorize and empower the Trustees of the Mixed or Coloured Cloth Hall, in Leeds, in the West Riding of the county of York (hereinafter called the Trustees), on behalf of themselves and the other Standholders in the said Hall (hereinafter called the Standholders), and the persons claiming the same in reversion (hereinafter called the Reversioners), or any of such parties and all other necessary parties (if any), to sell and dispose of the said hall and the site thereof, and the other property of the Trustees adjoining to or held in connection with the said hall or any part or parts of such premises, upon such terms and subject to such conditions (if any), and in such manner in all respects as the Trustees and Reversioners may think fit, or as may be prescribed or provided by the intended Act, and to empower the Trustees and Reversioners and all other necessary parties (if any), to transfer and convey the premises sold to the purchaser or purchasers thereof, and that whether freed and discharged from all or any of the trusts, conditions, covenants, restrictions, rights, and liabilities attached to or affecting the same, or the use thereof, or otherwise, as may be prescribed or provided by the intended Act.

To provide for the distribution and application of the purchase-money or moneys arising from any such sale or sales, and to enable the Trustees and Reversioners, or either of them, to give valid discharges therefor.

To make provision for the perpetuation or for the cancellation, release, and surrender of any obligations or covenants restricting or prohibiting the right of building on or otherwise affecting the

use of lands surrounding the said Hall, or to make other provision with reference thereto.

To vary and extinguish all existing rights and privileges which would or might in any manner interfere with the objects of the intended Act or the carrying of the same into effect, and to confer, vary, or extinguish other rights or 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 17th day of November, 1884.

C. E. Arundel, Leeds, } Solicitors.
Dibb and Co., Leeds, }

J. C. Rees, 13, Great George- }
street, Westminster, }
Sherwood and Co., 7, Great }
George - street, West- }
minster, } Parliamentary Agents.

Board of Trade.—Session 1885.

Barton-upon-Humber and District Water.

(Power to construct Waterworks; Supply of Water to the Parishes or places of Barton-upon-Humber, Barrow, New Holland, and Goxhill, in the Parts of Lindsey, in the County of Lincoln; Water rates, &c.; Manufacture, purchase, and sale of Water Meters, &c.; Contracts with Local Authorities, &c.)

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, pursuant to the Gas and Waterworks Facilities Act, 1870, for the following purposes, namely :—

To empower the Undertakers to be named in the intended Order to construct and maintain

A well and pumping station and a tank or service reservoir, with all necessary works, pipes, conveniences, and appliances in and upon the eastern end of a field, situate in the parish of St. Peters, in the parts of Lindsey, in the county of Lincoln, belonging, or reputed to belong, to Mr. George Bradley Gray, and bounded on the north by a field belonging or reputed to belong to Samuel Cutlbert, in which field there is a windmill, on the

south by a field belonging, or reputed to belong, to Mrs. Welch, on the east by the high road leading from Barton-upon-Humber to Caistor, and on the west by a road called Vinegar Hill-road.

To purchase and hold lands and easements in or over lands and to supply water to and within the parishes or places of Barton-upon-Humber, Barrow, New Holland, and Goxhill, in the parts of Lindsey, in the County of Lincoln, and to levy rates, rents and charges in respect of the supply of water.

To manufacture, purchase, sell, hire, and let on hire, water meters and all engines, machinery, fittings, appliances, and apparatus, connected with the collection, storage, distribution, and supply of water, and to contract for and execute work in connection therewith, and to take payment and remuneration in respect thereof, and to contract and agree with any local authority, public body, company, or person, for a supply of water in bulk or otherwise.

The Order will vary or extinguish all rights and privileges which will or may interfere with any of its objects and confer other rights and privileges.

On or before the 29th day of November, 1884, a copy of this advertisement and plans and sections of the proposed works will 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 at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order, when deposited at the Board of Trade, and printed copies of the Order, when settled and made by the Board of Trade, may be obtained on application at the office of the undersigned at the price 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 them any objection respecting the application for the Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, on or before the 15th day of January, 1885, and a copy of any such representation or objection must at the same time be sent to the undersigned on behalf of the Promoters, and the objectors or their agent must inform the Board of Trade that a copy has been so sent.

Dated this 20th day of November, 1884,

*C. J. Hanly and Co., 2, Princes-street,
Great George-street, Westminster, S.W.,
Parliamentary Agents.*

In Parliament—Session 1885.

Metropolitan, Notting Hill and Shepherd's Bush Extension Railway.

(Incorporation of Company; Railway from Notting Hill to Shepherd's Bush and other Railways; Running Powers over Portions of the Railways of the Metropolitan Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, and the London and South-Western Railway Company; Agreements with those Companies; Compulsory Purchase of Lands and Easements; Exemption from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Temporary Shafts; Levying of Tolls and Rates; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session of 1885 for an Act for the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called

"the Company"), and to empower the Company to construct and maintain the railways herein-after described, with all necessary and convenient stations, sidings, approaches, roads, works and conveniences connected therewith, all in the county of Middlesex, that is to say:—

A railway (Railway No. 1), commencing in the Parish of St. Mary Abbots, Kensington, by a junction with the Metropolitan Railway at or near the ventilating shaft of that railway, situate between Pembridge-square and Uxbridge-road, and to the east of Pembridge-gardens, and terminating in the parish of Hammersmith in the Uxbridge-road, at a point in that road distant 100 yards or thereabouts, measured in a straight line in a westerly direction from the western entrance door of the booking-office of the Uxbridge-road Station of the West London Junction Railway, which said intended Railway No. 1 will pass from, in, through, or into, or be situated within the parishes and places of St. Mary Abbots, Kensington, and Hammersmith.

A railway (Railway No. 2), wholly situate in the parish of Hammersmith aforesaid, commencing by a junction with the intended Railway No. 1, hereinbefore described, at the point of termination thereof as hereinbefore described, and terminating by a junction with the Kensington Branch Railway of the Hammersmith and City Railway at a point distant 46 yards or thereabouts, measured in a straight line in a south-westerly direction from the centre of the bridge carrying the Hammersmith and City Railway over Latimer-road.

A railway (Railway No. 3) wholly situate in the parish of Hammersmith, commencing by a junction with the intended Railway No. 2, hereinbefore described, at a point on the southern boundary fence of the field numbered on the 25-inch ordnance map of the county of Middlesex, 147 in the parish of Hammersmith, and at the point where the last-mentioned boundary fence is joined by the eastern boundary fence of the field numbered on the said 25-inch ordnance map of the county of Middlesex 143, in the parish of Hammersmith, and terminating by a junction with the West London Railway at a point on the last-mentioned railway distant 20 yards or thereabouts, measured in a straight line in a southerly direction, from the centre of the bridge carrying the Hammersmith and City Railway over the West London Railway.

A railway (Railway No. 4) wholly situate in the parish of Hammersmith, commencing by a junction with the intended Railway No. 1 at the termination thereof, as hereinbefore described, and terminating by a junction with the Kensington and Richmond Railway of the London and South-Western Railway Company at the point where that railway is crossed by the Shepherd's Bush-road.

The said railways and works will be situate in, or will be made or pass from, through or into the parishes, townships, townlands, and extra-parochial places following, that is to say:—St. Mary Abbots, Kensington, and Hammersmith, both in the county of Middlesex.

To confer upon the Company all necessary powers for making and maintaining the said railways and works, and to authorise the Company to purchase and take lands and buildings by compulsion or agreement in and near the parishes and places aforesaid for the purposes of the said intended railways and works, and to purchase and acquire so much of any property as may be required for the purposes, or in exercise of the powers of the Bill, without becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845."

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 constructed under the surface thereof, 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 Bill.

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 empower the Company to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic and telephonic tubes, wires, and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended railways and works, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To authorise the Company, and any other Company or Companies running over, working, or using the intended railways, to run over and use with their engines, carriages and servants, and for purposes of their traffic of every description, the following portions of railways, all in the county of Middlesex (that is to say):—

So much of the railway of the Metropolitan Railway Company as lies between the intended junction with that railway of the intended Railway No. 1 and the Queen's-road station, and the use of that station.

So much of the railway the joint property of the Great Western Railway Company and the Metropolitan Railway Company as lies between the point of termination of the intended Railway No. 2 and the Latimer-road station on the Hammersmith and City Railway, and the use of the Latimer-road station.

So much of the West London Railway of the London and North-Western Railway Company and Great Western Railway Company as lies between the Eastern High Level Willesden station on that railway and the point of termination (as hereinbefore described) of the intended Railway No. 3 with that railway, and the use of the Willesden Eastern High Level Station.

So much of the Kensington and Richmond Railway of the London and South-Western Railway Company as lies between the Hammersmith station on that railway, and the point of termination (as hereinbefore described) of the intended Railway No. 4 with that railway, and the use of the Hammersmith station.

And the roads, signals, water, watering-places, engine-sheds, offices, warehouses, sidings, junctions, works and conveniences connected with the said portions of railways and stations, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon, or failing such agreement as shall be settled by arbitration or otherwise provided for by the Bill.

To enable the Company and the Metropolitan Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, and the London and South-Western Railway Company, or some or one of them, from time to time to enter into and carry into effect contracts, agreements, and arrange-

ments for or with respect to the working, use, management, construction, and maintenance of the proposed railways and works, the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance and delivery of traffic coming from or destined for the respective Undertakings of the said Companies, and the levying, fixing, division and appropriation of the tolls, rates, charges, receipts and revenues levied, taken or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of Joint Committees and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the Bill may be made, with respect to all or any of the matters aforesaid.

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

And, so far as may be necessary for the purposes aforesaid, to alter, vary, amend, and extend or repeal some of the provisions of the local and personal Acts following, that is to say, 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company; 5 and 6 Wm. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company, and 4 and 5 Wm. IV., cap. 88, and any other Act or Acts relating to the London and South-Western Railway Company.

Duplicate plans and sections, showing the line and levels of the proposed railways, and the plans also showing the lands intended to be taken under the compulsory powers of purchase to be conferred by the Bill, with a Book of Reference to the plans and an ordnance map showing the general course of the intended railways, will be deposited with the Clerk of the Peace for the county of Middlesex, in that county, at his office at the Sessions House, Clerkenwell, and a copy of so much of the said plans, sections, and Book of Reference as relates to the parish of St. Mary Abbots, Kensington, will be deposited with the Vestry Clerk of that parish, at his office at the Town Hall, Kensington, W., in that parish, and a copy of so much thereof as relates to the parish of Hammersmith, will be deposited with the Clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith, W. Each such deposit will be made on or before the 29th day of November, 1884, and will be accompanied by a copy of this Notice.

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

Dated this 14th day of November, 1884.

Fowler, Christie, and Co., 2, Victoria Mansions, Victoria-street, S.W., Solicitors for the Bill.

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

In Parliament—Session 1885.

East and West Junction Railway Company.

(Funding and Capitalization of Debts, &c., of Company; Creation of Debenture Stocks with Special Priorities; Compulsory Provisions affecting Creditors and Persons under Disability; Ascertainment of Debts, &c., of Company; Special Powers to Directors, Managers, or Arbitrator; Discharge of Receiver; 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 East and West Junction Railway Company (in this notice called "the Company"), for leave to bring in a Bill for affecting the purposes, or some of the purposes following, that is to say:—

1. To fund and capitalize or provide for the funding and capitalization of all or some of the present debts, liabilities, and engagements of the Company (other than the present arrears of interest on their first debenture stock and their debenture stock B), and to enable the Company for that purpose to create one or more debenture or other stocks, and (either with or without the consent of the holders of existing preference shares or stock, or debenture stocks of the Company), to attach to all or any stock so to be created a preference, or priority of interest, or dividend, over all other debenture and other stocks, debentures and shares of the Company, and other special privileges.

2. To provide for or to authorize the application or issue of any such debenture stock or stocks, or the proceeds thereof respectively, in or towards satisfaction of all or any present debts of, or claims or demands upon the Company, and to confer all necessary powers upon executors, administrators, trustees, guardians, and other persons under disability to accept stock or preferential shares accordingly, and to compound debts, claims, and demands upon the Company, or to make other provision with respect to the application of such stock or stocks, and, if need be, to make the provisions of the Bill in relation to the above matters, or any of them, obligatory upon creditors of the Company and persons under disability as aforesaid.

3. To make provision for ascertaining the debts, liabilities, and engagements of the Company, and, if thought expedient, to confer special powers in that behalf upon the Directors or Managers for the time being of the Company, or an arbitrator or referee to be appointed by or under the Bill.

4. To provide, if thought necessary or expedient, for the discharge of the Receiver appointed by the High Court of Justice of the tolls and revenues of the Company, and for the payment to the Company, or to such person or persons or the application in such manner as the Bill may prescribe, of any balance remaining in the hands of such Receiver.

5. And the Bill will vary or extinguish all rights and privileges which would interfere with its objects, and will confer other rights and privileges.

6. 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: 27 and 28 Vic., cap. 76; 29 and 30 Vic., cap. 142; 29 and 30 Vic., cap. 239; 34 and 35 Vic., cap. 81; 37 and 38 Vic., cap. 198; and all other Acts relating to the Company.

Printed copies of the intended 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.

Merrick and Co.;

Munns and Longden, 8, Old Jewry, E.C.;
Solicitors for the Bill.

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

Board of Trade—Session 1885.

Worcester Tramways.

(Return of the Deposit made in connection with the Worcester Tramways Order, 1881; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Promoters of the Worcester Tramways Order, 1881 (hereinafter called the Promoters), intend to apply to the Board of Trade for a Provisional Order to effect the following purposes, or some of them, that is to say:—

To provide for the payment or transfer to the Promoters, or as they shall direct, of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice, in accordance with the Board of Trade regulations upon the making, by the Board of Trade, of the Worcester Tramways Order, 1881, in respect of the tramways authorized by that Order.

To vary and extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the proposed Order, or any of them, and to confer all necessary powers, rights, and privileges for carrying the same into effect.

To amend, extend, enlarge, rescind, annul, add to or repeal, if and so far as may be necessary for the purposes of the proposed Order, all or some of the provisions of the Worcester Tramways Order, 1881, the Tramways Act, 1870, and any rule or rules of the Board of Trade for the time being in force made thereunder, and any Act amending the said Act or Order, or either of them.

And notice is hereby further given, that on or before the 30th day of November, 1884, a copy of this advertisement, as published in the London Gazette, will be deposited at the office of the Board of Trade, Whitehall, London.

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 office of Messrs. Tahourdins and Hargreaves, No. 1, Victoria-street, Westminster.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them 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 the office of the Board of Trade, in Whitehall, London, on or before the 15th day of January next ensuing, and a copy of such objections must at the same time be delivered at the office of Messrs. Tahourdins and Hargreaves, of No. 1, Victoria-street, Westminster, 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 19th day of November, 1884.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, Solicitors and Parliamentary Agents for the Provisional Order.

In Parliament.—Session 1885.

Eastbourne Improvement.

(Repeal and Consolidation of Acts and Orders ; Consolidation of Loans and Creation of Corporation Stock ; Street Improvements, New Street, and Sea-wall ; Reclamation of Lands and Foreshore ; Arrangements with War Department, Admiralty, and Board of Trade as to Sea-wall ; Further Powers as to Streets, Buildings, Sanitary Matters, Sewage, Infectious Diseases ; Powers to Establish, Maintain, and Regulate Markets, Slaughter-houses, Public Parks and Recreation Grounds, Public Library, Museum, Baths and Wash-houses ; Provisions as to Telegraph &c. Wires ; Dissolution of Eastbourne Burial Board and Vesting their Lands and Property in Corporation ; Arrangement with Vestries of Willingdon and Westham ; Provisions as to Licensing Buildings, Places, and Persons ; Control and Regulation of Foreshore, Parade, Bathing Machines, and Pleasure Boats ; Prohibition of removal of Shingle, &c., from Foreshore ; Provisions with reference to Control and Regulation of Street Traffic and Vehicles, and Drivers and Conductors thereof, and for Preventing Obstruction, Annoyance, and Inconvenience in the Streets ; Additional Powers as to Matters of Police, and for Maintaining Order and Preventing Offences, Nuisances, Annoyances, Obstructions, and Indecencies in Streets and Places ; Employment of Children ; Provisions as to Fire Brigade ; Power to Contribute to Public Bands, Exhibitions, Hospitals, Institutions, and Expenses of Reception Committees ; to Provide Drinking Fountains, Weather Signals, Refuges, Weighing Machines, and Public Conveniences ; Power to Appropriate Land for a Store Yard, &c. ; Powers as to Selling and Weighing Coals ; Transfer to Corporation of Rights and Powers of Commissioners of Levels of Pevensey and Hastings over certain Lands, and Provisions requiring the Owners of the Lands to Commute the Liability thereof to Water Scots and Rates, and other Powers with reference thereto, and Powers to the Corporation to fill up Ditches, Pools, and Ponds in the Lands, and to Enter the Lands for such purposes ; Confirmation of Agreement with the said Commissioners ; Special Provisions as to Purchase and Acquisition, and Sale and Disposition of Lands ; Additional Tolls, Rates, Rents, and Charges, and Provisions with reference thereto ; Borrowing Powers, Raising and Application of Moneys ; Bye-laws ; Penalties ; Other Powers with reference to the matters aforesaid and for the Improvement, Management, and Good Government of the Borough, Amendment or Repeal of Acts.)

NOTICE 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 Eastbourne, in the County of Sussex, being also the Urban Sanitary Authority for the said Borough (hereinafter called "the Corporation"), for leave to bring in a Bill for all or some of the following among other purposes (that is to say) :

1. To repeal and to consolidate and re-enact, either wholly or in part, with such variations, modifications, and exceptions as may be deemed expedient, or to alter, amend, extend, and enlarge the provisions or some of the provisions of the Eastbourne Improvement Act, 1879, and all other Acts (if any) relating to the Corporation of the Borough, of Eastbourne (hereinafter

called "the Borough"), and of all Provisional Orders and Acts confirming the same respectively, relating to the Corporation or the Borough.

2. To make provision for the consolidation of all or any of the loans of the Corporation, present or future, and to authorise the Corporation from time to time to exercise their powers of borrowing under the Bill, or under any existing Act or any Act to be hereafter passed, or under any Provisional Order confirmed by Act of Parliament passed or to be passed, or under any order or sanction of any Government Department, by the creation and issue of stock (hereinafter called "Corporation Stock"), either redeemable or irredeemable, of such amount, at such price, and bearing such interest or dividend, and on and subject to such terms and conditions as may be prescribed or provided for by the Bill.

3. To charge or to provide for the charging of Corporation Stock or any part thereof, on the whole or any portion of the revenues of the Corporation arising from the undertakings, lands, and other property of the Corporation, and on the borough fund and borough rate, and on the district fund and general district rate, and on all other funds and rates established and leviable by the Corporation, either as a municipal body, sanitary authority, or otherwise.

4. To establish or to provide for the establishing of a Loans Fund, or other fund, for the payment of dividends or interest on, and the redemption, purchase, and extinction of Corporation Stock or any part thereof, and to provide for the raising of the sums necessary for such purpose out of the borough fund and borough rate, or district fund and general district rate.

5. To provide for the paying off of any mortgage, bond, or other security granted by the Corporation, or the issue of Corporation Stock in substitution therefor, and to empower any person holding any mortgage bond or other security of the Corporation, and being a person enabled by the Lands Clauses Consolidation Act, 1845, to sell land thereunder, to consent to payment or redemption of, or substitution for the money secured or represented by any such mortgage bond or other security.

6. To provide for the application of all money raised by Corporation Stock, and for the temporary investment thereof.

7. To authorise the Corporation, on and subject to such terms, instructions, and conditions as they think fit, to appoint any person, or the Bank of England, or any other bank, or a banker, as registrar for all or any purposes in relation to Corporation Stock, and to provide for the keeping of a register of holders of Corporation Stock, and the issuing of certificates of proprietorship thereof, and the transfer and transmission of such stock, and the payment of dividends thereon, and the issue of dividend warrants and of stock certificates to bearer, with coupons.

8. To declare any Corporation Stock personal property, and to exempt the same from foreign attachment, and to authorise the investment of trust funds therein, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock.

9. To make new and further provisions with reference to the paying off of any existing mortgages, bonds, or other securities of the Corporation, and the sinking funds applicable thereto, and to declare and define, and if need be extend, the respective periods now limited for such repayment.

10. To authorise the Corporation to make and

maintain the following street improvements, new street, sea wall, or embankment and works (that is to say):

- (a) The widening and improving of the Marine Parade-road, and the sea wall, commencing at or near the pier, and terminating at or near the house numbered 14, Marine Parade.
- (b) The widening and improving of the Marine Parade-road on the west side thereof, and of Seaside-road on the west and south sides thereof, commencing at or near the house numbered 15, Marine Parade, and terminating at or near the junction of a road leading to the Queen's Hotel with the said Seaside-road.
- (c) The widening and improving of Seaside-road on the north and west sides thereof, commencing at or near the house numbered 51, Seaside-road, and terminating at or near the Burlington Mews.
- (d) The widening and improving of Grove-road on the west side thereof, commencing at or near the site of the Town Hall, and terminating at or near the Fire Engine Station, and on the east side thereof, commencing at or near the junction of South-street with the said Grove-road, and terminating at or near the house numbered 48, Grove-road.
- (e) The widening and improving of Meads-road on the east side thereof, commencing at or near the junction of Grange-road with the said Meads-road, and terminating at or near the house in the said Meads-road, called or known as "Elms Meade."
- (f) The widening and improving of South-street on the north side thereof, commencing at or near the junction of Grove-road with the said South-street, and terminating at or near the St. Saviour's Choir Schools; and also the widening and improving of the said South-street on the said north side thereof, commencing at or near the junction of Calverley-road with the said South-street, and terminating at or near the Eagle Inn.
- (g) The widening and improving and the altering of the levels of the road called Ocklynge-road, on the east side thereof, commencing at or near the house in the said road called or known as "The Gore," and terminating at or near the main entrance to the cemetery.
- (h) The widening and improving of Ocklynge-road, on the east side thereof, commencing at or near the junction of High-street with the said Ocklynge-road, and terminating at or near the yard of the Star Inn, and on the west side thereof, commencing at or near the junction of High-street with the said Ocklynge-road, and terminating at or near the junction of Star-lane with the said Ocklynge-road.
- (i) The widening and improving of Terminus-road, on the north side thereof, commencing at or near the junction of Junction-road with the said Terminus-road, and terminating at or near the western end of Oak-terrace.
- (j) The widening and improving of Junction-road on the east side thereof, commencing at or near the junction of Terminus-road with the said Junction-road, and terminating at or near the house numbered 11, Junction-road.
- (k) A new road to connect the Marine and Royal Parades with the Seaside-road, commencing at or near the house numbered 40,

Marine Parade, and terminating at or near the house numbered 95, Seaside-road.

- (l) A sea wall or embankment commencing at or near and on the eastern side of the circular redoubt, thence continuing in an easterly direction and terminating at or near the outfall sewer of the Commissioners of Pevensey Levels.

- (m) All proper and necessary footways, approaches, embankments, walls, fences, groynes, slip ways, stairs, sewers, drains, pipes, buildings, appliances, works, and conveniences in connection with the said several intended works, or any or either of them.

Which said intended street improvements, new street, sea wall or embankment, and works will be wholly made or situate in the parish of Eastbourne, in the county of Sussex.

11. To authorise the Corporation to enclose, reclaim, and convert to agricultural, building, and other purposes all or any portion of the lands and foreshore which may be enclosed or reclaimed by the proposed sea wall or embankment, and to vary and extinguish all rights, interests, easements, or privileges connected with such lands and foreshore.

12. To authorise the War Department, Admiralty, and Board of Trade, or either of those Departments, to contribute to the expense of making and maintaining the proposed sea wall or embankment, or any part or parts thereof, and to authorise the Corporation and those Departments, or any or either of them, to enter into and carry into effect contracts and arrangements for or with reference to the construction and maintenance of the proposed sea wall or embankment, the acquisition and appropriation of lands, the contribution of funds, and all incidental matters.

13. To confer on the Corporation new and enlarged powers, and to make further provisions with reference to streets, buildings, and sanitary matters within the borough, including the following amongst other matters and things (that is to say):

The laying out, formation, naming, direction, width, level, construction, gradients, paving, sewerage, and drainage of public or private streets, the definition of buildings and streets, the giving of notices, and the deposit of plans and sections and the approval thereof, the formation of back roads, the ventilation and drainage of buildings, courts, and places, the fencing of vacant or waste land, gardens, and forecourts, the putting up of hoards or fences, placing of coal-shoots, crossings for horses or vehicles, the deposit of building materials, the foundations, levels, walls, woodwork, chimneys, and roofs of buildings, the removal and prevention of projections over streets, the prohibition of buildings in courts, the repair of existing and prohibition of new vaults or cellars under streets, the construction and ventilation of house drainage, the height of buildings and rooms, the space about buildings, the means of ingress and egress, the regulation of materials and workmanship, the alterations of buildings, the prohibition of the use of wooden buildings, the construction of cellars and basement stories, ovens and furnaces, the removal, repair, and prohibition against the user of buildings or rooms ruinous, dangerous, or unfit for human habitation, the construction, discontinuance, removal, cleansing, emptying, and disinfecting of sinks, drains, water-closets, privies, cesspools, urinals, and other receptacles, and con-

veniences, the turning of steam or other water, or the sweeping of refuse into sewers, the burning of bricks, the making of excavations, the removal of night soil, and the prevention of nuisances.

14. To confer further powers on the Corporation with reference to the treatment, disinfecting, and disposal of sewage and refuse of all kinds, and to authorise the Corporation to acquire patent rights and licenses for dealing with and disposing of sewage and refuse, and to enter into and carry into effect agreements and arrangements with reference thereto.

15. To confer new and enlarged powers on the Corporation, and to make further provisions for the prevention of the spread of contagious and infectious diseases, and to require notice to be given to the Corporation of persons suffering from any such diseases, and to authorise the Corporation to provide and maintain hospitals, sanatoriums, and nurses and attendants, to provide temporary accommodation for persons suffering from such diseases, to secure the isolation of such persons, to charge and recover the costs of removal of such persons, and their maintenance while isolated or removed, to require cowkeepers, milksellers, and others to furnish a list of their customers, to compel the disinfection of buildings, and of articles and persons liable to communicate contagion or infection, and to make further provision with respect to the retention, removal, and burial of dead bodies.

16. To authorise the Corporation to establish, maintain, and regulate a market or markets for the Borough, and to provide, construct, maintain, demise, let, control, and regulate market places, market houses, dwelling-houses, buildings, shops, stalls, works, appurtenances, conveniences, and appliances connected therewith, and to demand, take, levy, and receive tolls, rents, stallages, and other payments for or in respect of the use of the markets, market places, market houses, buildings, works, and conveniences, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer powers upon the Corporation with reference to the regulation, control, and management of the markets and market places, and of all provisions, articles, matters and things brought to, sold at, 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 the markets and market places, the fixing and varying of the amount of the several tolls, rents, stallages, rates, and charges to be taken thereat, and the payment, collection, and recovery thereof, and for regulating the traffic of or in the markets and market places, or the approaches thereto, and for all or any other purpose connected with the markets and market places as may from time to time be expedient, or as may be prescribed by the Bill.

17. To prohibit the selling or the exposing for sale within the Borough, except in a dwelling-place, shop, or place of business, any article in respect of which any tolls, stallages, or rents are by the Bill authorised to be taken in the markets and market places, and to authorise the Corporation to grant licences for such sale.

18. To authorise the Corporation to erect and provide public slaughter-houses and knackers'-yards, and to make bye-laws and regulations with respect thereto, and 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 or licensed slaughter-houses or knackers'-yards, and to enable the Corporation to take tolls and charges in respect of such

public slaughter-houses and knackers'-yards and to make further provisions with reference to the occupation, licensing, and revoking of licenses thereof.

19. To empower the Corporation from time to time to appropriate as and for the purposes of public parks, walks, pleasure grounds, and recreation grounds, any lands now or hereafter belonging to them, or which they are now authorised to or may hereafter acquire, and which may not be required for the objects for which they were acquired, and for such purposes to accept gifts of and to acquire by agreement additional lands and easements in and over lands, and to lay out, drain, plant, fence, ornament, and maintain public parks, walks, pleasure grounds, and recreation grounds, with all necessary or convenient approaches, roads, footways, lodges, buildings, and conveniences, and to confer all necessary powers on the Corporation for the control, management, regulation, closing, and letting of such public parks, walks, pleasure grounds, and recreation grounds, and to empower the Corporation 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 any parks, walks, pleasure grounds, and recreation grounds respectively, and for the protection, management, regulation, and control thereof, and for letting and regulating refreshment booths and stalls therein and otherwise.

20. To authorise the Corporation from time to time to appoint, pay and discharge such officers as they may think requisite for the purpose of any public parks, walks, pleasure-grounds, or recreation grounds, and to provide that such parks, walks, and grounds shall for all or any purpose be deemed streets or public places.

21. To empower the Corporation to construct and maintain in the parks, pleasure grounds, and recreation grounds, swimming baths, bowling greens, gymnasiums, lavatories, and water-closets, with all requisite appliances, and to provide apparatus and appliances for games, and to charge for the use of the same respectively, and to make and enforce bye-laws for regulating the times, conditions, and payments for the user thereof, and the conduct of persons frequenting the same, and for the preservation thereof and of the property therein.

22. To empower the Corporation to acquire by agreement lands within the Borough as a site for and to erect, establish, and maintain a public library, museum, picture gallery, and school of science and art, and to fit up, furnish, and stock the same, or to alter and extend any existing buildings for such purpose, and to make effectual provisions for the control, management, and repair thereof.

23. To authorise the Corporation and the Trustees of the Caldecott Museum to make and carry into effect agreements for the transfer to the Corporation of the lands, buildings, and effects of or belonging to the said Trustees, upon such terms and conditions as may be agreed upon, and to empower the Corporation to appropriate the museum so transferred for the purpose of a public library, museum, picture gallery, and school of science and art, and from time to time to make and enforce bye-laws for the regulation, control, and management of any such public library, museum, picture gallery, and school of science and art.

24. To confer new and enlarged powers on the Corporation with reference to baths and washhouses within the Borough, and to empower the Corporation, if they think fit, to exercise all

or any of the powers conferred by the Baths and Washhouses Acts, and from time to time to apply any lands in their possession, and to acquire by agreement lands for the erection of, and thereon to erect, buildings suitable for public baths and washhouses, and to alter, enlarge, repair, and improve the same, and to furnish and supply the same with all necessary furniture, fittings, and conveniences, and to make and receive rents or charges in respect of such baths and washhouses, and to make bye-laws and regulations with respect thereto.

25. To make further provisions with respect to and to authorise the Corporation to control, regulate, and if need be prohibit the fixing, placing, or attaching of any wire, tube, or other apparatus for telegraphic, telephonic, or electrical purposes over any street, road, or public thoroughfare except with the consent of the Corporation, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance to the traffic or to passengers therein, and to empower the Corporation to inspect any such tube, wire, or apparatus (whether existing or future), and the supports and attachments thereof, and to order the repair, alteration, renewal, or removal thereof respectively, and in default thereof to enable the Corporation to execute the requisite works themselves at the cost of the owner or hirer thereof, and to exercise all such powers of entry on premises as may be necessary for the purposes aforesaid, and to relieve the Corporation from all liability by reason of any failure of or accident from any such wire, tube, apparatus or works.

26. To dissolve or to provide for the dissolution of the Burial Board for the parish of Eastbourne, and to transfer to and vest in or to provide for the transfer to and vesting in the Corporation the cemetery now vested in the said Burial Board, and all lands, buildings, fixtures, rights, easements, advantages, and appurtenances whatsoever held therewith or belonging thereto, and all other the property of the said Burial Board, and all their rights, powers, privileges, authorities, and obligations of what nature or kind soever, and to provide for the payment and satisfaction of all rates, tolls, rents, moneys, and debts due to or owing by the said Burial Board.

27. To provide that the Corporation shall be the sole Burial Board within the Borough.

28. To authorise the Corporation from time to time to make and carry into effect agreements with the respective vestries of the parishes of Willingdon and Westham, or either of them, for or with reference to interments in the cemeteries of the Corporation.

29. To make provision for the licensing of places for dancing, music, games, and public entertainment, and to confer powers on the justices acting for the Borough with reference thereto, and to prohibit the use of any house, room, garden, or place for any such purposes without being licensed, and to provide for the transfer and revocation of any such license, and to make other provisions with reference thereto.

30. To prohibit, except with the consent of the Corporation or the licensing authority, the alteration of any licensed premises.

31. To authorise the Corporation to regulate, control, and license hawkers, marine store dealers, porters, messengers, boatmen, bathing machine attendants, commissionaires, bill-stickers, shoeblacks, drovers, and street musicians, and also hackney carriages, omnibuses, vehicles, and animals plying for hire within the

Borough, and their drivers and attendants, and to prohibit any such persons from carrying on their trade, occupation, or calling within the Borough without a license.

32. To confer new and enlarged powers on the Corporation, and to make further provisions with reference to the control and management of the foreshore, beach, sands, and parades within the borough, and to provide that the foreshore, beach, and sands shall for all or any purposes be deemed to be a street or public place within the Borough.

33. To empower the Corporation to control and regulate, and if need be, prohibit the removal of any chalk, rock, boulders, beach, sand, or shingle from the foreshore or beach within the Borough.

34. To make further provision with respect to street traffic and the regulation thereof by the Mayor, the Corporation, and police, and for prescribing the route to be observed by all carts, carriages, and horses, and for regulating the speed thereof, and for prohibiting the same passing along any street, for regulating the use of locomotives in the streets of the Borough, for regulating the size, construction, and use of advertising vans within the Borough, for prohibiting any vehicles, articles, or goods being left standing on any street or footway within the Borough, or the hanging of any goods or things outside shop doors or windows so as to obstruct the traffic, for requiring all waste land to be fenced, for preventing any dangerous excavations in or near streets, for regulating the loading and unloading of goods in, upon, or over any street or footway, for prohibiting the driving of cattle or sheep through any street within certain hours, 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 of and visitors to the Borough.

35. 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 to make other provisions with respect to such vehicles, proprietors, drivers, and conductors or persons, and for securing the safety of the persons and property of passengers using such vehicles, and for preventing any obstruction in the public streets or places within and adjoining the borough, and, if necessary, to apply the provisions of "The Town Police Clauses Act, 1847," with respect to hackney carriages, to omnibuses, and porters' carts, and all public vehicles plying for hire within the Borough, and to the drivers, conductors, and attendants thereof, and to make and enforce bye-laws with respect to omnibuses and the stands therefor, and the fares, route, and time of stopping thereof, and the number of persons to be carried therein, and the fitness of the animals to be employed to draw the same, and otherwise for regulating the conduct of the drivers and conductors thereof, and to prescribe the distance within which it shall be obligatory on the drivers of any hackney carriages or

omnibuses to carry persons, and to make other provisions with reference thereto, and to provide for the examination of all or any of such vehicles from time to time to see that the laws and bye-laws relating thereto are duly observed.

36. To confer new and enlarged powers on the Corporation, and to make further provision for maintaining order and preventing offences, nuisances, annoyances, and indecencies in the streets or other public places in the Borough; for preventing betting in the streets; for the regulation and control or prohibition of processions in or through any of the streets or public places in the Borough; for prescribing the hours within which any show, booth, caravan, circus, or exhibition may be left open; for prohibiting matches and games on Sunday; for preventing the assembling of persons so as to cause obstructions in the streets; for the regulation of bathing; for requiring street musicians to depart from the neighbourhood of houses; for securing the detention of stray dogs; for preventing the delivering or exhibiting of any indecent or offensive bill or notice, the suppression of brothels; for preventing prostitutes from importuning persons in the streets, or any other public place within the Borough; for the regulation of the conduct of persons on the foreshore or beach, for preventing dangerous amusements; for preventing the defacing of names or numbers of streets and houses, or the interference with or damage to notice boards and lamps, the shooting of rubbish, or commission of any kind of nuisance within the Borough; and to make other provisions for the improvement, management, and good government of the Borough, and the safety and convenience of the inhabitants thereof and visitors thereto, and to enable the Corporation to appoint or to provide for the appointment of park keepers and market officers, special constables in any park and market or market place of the Corporation.

37. To prohibit during such times as may be prescribed by the Bill the casual employment of children in streets and other places within the Borough, and to impose penalties on any person employing a child in contravention of the provisions of the Bill, and to provide for the enforcement of those provisions by the School Board of the Borough.

38. To confer new and enlarged powers on the Corporation in relation to their Fire Brigade, and for the extinguishment and prevention of fires within the Borough, and to authorise the breaking open and entering of any premises for extinguishing fires or for rescuing any persons or property therein.

39. To authorise the Corporation from time to time to provide weighing machines, weigh bridges, weighing and measuring apparatus and weights and measures, and to appoint, employ, and pay persons to attend thereto, and to demand and take tolls and charges for the use thereof.

40. To authorise the Corporation to provide and maintain boards and conveniences for the reception of advertisements, placards, and bills, and to make regulations and charges for the use thereof, and also to provide and maintain weather signals.

41. To empower the Corporation to lay out all or any lands vested in them, and situate at or near Susan's-road, as a store-yard or dépôt for stone and other materials, and to erect thereon stables and other buildings, and to provide and use in connection therewith railway sidings and other works and conveniences.

42. To confer new and enlarged powers on

the Corporation, and to make further provision with respect to the selling and weighing of coal within the Borough, and for the regulation and control of coal-dealers, and for the providing of proper weights and scales, the production and delivery of weigh notes, and for the punishment of offences in relation to the matters aforesaid.

43. To authorise the Corporation to control and regulate the bathing machines and pleasure boats within the Borough, and the user thereof, and the conduct of the persons letting or managing the same, and to appoint and regulate the places where bathing machines and pleasure boats shall be and be let for hire, and to fix the rates and charges to be taken and demanded therefor, and to prescribe and regulate the appliances and conveniences to be provided by the persons letting or managing any such bathing machines or pleasure boats, and to empower the Corporation to license, employ, and pay boatmen for the purpose of protecting persons whilst bathing.

44. To empower the Corporation to require any house within the Borough to be supplied with letter boxes.

45. To authorise the Corporation from time to time to accept and allow the erection in public streets and places of statues and monuments, and to keep them in good order and repair.

46. To enable the Corporation to provide and maintain, or permit the providing and maintenance in public thoroughfares of drinking and other fountains, cattle troughs and conveniences, refuges, public water-closets, urinals, and lavatories, and also places of shelter and conveniences for the use of drivers and conductors of hackney carriages, and public conveyances, and licensed porters, and to make and enforce bye-laws and regulations for and in relation to the premises, and the persons using or resorting to the same respectively, and to make and recover charges for the user thereof.

47. 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 any public park or pleasure grounds and other places of resort within the Borough.

48. To empower the Corporation from time to time to subscribe and contribute funds towards any hospital, infirmary, charitable society or institution within the Borough, and also to subscribe and contribute towards the expenses of any reception committee on the occasion of any State visit to the Borough.

49. To transfer to and vest, or to provide for the transfer to and vesting in the Corporation of all the property, works, powers, rights, privileges, authorities, and duties of what nature or kind soever now belonging to or vested in or exercised, enjoyed, performed, or fulfilled by the Commissioners of the Levels within the Rapes of Pevensey and Hastings, in the county of Sussex (hereinafter called the Commissioners), in, over, or with reference to the lands following (hereinafter referred to as the defined lands), (that is to say):

All lands situate in the parishes of Eastbourne and Willingdon, in the said county of Sussex, and bounded as follows: on the north and east by that portion of the sewer called or known as the Bedford Well, or Under Horsey Sewer, which lies to the east of Bedford Well, on the west by an imaginary straight line drawn from Bedford Well to a point on the Royal Parade, opposite the Life-Boat House, and on the south by the foreshore,

and upon such transfer and vesting to authorise and require the Corporation to hold, exercise, enjoy, perform, and fulfil with respect to the defined lands, all such property, rights, powers, privileges, authorities, and duties, including the right to levy and recover water scots, and to provide that from and after the passing of the Bill the defined lands shall be exempt from all water scots, rates, payments, or impositions of what nature or kind soever, now leviable by or accruing to the Commissioners, and that all powers, rights, privileges, authorities, and duties of what nature or kind soever, including the power of levying, demanding, and receiving water scots, rates, and other impositions now vested in or exercised by the Commissioners over or with respect to the defined lands, shall absolutely cease and determine.

50. To empower the Corporation from time to time to require and compel the owners of the defined lands (including in that expression all persons having limited interests, who, under the provisions of the Lands Clauses Consolidation Act, 1845, are enabled to sell and convey lands) to commute the liability of the defined lands to water scots or other rates now leviable by the Commissioners, in consideration of a gross sum, and generally on such terms and conditions as may be agreed on between the Corporation and such owner, or as may be settled by arbitration or defined by the Bill, and to confer all necessary powers on such owners to make such commutation.

51. To authorise and require the Corporation to apply all moneys received by them for or in respect of the defined lands on account of water scots or rates, or for the commutation thereof in cleansing, filling up, levelling, or otherwise improving any ditch, pool, or ponds within the defined lands, and to confer upon the Corporation all necessary powers with reference thereto, including the powers of entry upon and the temporary occupation of lands for such purpose.

52. To sanction and confirm an agreement, dated the 7th day of July, 1884, between the Corporation and the Commissioners with reference to the interference by the Corporation with certain works and property belonging to the Commissioners, and for other purposes.

53. To enable the Corporation to purchase and take by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the intended street improvements, new street, sea-wall or embankment and works, and of the Bill, or other the purposes of the Corporation, and also to purchase and take by compulsion or otherwise all lands, houses, and hereditaments situate in the said parish of Eastbourne, and lying to the north of and within a distance of 70 yards from an imaginary line drawn in an easterly direction from the south-east point of the parapet of the ditch of the redoubt to the iron pipe which forms the outfall of the sewer of the Commissioners, at a point 180 feet or thereabouts from the mouth of such pipe, and to vary or extinguish any rights or privileges connected with any such lands, houses, and hereditaments, and also to empower the Corporation to purchase by agreement additional lands, houses, and hereditaments and easements for all or any of the purposes of the Bill, or for the general purposes of the Corporation.

54. To empower the Corporation, notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to purchase part only of any lands or buildings instead of purchasing,

and without being liable or compellable to purchase, any greater portion or the whole thereof.

55. To enable the Corporation to make compensation to any person interested in any lands or buildings wholly or partly in works or land.

56. To enable the Corporation from time to time to sell or exchange any lands for the time being belonging to them, and to lay out the same for building purposes, and to grant building or other leases thereof, in such manner and upon such terms and conditions, pecuniary or otherwise, and in the case of any such lands for such period or periods as the Corporation may think fit, or as may be prescribed by the Bill, to accept the surrender of any lease of any lands or buildings, and to sell and dispose of any rent reserved, or agreed to be reserved, for any such lands, and the reversion and inheritance thereof, either absolutely or subject to such conditions as they think fit, and to make provision for the application of any purchase money, or other moneys which may be received by the Corporation, upon or in connection with any such sale, exchange, or lease.

57. To authorise the Corporation to make and maintain in the parishes and places mentioned in this notice, and every or any of them in connection with the intended street improvements, new street, sea wall, or embankment, and other works to be authorised by the Bill, all necessary and convenient approaches, roads, ways, sewers, drains, mains, pipes, works, and conveniences, and to break up, alter, divert or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, watercourses, sewers, drains, pipes, railways, and tramways, within all or any of the said parishes and places which it may be necessary or convenient to break up, alter, divert, or stop up, for the purposes of the intended works or of the Bill; and to provide for the stopping up and discontinuance and the extinguishment of all rights of way over, and the appropriation to, the purposes of the Corporation of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill; and also to provide for the vesting in the Corporation, freed and discharged from the public use thereof, of any street or ground abutting on a street, and dedicated to public use, which may no longer be required for public use by reason of the execution of any of the works authorised by the Bill; and in connection with the intended street improvements, new street, and sea wall or embankment, or any or either of them, and as part of the works, and within the parishes and places before mentioned, or any of them, to make and maintain junctions and communications with any existing streets or roads which may be altered or interfered with, by, or be contiguous to, the intended street improvements, new street, sea wall, or embankment, or any or either of them, and to alter the line or levels of any streets, roads, or ways for the purpose of connecting the same with the intended street improvements, new street, sea wall, or embankment, or any or either of them.

58. To empower the Corporation to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned to such extent as may be authorised by the Bill.

59. To confer further powers on the Cor-

poration, and to make further provisions with reference to the sewerage, levelling, altering, paving, metalling, flagging, channelling, lighting, repairing, and taking over streets and footways, public and private, within the Borough, and to authorise the Corporation to charge owners of property with the costs of altering, forming, paving, flagging, levelling, sewerage, draining, channelling, kerbing, and making good streets, roads, and footways adjoining their property, and of maintaining occupation roads, bridges, and footways, and of the execution of works by the Corporation in default of such owners, and to provide for the apportioning and charging of such costs on such property, and generally for the apportioning, charging, and recovering of such costs, and of private improvement and other expenses, and to enable the Corporation to apply the General District Rate to the defraying of such costs and expenses, and to borrow money therefor, and to enable owners with limited interests to charge their property with any such costs and expenses payable by them.

60. To confer further powers on the Corporation with reference to the making of assessments, and the levying, recovering, and collection of tolls, rates, rents, duties, and charges, and to authorise the Corporation to make and levy additional, and to alter existing tolls, rates, rents, duties, and charges, and to confer exemptions from the payment of tolls, rates, rents, and charges, and to make allowances by way of discount, and to levy rates by instalments.

61. To enable the Corporation to apply to the purposes of the Bill any funds, moneys, rates, or revenues now belonging to them, or which they are now authorised to raise, or which may come into their possession in exercise of the powers from time to time conferred upon them, and to enlarge the borrowing powers of the Corporation, and to authorise them to raise additional funds for all or any of the purposes of the Bill, or other purposes of the Corporation, by borrowing on the security of all or any of the rates now authorised to be levied by and of the funds and property now vested in them, and of the tolls, rates, rents, and charges and other revenues and property to be levied, created by, or to arise under the powers of the Bill, by mortgage, or bond, or debenture stock, or by way of annuity, or otherwise, and to empower the Corporation to borrow any moneys which 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 funds, rates, and securities on which any moneys so borrowed shall be charged, and to provide for the repayment thereof by means of sinking funds or otherwise.

62. To confer new and enlarged powers on the Corporation for the making and enforcing bye-laws, rules, and regulations, and to enable the Corporation from time to time to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this notice, 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 which may be made thereunder, or now existing within the Borough, and to provide that any bye-laws, rules, or regulations with

respect to bathing machines, bathing, and boats shall extend and be applicable for a distance three miles seaward from low water mark.

63. To make further provision for the prosecution of offenders, the bringing of actions and proceedings, for extending the 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 deputies, auditors, and accountants, and for other purposes.

64. 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 therewith, and to confer other rights and privileges.

65. To incorporate with the Bill, or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, all or some of the provisions of, amongst other Acts, "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Cemeteries Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Baths and Washhouses Acts," "The Acts relating to Free Libraries and Museums," "The Public Health Act, 1875," "The Local Loans Act, 1875," and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, and other matters, as may be deemed expedient, and to exempt the Corporation and their works and undertakings under the Bill from some of the provisions of the above-mentioned Acts, or some or one of them.

66. To alter, extend, amend, or repeal, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the Acts and Orders relating to the Borough and the Corporation and the Commissioners, and all other Acts and Orders which may relate to or be in any way affected by any of the objects and purposes of the Bill.

And notice is hereby further given, that—

On or before the 29th day of November instant plans and sections showing the lines, situation, and levels of the works proposed to be authorised by the Bill, and plans of the lands, houses, and other property which may be taken compulsorily by or under the powers of the Bill, together with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and with the parish clerk of the said parish of Eastbourne, at his residence.

And 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.

J. H. Campion Coles, Town Clerk,
Eastbourne.

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

Board of Trade—Session 1885.

Herts and Essex Waterworks (Provisional Order).
(Extension of Limits of Supply and Inclusion therein of Various Parishes and Places in the County of Essex; Power to Levy Rates; Regulation of Existing and Power to raise Additional Capital; Amendment of Order, Acts, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to "The Gas and Waterworks Facilities Act, 1870," by or on behalf of the Herts and Essex Waterworks Company Limited (hereinafter referred to as "the Company") for a Provisional Order for effecting the purposes, or some of the purposes following, that is to say:—

To extend the existing limits of supply of the Company, as defined by The Herts and Essex Water Order, 1879 (hereinafter referred to as "the Order of 1879") so as to include therein the following townships, parishes, and places in the county of Essex, that is to say:—Theydon Mount, Lambourne, Stapleford Abbots, Stapleford Tawney, Navestock, Kelvedon Hatch, Stanford Rivers, Standon Massey, Greensted, Chipping Ongar, High Ongar, Norton Mauleville, Bobbingworth, Shelley, Fyfield, Moreton, Magdalen Laver, High Laver, Little Laver, Beauchamp Roothing, Abbots Roothing, Matching, and Sheering, and to extend and apply all or some of the powers and provisions of the said Order of 1879 to and to enable the Company to exercise such powers within the said extended limits of supply, and to lay down, construct, and maintain therein all such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery, appliances, and conveniences as may be necessary or convenient for those purposes.

To break up, cross, open, and interfere with streets, roads, highways, and other places within such extended limits, and to levy rates and charges for or in respect of the supply of water therein.

To alter, define, and regulate the share and loan capital of the Company, and to authorize the Company to raise additional capital by the creation of new shares or stock, and by loan, or by any one or more of those methods, and to attach to such shares or stock any preference or priority of dividend or other advantages, and to issue the same upon such terms and conditions as may be prescribed in or provided for by the Order.

To alter, amend, and repeal all or some of the provisions of "the Order of 1879," and any other Order or Act which would interfere with the objects of the Order, and to vary or extinguish all rights and privileges which would interfere with such objects, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant 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 Essex, at his office, at Chelmsford, in that county, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on and after the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the offices of the undersigned, where such copies, when deposited, and also copies of the Provisional Order when made, will be obtainable by all persons applying for the same, at the price of one shilling each.

Every company, corporation, or person desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the proposed application for a Provi-

sional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing. Copies of their objections must at the same time be sent to the Promoters, at the offices of the undersigned, Messrs. Windus and Trotter, 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.

Windus and Trotter, Epping and Harlow,
Solicitors for the Order.

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

In Parliament—Session 1885.

London, Chatham, and Dover Railway.

(Rates and Charges.)

(Consolidation and Equalization of Tolls, Rates, and Charges; Classification of Traffic; Alteration of Existing Tolls, Rates, and Charges; Provisions as to Terminal and Special Charges; Amendment of Acts.)

NOTICE is hereby given, that the London, Chatham, and Dover Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for an Act for all or some of the following purposes, that is to say:—

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

To make other provisions and regulations as to tolls, fares, rates, and charges, in respect of passengers, animals, and goods conveyed upon the Company's system, and to grant exemptions from such tolls, fares, rates, and charges.

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

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 21st day of November, 1884.

John White, Victoria Station, Solicitor for the Bill.

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

In Parliament.—Session 1885.

Cheshire Deep Water Docks.

(Incorporation of Company; New Docks, Railway, and other Works, in the Parishes of West Kirby, Moreton and Bidston, Cheshire; Stopping up and Diversion of Road leading from Great Meolse to Leasowe; Power to Divert Water from the Irish Sea, and to Deepen and Dredge the Rock Channel; Compulsory Purchase of Lands; Provisions for the Regulation, Use, and Protection of the Docks; Rates, Dues, and Charges; Bye-Laws; Power to Raise and Apply Capital; Running Powers over portion of the Hoylake Railway, and Use of Stations; Working, and other Arrangements, with the Wirral Railway Company, and the Seacombe, Hoylake, and Deeside Railway Company; Amendments of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following objects or some of them:—

To incorporate a company (hereinafter called the Company), and to enable that company to make and maintain the works hereinafter described.

1. A sea wall, pier, or embankment, in the parish of West Kirby in the county of Chester, or on the foreshore and bed of the Irish Sea, adjoining that parish, commencing by a junction with the Leasowe Embankment at or about the line of high water mark at a point 360 yards or thereabouts, measured in a westerly direction, along the said Leasowe Embankment from the junction of the said embankment with the approach and inclined road on the west side of and near to Leasowe Lighthouse, and extending thence seawards in a west by north direction for a length of 3145 yards or thereabouts and terminating in the Rock Channel, at or near the entrance to the back channel known as the Gutway or Lake.

2. A sea wall pier, or embankment, in the parish of West Kirby, in the county of Chester, or on the foreshore and bed of the Irish Sea, adjoining that parish, commencing on the sand bank to the north of the back channel, known as the Gutway or Lake at a point 440 yards or thereabouts, measured in a north north-west direction from the foot of the most extreme northern point of the stone embankment, situate at or about the line of high water mark, and facing the north side of the house known as Sandhey, extending thence seawards in a north north-west direction for a length of 1530 yards or thereabouts, and terminating at a point 200 yards or thereabouts westward of the termination of the embankment hereinbefore described with a pierhead inclining to the eastward.

3. The dredging for a distance of 700 yards or thereabouts from the said pierheads, and to a depth of 30 feet or thereabouts below low water level of the bed of the Channel known as Rock Channel, situate and bounded on the north by the north spit of the north bank, and on the south by the East Hoyle Bank and the Mockbeggar Wharf.

4. The dredging and excavation of a channel within the said embankments, Nos. 1 and 2 above described, which channel will commence at the said pierheads and extend inland in a south-easterly direction for 1450 yards or thereabouts towards the line of high water mark, and be of a width of 270 yards or thereabouts, and of a depth of 30 feet or thereabouts below low water mark.

5. A dock or basin and entrance and outer quay walls in the parish of West Kirby, in the county of Chester, or on the foreshore of the Irish Sea, adjoining the said parish, commencing at the land or south-east end of the inner

dredged and excavated channel (No. 4) hereinbefore described and extending thence in a south-easterly direction for a length of 500 yards or thereabouts, and a width of 270 yards or thereabouts, and terminating at or about the line of high water mark.

6. A dock with locks and entrances from the said basin (No. 5) partly in the parish of West Kirby and partly in the parish of Moreton, in the county of Chester, or on the foreshore adjoining the said parish of West Kirby. The said dock will commence 100 yards or thereabouts to the east of the cottages known as Parkfields, and will extend thence in an easterly direction for a length of 1015 yards or thereabouts, and be of a breadth of 225 yards or thereabouts.

7. A graving dock, 295 yards or thereabouts in length and 25 yards or thereabouts in width, situate wholly in the parish of Moreton, in the county of Chester, commencing at the north-east corner of the dock (No. 6) hereinbefore described, and extending in an easterly direction for a distance of 295 yards or thereabouts.

8. A railway situate wholly in the parish of Bidston, in the county of Chester, commencing by a junction with the Hoylake Railway at a point 685 yards or thereabouts, measured along the said railway in an easterly direction from the centre of the public road crossing the said railway at or near the Leasowe station, and terminating by a junction with the railway authorised by the Wirral Railway Act, 1883, at or near the point where the said authorised railway is intended to cross a public road called Fender-lane, being distant 225 yards or thereabouts from the western boundary fence of the National Schools, measured therefrom in a westerly direction along the said Fender-lane.

9. A new road, 1600 yards or thereabouts in length, commencing by a junction with the road numbered on the ordnance map 100, of the parish of West Kirby, in the county of Chester, at a point 570 yards or thereabouts in a south-westerly direction from Parkfields House and terminating by a junction with the road over the Hoylake Railway, leading from Moreton to Lingham Farm and to the Common Land and Leasowe Lighthouse at or near the point where the said road crosses the said railway.

10. All necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, river walls, embankments, jetties, groynes, shipping places, stages, tramways, steam engines, hydraulic and other machinery, graving docks, cranes, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed dock and railway, and also to provide, work, maintain, and hire steamers, tugs, lighters, and other ships, barges, and boats.

The said intended works will be situate in the parishes, townships, and places of Bidston, Bidston-cum-Ford, Moreton, West Kirby, Great Meolse, Saughall Massie, and Wirral Hundred, all in the county of Chester, or the extra-parochial places adjoining the said parishes or places, and in the Irish Sea or on the foreshore thereof.

The said Bill will enable the Company to purchase, by compulsion or otherwise, and reclaim any flooded, unenclosed, waste or other lands in the parishes and places aforesaid as may be necessary for, contiguous to, or affected by the works of the Company and on the seashore beyond the limits of the high water mark seawards, and to empower the Company to reclaim and improve,

and to resell and lease or otherwise deal with any such lands, and to apply their funds accordingly.

To dredge and deepen so much of the Rock Channel and the back channel or gutway as is situate between the proposed piers or embankments aforesaid.

To enable the Company to stop up and extinguish all right of ways over so much of the road numbered 100 on the ordnance map of, and in the parish of West Kirby, in the county of Chester aforesaid, as lies between the commencement of the intended new road and the termination of the first-mentioned road near Parkfield House, and to vest in the Company and appropriate for the purposes of the dock and works and of the Bill the site of the said road so stopped up.

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 authorise the purchase and taking of 55 acres or thereabouts of the following (amongst other) pieces of land or such part or parts thereof as may be required for the intended railways, roads, and works, which land is, or is reputed to be common or commonable land, viz.:—Certain common lands abutting on the seashore between Sandhey House and Leasowe Lighthouse, and situate in the parish of West Kirby.

To cross, divert, alter, remove, intercept, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, courts, passages, footpaths, rights of way, ways, water, water-courses, water-pipes, gas-pipes, sewers, drains, canals, navigations, rivers, streams, bridges, electric telegraph, telegraphic, electric lighting, and telephone tubes and wires, railways and tramways, that it may be necessary or convenient to cross, divert, alter, intercept, or stop up for any of the purposes of the Bill.

To purchase and take, by compulsion or by agreement, lands, houses, and hereditaments for the purposes of the intended works and of the Bill, and to vary or extinguish all rights, easements, and privileges in any manner connected with or affecting the property so purchased or taken.

To make provision for the management, use, regulation, and protection of the dock works, the regulation and control of vessels resorting thereto and the pilots in charge thereof, the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft along, at, or near to the dock works, and the placing of buoys, lights, beacons, chains, posts, and other conveniences, and for appointing and dismissing and regulating the duties of dock masters, pier masters, meters, weighers, and other officers.

To enable the Company to undertake the warehousing of goods, the discharging of ballast from vessels, the supply of water for ships' use, and for other purposes, and to exercise all such powers as are usual in the case of dock companies.

To authorise the Company to demand, levy and recover tonnage and other dues, ballast charges, charges for supplying water, and rates in respect of vessels resorting to the dock works, or coming within such limits as the Bill may define, and also dues, rates, or charges in respect of goods, wares, merchandise, cattle, articles, and things shipped or unshipped at the dock works for the hire or use of any pilot or tug, vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed, or conveniences provided by the Company, and to

confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues or other payments.

To empower the Company for such considerations at such rents and upon such terms and conditions as may be provided for by the Bill from time to time, to sell or lease any lands belonging to them, to let wharves or warehouses, buildings, yards, cranes, machines, shipping staiths, tips, or other conveniences, and to make changes in respect thereof, and to exempt some or all 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, and "The Harbour, Docks, and Piers Clauses Act, 1847," as to leasing lands.

To authorise the Company to make bye-laws and regulations, and to impose penalties and restrictions, and to define the manner in which penalties shall be enforced and recovered.

To levy tolls, rates, and duties upon or in respect of the intended railway, and upon the portion of railway hereinafter mentioned belonging to the Hoylake or the Wirral Railway Companies, and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company and any Company or persons for the time being, working or using the railway of the Company, or any part or parts thereof, to run over, work, and use 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 defined by the Bill, with their engines, carriages, and wagons, officers and servants, for the purposes of their traffic of every description, the portion of railway and the station hereinafter mentioned, that is to say:

So much of the railway of the Hoylake Railway as lies between the Meols Station and the Docks Station of that Company, together with the said stations, and all intermediate stations, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking, and other offices, warehouses, junctions, sidings, machinery, and other conveniences of, or connected with, the said portion of railways and stations.

To enable the Company on the one hand, and the Wirral Railway Company and Hoylake Railway Company on the other hand, and to enter into, carry into effect, vary, rescind and renew, from time to time, contracts, agreements and arrangements with respect to the construction, working, use and management and maintenance by the contracting companies of their respective railways, stations, and works connected therewith, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over 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 railways and works connected therewith of the contracting companies, or any part or parts thereof, the employment of officers and servants and 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 enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay to the shareholders of the Company, during the construction of the intended works and until the completion thereof, or during such time as may be prescribed by the Bill, interest or dividends at a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

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

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the local and personal Acts of Parliament following, that is to say: "The Wirral Railway Act, 1884," "The Seacombe, Hoylake, and Dee Side Railway Act, 1872," and all other Acts relating to the Hoylake Railway.

Plans and sections in duplicate, describing the lines, situation, and levels of the proposed docks, railway, and works proposed to be authorised by the said Bill, and also showing the lands, houses, and property sought to be acquired under the powers of the Bill, with a book of reference to such plans and an ordnance map showing the general course of the intended railway, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester in that county, before the 30th day of November, 1884. And 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 docks, railway, 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 case of the extra-parochial places hereinbefore referred to with the parish clerk of the parish adjoining thereto at his residence.

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

Dated this 13th day of November, 1884.

R. W. Perks, 147, Leadenhall-street, E.C.,
Solicitor for the Bill.

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

In Parliament.—Session 1885.

Lydd Railway (Various Powers).

(Extension of Time for Construction of Railways and Works authorised by "The Lydd Railway (Extensions) Act, 1882," and "The Lydd Railway (Extension) Act, 1883;" Deviation from Line and Levels of Portion of Loose and Headcorn Line authorised by "Lydd Railway (Extension) Act, 1883;" Abandonment of Portion between Points of Deviation; Compulsory Purchase of Lands; Tolls; Confirmation of Agreements with the South Eastern Railway Company; Power for the South Eastern Railway Company to Subscribe to the Lydd Railway Undertaking; Transfer to Company of Loose Valley Undertaking; Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1885, by the Lydd Railway Company (in this notice called "the Company"), for leave to bring in a Bill for all or some of the following purposes:—

To extend the time limited by "The Lydd Railway (Extensions) Act, 1882" (hereinafter called "the Act of 1882"), and "The Lydd Railway (Extension) Act, 1883" (hereinafter called "the Act of 1883"), for the compulsory purchase of lands required for the purposes of and for the completion of the railways, jetty, and works authorised by those Acts respectively.

To empower the Company to deviate and alter the line and levels of a portion of the railway authorised by the Act of 1883, and to make and maintain the deviated or substituted portion of railway hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:

A deviation railway, wholly in the county of Kent, commencing in the parish of Loose, at the point of commencement of the railway authorised by the Act of 1883, and terminating in the parish of Sutton Valence, by a junction with the railway authorised by the said Act of 1883, at a point 6 miles 5 furlongs 2 chains, measured along such railway from the point of commencement thereof.

The said intended deviation railway will be made, or pass from, in, through, or into the following parishes, or some or one of them, that is to say:—Loose, Maidstone, East Farleigh, East Farleigh (detached), Boughton Monchelsea, Langley, Chart, and Sutton Valence, in the county of Kent.

To empower the Company to purchase, by compulsion or agreement, lands and buildings in the several parishes aforesaid, for the purposes of the intended deviation railway and works, and other lands and buildings, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or in any manner interfere with the construction, maintenance, or use of the said intended deviation railway and works, and to confer other rights and privileges.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, aqueducts, streams, waterways, pipes, telegraph wires and apparatus, sewers, drains, and watercourses, within or adjoining to the aforesaid parishes, and any of them which it may be necessary to cross, stop up, interfere with, alter, or divert, for the purposes of the said intended deviation railway and works or other the purposes of the intended Act.

To authorise the Company to deviate from the lines of the deviation railway or portion of railway to any extent within the limits of deviation to be shown on the deposited plans, or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To levy tolls, rates, and duties upon or in respect of the said intended deviation railway and works; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to abandon and relinquish the construction of so much and such portion of the railway authorised by the Act of 1883 as will be rendered unnecessary by the construction of the intended deviation railway. And the Bill will provide that all or some of the powers and authorities contained in the said Act of 1883 relating to the railway thereby

authorised, shall apply to the said deviation railway when constructed and made.

To confirm and give effect to agreements entered into between the Company and the South Eastern Railway Company for the working, use, management, or maintenance by the South Eastern Railway Company of the railways and works constructed under and by virtue of "The Lydd Railway Act, 1881," and the Romney Extension Railway, constructed under and by virtue of the Act of 1882, and therein described as Railway No. 3, or to vary, rescind, or extend any such agreements, and to empower the said Companies to enter into and carry into effect further agreements with respect to the working, use, management, and maintenance of the said railways and works, and of the railway, deviation railway, and works to be constructed under the intended Act or any of the existing Acts of the Company, and to confirm any such agreements which may be entered into.

To empower the South Eastern Railway to subscribe or contribute to the capital of the Company, or any part thereof, a further sum not exceeding 50,000*l.*, and to enter into and carry into effect agreements with the Company with reference thereto.

To provide for the transfer to and vesting in the Company as may be provided by the intended Bill of the undertaking of the Loose Valley Railway, authorised by "The Loose Valley Railway Act, 1877," as extended by "The Loose Valley Railway Act, 1880," and all powers conferred upon the South Eastern Railway Company by "The South Eastern Railway Act, 1881," for the construction, working, and maintenance of the railway and works authorised by the said "Loose Valley Railway Acts, 1877 and 1880," with the rights, privileges, and authorities, and the obligations and liabilities conferred or imposed by the said Acts respectively, with respect to the construction, use, working, and maintenance of the said railways, and the benefit of contracts and enactments relating thereto, and the execution of works, and the levying of tolls, rates, duties, and charges. And to provide that the Loose Valley Railway shall, for all purposes, including the levying of tolls, fares, rates, and charges, be deemed to be part of the railways of the Company.

To extend the time for the compulsory purchase of lands required for the purposes of the said "Loose Valley Railway Act, 1877," and for the completion of works thereby authorised as extended by subsequent Acts.

To regulate and define the share capital and borrowing powers of the Company, and to make further provision in respect thereof, and to authorise the Company to raise further sums of money for all or any of the purposes of the 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 to enable the Company to apply to the purposes of the Bill any funds now belonging to them, or which they have power to raise by shares or by borrowing.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," or some or one of them.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament, that is to say: 6 William IV, c. 75, 8 and 9 Vic., c. 200, "The South Eastern Railway Act, 1881," and all other Acts relating to the South Eastern Railway Company; 44 Vic., c. 5, and all other Acts relating to the Company; "The Loose Valley Railway Acts, 1877 and 1880," or some or one of the said Acts.

And notice is hereby given, that duplicate plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans also showing the land intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands so to be taken, together in each case with a copy of this notice as published in the London Gazette, and an ordnance map showing the general course of the intended railways, will, on or before the 30th November, 1884, be deposited for public inspection with the Clerk of the Peace for the County of Kent, at his office at Maidstone, and that on or before the said 30th day of November, 1884, 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 railway or works, or any part or parts thereof, is intended to be made, or will be situated, or in which any lands to be taken compulsorily under the powers of the Bill are situated, 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, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given, that printed copies of the Bill for 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 14th day of November, 1884.

Robert W. Perks, 147, Leadenhall-street,
London, Solicitor.

C. E. Mortimer, 22, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Wimborne and Christchurch Railway.

(Incorporation of Company; Construction of New Railways in Counties of Dorset and Hants; Compulsory Purchase of Lands; Tolls and Alteration of Tolls of London and South-Western and Midland Railway Companies; Running Powers over Portions of the London and South-Western Railway and Somerset and Dorset Railway, and Use of Stations; Working Agreements with the Midland Railway and London and South-Western Railway Companies; Amendment of Acts.)

APPPLICATION 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:—

A railway (No. 1) commencing in the parish of Canford Magna, in the county of Dorset, by a junction with the Somerset and Dorset Railway at a point 440 yards or thereabouts measured in a north-easterly direction from the centre of the road leading from Wimborne Minster to Corfe-Mullen, where the said road crosses the said railway, and terminating in the parish of Christchurch, in the county of Hants, at the north-east corner of the field numbered 3,244 on the tithe commutation map of the said parish of Christchurch, which intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following:—Canford Magna, Wimborne, Knighton, Ensbury, Long Ham, Leigh, Merly, Wimborne Minster, Hampreston, West Parley, and Kinson, in the county of Dorset, and Hampreston, Holdenhurst, Muccleshell, Muscliff, Throop, Iford, Pokesdown, and Iford Tuckton, Wick, West Stour, Christchurch, East Parley, Holdenhurst-with-Throop, in the county of Hants.

A railway (No. 2), situate wholly in the parish of Christchurch, in the county of Hants, commencing by a junction with the London and South-Western Railway (Bournemouth Branch) at a point 462 yards or thereabouts, measured in a westerly direction along the said railway, from the bridge carrying the said railway over the public road leading from Tuckton to Iford, and terminating by a junction with Railway No. 1 in a field numbered 2,942 on the tithe commutation map of the said parish.

A railway (No. 3), situate wholly in the parish of Christchurch, in the county of Hants, commencing by a junction with the London and South-Western Railway (Bournemouth Branch), at a point 10 yards or thereabouts, measured in a westerly direction along the said railway, from the bridge carrying the public road leading from Christchurch to the artillery barracks, and terminating by a junction with Railway (No. 1), at a point 10 yards or thereabouts, measured in a westerly direction, from the road leading from Christchurch Railway Station to Tuckton-bridge, and 320 yards or thereabouts, measured in a north-easterly direction, from the Toll House at Tuckton-bridge.

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 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 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 levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portions of railway stations and works hereinafter mentioned, belonging to, or under the control of the London and South-Western Railway Company, and Midland Railway Company, and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

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 and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portions of railway and stations hereinafter mentioned (that is to say):

- (a) So much of the London and South-Western Railway as lies between the point of commencement of Railway (No. 2), hereinafter described, and the Bournemouth East Station of the London and South-Western Railway Company, including the said station.
- (b) So much of the London and South-Western Railway as lies between the point of commencement of Railway (No. 3), hereinafter described, and the Christchurch Station of the London and South-Western Railway Company, including the said station.
- (c) So much of the Somerset and Dorset Railway as lies between the point of commencement of Railway (No. 1) hereinafter described and the Blandford Station of the Somerset and Dorset Railway, including the said station, 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 portions of railway and stations.

To empower the Company on the one hand, and the Midland Railway Company and the London and South-Western Railway Company, or either 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 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: 4 and 5 Will. IV. cap. 88, and all other Acts relating to the London and South-Western Railway Company; 7 and 8 Vic. cap. 18, and all other Acts relating to the Midland Railway Company; 15 and 16 Vic. cap. 63, and all other Acts relating to the Somerset and Dorset 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 line 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 Hants, at his office at Winchester, in that county, and with the Clerk of the Peace for the Town and County of the Town of Southampton, at his office at Southampton, and with the Clerk of the Peace for the County of Dorset, at his office at Sherborne, in that county; and that on or before the said 29th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways 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 14th day of November, 1884.

C. J. Hanly & Co., 2, Princes-street, Great George-street, Westminster, S.W.,
Parliamentary Agents.

In Parliament.—Session 1885.

Merionethshire Railway.

(New Railways in the county of Merioneth; Compulsory Purchase of Lands; Tolls; Extension of time for completion of Works; Running Powers over portions of Bala and Festiniog and Cambrian Railways; Agreements with Bala and Festiniog Railway and Great Western Railway Company; Application of Funds; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885 by the Merionethshire Railway Company (hereinafter referred to as "the Company") 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:—

To enable the Company to make and maintain the railways and other works hereinafter mentioned, with all necessary works, approaches, stations, and conveniences connected therewith respectively, that is to say:—

Railway No. 1.—Commencing in the parish of

Maentwrog, in the county of Merioneth, by a junction with Railway No. 2, authorised by the Merionethshire Railway Act, 1871, in a certain plantation numbered 11 on the deposited plans in respect of that Act, belonging or reputed to belong to Morgan Lloyd, Esq., M.P., and in the occupation of Hugh Roberts, at a point shown on those plans 2 furlongs $2\frac{1}{2}$ chains or thereabouts from the commencement of that authorised railway measured along the centre line thereof, and terminating by a junction with the Bala and Festiniog Railway at a point 10 chains or thereabouts measured in a southerly direction from the mile-post indicating $18\frac{3}{4}$ miles from Bala junction, which intended Railway No. 1 will pass through the respective parishes of Maentwrog and Trawsfynydd, in the said county.

Railway No. 2.—Wholly in the said parish of Maentwrog, commencing by a junction with the intended Railway No. 1 at a point in the field numbered No. 3 on the deposited plans of Railway No. 2, authorised by the Merionethshire Railway Act, 1871, belonging or reputed to belong to Morgan Lloyd, Esq., M.P., and in the occupation of Hugh Roberts, at a point in that field 30 feet or thereabouts to the south of the point shown on those plans 1 furlong $1\frac{1}{2}$ chain or thereabouts from the commencement of that authorised railway measured along the centre line thereof, and terminating by a junction with the Bala and Festiniog Railway at a point 5 chains or thereabouts measured along that railway in a northerly direction from the mile-post on that railway indicating 19 miles from Bala junction.

To empower the Company to purchase by compulsion or agreement lands and buildings in the several parishes aforesaid for the purposes of the intended railways and works, and other lands and buildings, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would impede or in any manner interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

To empower the Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, telegraph wires, and apparatus, sewers, drains, and watercourses within or adjoining to the aforesaid parishes or any of them which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the said intended railways and works, or other the purposes of the intended Act.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To extend the period limited by the Merionethshire Railway Act, 1871, as extended by the Merionethshire Railway (Extension of Time) Act, 1876, the Merionethshire Railway (Extension of Time) Act, 1879, and the Merionethshire Railway

(Extension of Time) Act, 1882, for the completion of the railways and works authorized by the first-mentioned Act.

To empower the Company, and all Companies, and persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon such terms and conditions and on payment of such tolls and rates as may be agreed upon or settled by arbitration, or prescribed by the Bill, so much of the railway of the Bala and Festiniog Railway Company as lies between the termination of the intended Railway No. 1, hereinbefore described, and Trawsfynydd station, including that station, and so much and such parts of the railway of the Cambrian Railways Company as lies between the intended termination of Railway No. 2, authorized by the Merionethshire Railway Act, 1871, and Penrhyn Deudraeth station, including that station, and as lies between the intended termination of Railway No. 3 authorised by the same Act and Talsarnau station, including that station.

To authorise the Company, the Bala and Festiniog Railway Company, and the Great Western Railway Company (in this Notice referred to as "the contracting Companies"), from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, maintenance, construction, and management of the intended railways and works, or any part or parts thereof, the supply of rolling-stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, collection, accommodation, conveyance, transmission and delivery of traffic upon, coming from or destined for the respective Undertakings of the Company and the contracting Companies, or any of them, and the fixing, collection, payment, division, appropriation, apportionment, and distribution of the revenue arising from such traffic, or other the profits of the respective Undertakings of the Company and the contracting Companies, the payment of any fixed or contingent rent, and the appointment of Joint Committees for carrying into effect every or any such agreements as aforesaid, and to confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them or which they have now the power to raise, and to raise further capital for such purposes, and for the general purposes of their Undertaking, by shares or by stock and by borrowing, and to attach to such new shares or stock such preference or priority of dividend or interest and advantages as the Bill shall define.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, some or one of them.

So far as it may be necessary for all or any of the purposes of the intended Act, it is intended, if need be, to alter, extend, amend, or repeal all or some of the powers and provisions of the following Acts, viz.: The Merionethshire Railway Act, 1871; The Merionethshire Railway

(Extension of Time) Act, 1876; The Merionethshire Railway (Extension of Time) Act, 1879; and the Merionethshire Railway (Extension of Time) Act, 1882; and any other Act or Acts relating to the Company; 5 and 6 Wm. IV., cap. 107; and any other Act or Acts relating to the Great Western Railway Company; 16 and 17 Vic., cap. 143; 27 and 28 Vic., cap. 262; and any other Act or Acts relating to the Cambrian Railways Company; 36 and 37 Vic., cap. 207; and any other Act or Acts relating to or affecting the Bala and Festiniog Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the intended railways, and other works to be authorised by the intended Act, and the lands, houses, and other property in or through which they will be made and maintained, or which will or may be taken under the powers of the Bill, with books of reference to the said plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, an ordnance or published map, with the lines of the intended 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 Merioneth, at his office at Dolgelly, and on or before the same day a copy of so much of the said plans and sections and books of reference as relates to each parish in or through which the railways and other works are to be made or maintained, or in which any lands, houses, or other property which will or may be taken under the powers of the Bill are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

*Longueville, Jones, and Williams, Oswestry.
Breese, Jones, and Casson, Portmadoc,
Solicitors for the Bill.*

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

In Parliament — Session 1885.

Skegness, Chapel St. Leonards, and Alford Tramways Company.

(Abandonment of Portions of Tramways authorised by The Skegness, Chapel St. Leonards, and Alford Tramways Act, 1883; to Extend the Time limited by that Act for purchase of Lands and completion of Works; Construction of New Tramways in the Parts of Lindsey, in the county of Lincoln; Alteration of Gauge; Stopping up of Roads, &c.; Compulsory Purchase of Land; Tolls; Maintenance, &c., of Roads; Regulation of Traffic; Agreements with Local Authorities, &c.; Steam, Mechanical, or other Motive Power; Variation of certain Provisions of the Improvement of Land Act, 1864; Application of Funds and Additional Capital; Change of name of Company; Amendment of Acts and Incorporation of certain provisions of "The Railways Clauses Consolidation Act, 1845.")

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Skegness, Chapel St. Leonards, and Alford Tramways Company (here-

inafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To authorise the abandonment of the following portions of the tramway authorised by The Skegness, Chapel St. Leonards, and Alford Tramways Act, 1883 (in this notice called "The Act of 1883") that is to say:

1. So much of the authorised tramway as consists of a double line, and lies between the road leading from the Roman Bank to the Sea View Hotel, and a point distant $4\frac{1}{2}$ chains or thereabouts, south of Dunkley's Brick Works, all in the parish of Skegness, being the portion of the authorised tramway shown as a double line on the plans deposited in respect of the Act of 1883, and thereon distinguished by the letters B B.
2. So much of the authorised tramway as lies upon the said Roman Bank, between a point 20 feet or thereabouts from the east corner of the cottage occupied by John Teesdale to the Post Office Pillar Letter Box on the said Roman Bank, at a point opposite the road leading from the said Roman Bank to Winthorpe, all in the said parish of Skegness.
3. So much of the said Tramway as lies between a point 2 miles 3 furlongs 9 chains from the commencement of the authorised tramway opposite the south-east end of the Farm Buildings owned and occupied by John Henry Massingberd-Mundy, Esquire, and a point at a distance of four chains therefrom in a northerly direction, all in the parish of Ingoldmells.
4. So much of the authorised tramway, consisting partly of a single and partly of a double line, as lies between a point on the said Roman Bank, distant 4 miles 1 furlong and 7 chains or thereabouts from the commencement of the authorised tramway, and a point 4 miles 4 furlongs and 8 chains or thereabouts from such commencement, all in the parish of Ingoldmells.
5. So much of the authorised tramway as lies between a point 5 miles 6 furlongs and 6 chains or thereabouts from the commencement of the tramway to the termination thereof, in the several parishes of Mumby-cum-Chapel, Hogsthorpe, and Bilsby-with-Thurlby, some or one of them.

To extend the time limited by the Act of 1883, for the purchase of lands for, and for the construction and completion of, the tramway and works authorised to be constructed by that Act, and to confer further powers upon the Company with reference thereto.

To empower the Company to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway (No. 1), commencing at a point upon the Roman Bank by the road leading to the Sea View Hotel, and extending in a northerly direction to a point distant $4\frac{1}{2}$ chains or thereabouts south of Dunkley's Brick Works, all in the parish of Skegness.

Tramway (No. 2), commencing at a point upon the said Roman Bank about 20 feet from the east corner of the Cottage occupied by John Teesdale, and extending in a northerly direction to a point at or near the Post Office Pillar Box on the Roman Bank at a point opposite the road leading from the said Roman Bank to Winthorpe, all in the said parish of Skegness.

Tramway (No. 3), commencing at a point 2 miles 3 furlongs 9 chains from the commencement of the authorised tramway opposite the south-east end of the Farm Buildings owned and occupied by John Henry Massingberd-Mundy, Esquire, and extending thence in a northerly direction for a distance of 4 chains or thereabouts, all in the parish of Ingoldmells.

Tramway (No. 4), commencing at a point 4 miles 1 furlong and 7 chains from the commencement of the authorised tramway to a point 4 miles 4 furlongs and 8 chains from such commencement, all in the parish of Ingoldmells.

Tramway (No. 5), commencing at a point 5 miles 6 furlongs and 6 chains or thereabouts from the commencement of the authorised tramway, and extending in a northerly direction to a point on the north side of the cottagers' gardens, in the fence twenty feet west of the Life Boat House, such gardens being now in the occupation of Mrs. Robinson, Mrs. Lingard, Mrs. Smith, Mrs. Mitchell, Mrs. Lazenby, and Miss Edinan, and belonging to the Trustees of the late Thomas Bradley, all at Chapel, in the parish of Mumby-cum-Chapel.

All the said tramways are wholly in the Parts of Lindsey, in the county of Lincoln.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown on the places hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels of those works shown on the sections hereinafter mentioned.

To repeal section 6 of the Act of 1883, and in lieu thereof to authorise the Company to construct their tramways on a gauge of 4 feet $8\frac{1}{2}$ inches.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with streets, turnpike roads, 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 tramway, or of substituting others in its place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramway, or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and build offices, buildings, and other conveniences, on any such lands, or on any portions thereof.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramway, by carriages passing along the same, and for the conveyance of passengers, goods, minerals, 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, or places, upon or along which 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 rate or assessment in respect of any portion or part of any street, road, or place upon or along which the proposed tramway 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 tramway, 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 tramway 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, and to authorise and give effect to agreements between the Company, and any other persons or Corporations for the use of the said tramway, 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 tramway will be laid, or on 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 or road authorities, or either of them, or any or some or 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, shunting 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 tramway, or for providing access to any stable, 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 the 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 to maintain so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of the 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 roads, bridges, and places respectively, to enter into contracts or agreements with respect to the widening and improving of the said roads, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramway, 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 tramway or any part thereof by animal or by steam or other mechanical or motive power.

To provide that the provisions of "The Improvement of Land Act, 1864," with regard to charging lands with money, shall apply to the intended Tramway.

To amend section 4 of the Act of 1883, and to
No. 25418. E

change the name and the common seal of the Company.

To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging to or which may hereafter belong to them or be under their control, 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 mortgage, or borrowing, or by any of such means.

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

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of "The Tramways Act, 1870," and the Act of 1883, and the Bill will incorporate with such modifications as may be necessary the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands during the construction of the railway.

And notice is hereby also given, that duplicate plans and sections of the proposed road or street, tramway 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 29th day of November instant, for public inspection, with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, in the said county; and that on or before the same day a copy of so much of such plans, sections, and book of reference respectively, as relates to each parish, or extra-parochial place, from, in, through, or into which the proposed tramways and works will be made, or pass, or in which any lands to be taken under the powers of the Bill are situate, will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the 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.

Rhodes and Carnley, Alford, Solicitors for the Bill.

C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S W., Parliamentary Agents.

In Parliament.—Session 1885.

Christchurch Harbour Improvements.

(Incorporation of Company; Powers to Construct Training Walls, Breakwaters, and Landing Stage in and in connection with Christchurch Harbour; To close the present and provide a New Entrance to the Harbour; To reclaim Foreshore and to Vest same in the Company; To sell and dispose of reclaimed Land; To Dredge, &c.; To interfere with Roads, &c.; To make Regulations and Bye-Laws; To purchase Lands by compulsion; To take Tolls, Dues, and Charges; To remove Obstructions; To appoint and remove Officers.)

A APPLICATION will be made to Parliament in the session of 1885 for leave to bring in a Bill for the purposes or some of the purposes following, that is to say: to incorporate a Company (hereinafter referred to as "the Company") and to enable the Company to make and maintain in the parish of Christchurch,

in the county of Hants, and on the foreshore and bed of Christchurch Bay, the following works or some part or parts thereof, and to exercise the following powers, that is to say:—

No. 1.—A training wall or embankment commencing on the bed or foreshore of the River Avon, at or near a point 40 yards or thereabouts, measured in an easterly direction, from the centre of the bridge (known as Waterloo Bridge) carrying the public road over that river, thence proceeding in a southerly, north-easterly, and northerly direction, and terminating at or near a point in Christchurch Harbour distant 100 yards or thereabouts, measured in a south-westerly direction, from the building known as Stanpit Brewery.

No. 2.—A training wall or embankment commencing at the north-west end of the field numbered 3,304 on the tithe commutation map of the parish of Christchurch, thence proceeding in a southerly and easterly direction, and terminating at a point distant 280 yards or thereabouts, measured in an easterly direction, from the north-east corner of the field numbered 3,244 on the said map.

No. 3.—A training wall or embankment commencing at a point at or near the Coast Guard Station on the north side of the said harbour, thence proceeding in an easterly and southerly direction, and terminating at or near a point in the said harbour in a line with the south face of the quay known as Haven Quay.

No. 4.—A new entrance to the said harbour by means of a navigable cut or channel between a point in the field numbered 3,242 on the said map distant 7 chains south of the south end of the Coast Guard Storehouse, and a point on the east foreshore of the said harbour 8 chains or thereabouts south of the first-mentioned point. The said cut or channel will be 8 chains or thereabouts in width, and will extend seawards in an easterly and south-easterly direction over the foreshore and bed of Christchurch Bay for a distance of 2,000 yards or thereabouts.

No. 5.—A pier or breakwater commencing at or near the commencement of the said navigable cut or channel on the south side thereof, and extending from thence seaward in an easterly and south-easterly direction for a distance of 1,000 yards or thereabouts.

No. 6.—A pier or breakwater commencing at a point distant 5 chains or thereabouts from the north-east side of the said navigable cut or channel, and extending from thence seaward in a south-easterly direction for a distance of 1,000 yards or thereabouts.

No. 7.—A wharf or landing-stage on the south foreshore of the said harbour, commencing at the north-east corner of the field numbered 3,244 on the said map, and terminating at or near a point at the north-west corner of that field.

No. 8.—A dam or embankment to fill up and close the present entrance to the said harbour commencing at the termination of the training wall No. 3, extending thence across the said entrance, and terminating in the field numbered 3,242 on the said map at a point 66 yards or thereabouts measured in a southerly direction from the southern end of the Coast Guard Storehouse.

To dredge, scour, deepen, and from time to time improve the foreshore and bed of the said harbour, and the foreshore and bed of the sea at or near the proposed entrance channel and breakwaters in order to keep the said harbour free from obstructions, and to make and maintain convenient means of access thereto.

To reclaim and to vest in the Company when reclaimed the undermentioned parts of the foreshore of the said harbour, that is to say:—

So much of the north foreshore as lies between an imaginary straight line drawn from a point at the south end of the building known as Stanpit Brewery to a point due west on the east foreshore of the River Avon and the training wall No. 1.

So much of the south foreshore as lies between the field numbered 3,247 on the said map and the training wall No. 2; and

So much of the east foreshore as lies between the training wall No. 3 and the present line of high-water mark.

To sell, grant leases of, and otherwise deal with the land reclaimed, or any part or parts thereof.

To cross, alter, stop up, and divert, so far as may be necessary or convenient in constructing and maintaining the works aforesaid, and either temporarily or permanently, any streets, roads, footpaths, towing paths, railways, tramways, rivers, navigations, cuts, canals, streams, and other works, and to extinguish all rights of way over and other rights affecting the same.

To make, place, and maintain in and in connection with the said harbour, wharves, jetties, landing stages, moorings, buoys, dolphins, lights, beacons, and other usual works and conveniences.

To make provisions for the management, regulation, and protection of the harbour and the works connected therewith, for regulating the pilotage, navigation, anchorage, and berthing of vessels resorting thereto, and for the regulation and control of the pilots in charge of such vessels, and to make and enforce bye-laws with reference to those provisions or any of them.

To purchase and take by compulsion lands, houses, tenements, and hereditaments, for the purposes of the intended works.

To demand, levy, and recover tolls, tonnage, and other dues and charges, from and upon vessels resorting to the harbour, and coming within such limits as the Bill may define.

To buoy, light, and remove wrecks, obstructions, or floating timber in the harbour, or within the limits to be defined by the Bill, and to recover the cost thereof; to detain vessels committing damage, and to proceed against the owners or persons in charge thereof.

To appoint and remove harbour-masters and other officers, and to define the limits within which they may exercise the powers to be conferred upon them.

The Bill will provide and declare (if it is thought expedient so to do) that the provisions of "The Harbours, Docks, and Piers Act, 1847," with respect to lifeboats, and to keeping a tide and weather gauge shall not apply to the Company or their undertaking.

The Bill will vary or extinguish all existing rights and privileges which may interfere with its objects, and will confer other rights and privileges.

Duplicate plans and sections showing the lines, situation, and levels of the intended works and 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 Hants, at his office at Winchester, in the said county: and on or before the same day a copy of the said plans,

sections, and book of reference, and a copy of this notice, will also be deposited for public inspection with the parish clerk of the said parish of Christchurch, 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 14th day of November, 1884.

O. J. Hanly & Co., 2, Princes-street,
Great George-street, Westminster,
S.W., Parliamentary Agents.

In Parliament.—Session 1885.

North Wales Narrow Gauge Railways
(Extensions, &c.).

(New Railways and Works in the County of Carnarvon; Gauge of Railways; Purchase by Agreement of Ferry Rights and Improvement of Ferry across River Seiont or Carnarvon Harbour; Agreements with Trustees of Carnarvon Harbour and Corporation of Carnarvon as to Sale, Purchase, and Lease of Lands and Construction of Wharves, Quays, &c., at Carnarvon, and Power to those Bodies to Sell or Lease Lands; Agreement with Corporation of Carnarvon as to Construction of Bridge at Carnarvon; Power to the Company and to the Corporation to Subscribe thereto; to Relinquish Portion of Railway in the Parish of Llandwrog and Sell Lands, &c.; to Constitute New Railways and Works and Capital Part of the Company's Moel Tryfan Undertaking or a Separate Undertaking; to Levy Tolls; Tolls, &c.; Money Powers; Bye-Laws and Penalties; Amendment of Acts, and other Powers.)

APPPLICATION is intended to be made to Parliament, in the ensuing session of 1885, for leave to bring in a Bill for enabling the North Wales Narrow Gauge Railways Company (hereinafter called "the Company") to exercise all or some of the powers hereinafter mentioned, and for effecting the purposes or some of the purposes following, that is to say:—

To authorise the Company to make and maintain the several railways and works in the county of Carnarvon hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient bridges, viaducts, sidings, rails, turntables, stations, approaches, roads, footways, buildings, yards, quays, wharves, and other works and conveniences (that is to say):—

No. 1. A railway commencing in the parish of Llanwnda, by a junction with the North Wales Narrow Gauge Railways at or near a point situate at a distance of 65 yards or thereabouts measured in a southerly direction from the south-east corner of the station offices at Dinas Station of that railway, and passing through or into the parishes of Llanwnda and Llanbeblig, or one of them, and terminating in the parish of Llanbeblig and town and borough of Carnarvon, on the southern foreshore of Carnarvon Harbour, at a point 11 yards or thereabouts, measured in a northerly direction, from the north-western corner of the boat-house abutting on the aforesaid foreshore, in the occupation of the Carnarvon Rowing Club.

No. 2. A railway to be situate wholly in the parish of Llandwrog, commencing by a junction with the Bryngwyn Branch Railway of the North Wales Narrow Gauge Railways (in "The North Wales Narrow Gauge Railways Act, 1872," referred to as Railway No. 6), at a point opposite or nearly opposite the door of the booking

office at Bryngwyn Station, and terminating at or near the northern boundary wall of the road leading from Bwlch-y-llyn to Carmel, at a point situate 95 yards or thereabouts, measured in a westerly direction along such road, from the point where that road joins the main road leading from Rhostryfan to Cilgwyn Common.

No. 3. A railway to be situate wholly in the parish of Llandwrog, commencing by a junction with the intended Railway No. 2 at the termination thereof as hereinbefore described, and terminating at or near a point situate 1 yard or thereabouts, measured in an easterly direction, from the southern gate post of the gate situate 12 yards or thereabouts east of the drumhead at or near the termination of the existing incline of the said Bryngwyn Branch Railway, which commences at or near Bryngwyn Station aforesaid.

To authorise the Company to relinquish or abandon so much of the existing railway or incline in the parish of Llandwrog, in the county of Carnarvon (referred to in "The North Wales Narrow Gauge Railways Act, 1872," as Railway No. 6), as lies between the Bryngwyn Station of that railway or incline, and the termination of such railway or incline at or near the summit thereof in the said parish of Llandwrog.

To deviate laterally and vertically from the respective lines and levels of the intended railways and works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined by the intended Bill, and to authorise the Company to construct the said proposed railways upon a gauge of 2 feet or such other gauge as may be prescribed by the Bill, or to make special provision with reference to the gauge of the said railways and the construction thereof.

To cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, sewers, canals, navigations, rivers, streams, harbours, bridges, railways, tramways, gas, water, and other pipes, and tubes, telegraphic, electric, and telephonic apparatus within the several parishes aforesaid as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for the purposes of the intended railways and works, or of the Bill, and to appropriate and use the same and the subsoil and under surface thereof for the purposes of the intended railways and works, and to extinguish all or any rights of way over any such roads or footpaths, and to vest in the Company the site and soil of the portions diverted or stopped up.

To purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments in the several parishes aforesaid required for all or any of the purposes of the intended railways, works, and purposes aforesaid or of the Bill, and also easements or rights in, 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.

It is intended by the Bill to take for or in connection with the aforesaid railways, or the works and conveniences connected therewith, or some or one of them, certain lands, being or reputed to be common or commonable lands, in the county of Carnarvon, of which the following are particulars and the estimated qualities proposed to be taken, viz.:—

Names by which lands are known.	Where the lands are situate.	Quantity within limits of deviation.			Estimated quantity to be taken.		
		a.	r.	p.	a.	r.	p.
Voel (otherwise Moel Tryfan Common)	Railway No. 2. Parish of Llandwrog ..	27	1	30	3	2	0
	Cim Common	1	1	0	0	1	0
Voel (otherwise Moel Tryfan Common)	Railway No. 3. Parish of Llandwrog ..	4	2	10	1	2	0

To empower the Company on the one hand, and the Trustees of Carnarvon Harbour on the other hand, from time to time to make and carry into effect, and to alter and rescind contracts and agreements with reference to the purchase or lease by the Company of lands, buildings, and hereditaments belonging to or vested in the said Trustees, and required for the purposes of the Bill, and to enable the Company to construct and maintain the said intended Railway No. 1, with all necessary and convenient quays, wharves, warehouses, buildings, stages, cranes, drops, approaches, and other works in and upon any lands and hereditaments so purchased, leased, or held by them, and to regulate the use and enjoyment of the same, and to empower the said Trustees to sell or lease to the Company all or any of such lands, buildings, and hereditaments.

To authorise the making and enforcing by penalties or otherwise of bye-laws and regulations with reference to the use of the said intended wharf, quay, and other works, and the berthing of ships thereat, and for otherwise giving effect to all or any of the purposes of the intended Act.

To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the Borough of Carnarvon (hereinafter called "the Corporation"), and the Harbour Trustees, or either of them on the one hand, to enter into and carry into effect and to alter and rescind contracts and agreements with reference to the contribution or subscription by the Company of any sum or sums of money not exceeding 5000*l.* towards the cost of constructing a bridge, with all requisite approaches and works, in the said parish of Llanbeblig, across the River Seiont, in Carnarvon Harbour, at such point as may be agreed upon between the Company and the Corporation and Harbour Trustees, or either of them.

To enable the Company on the one hand, and the Harbour Trustees and Corporation or either of them on the other hand, to make and enter into and carry into effect and to alter and rescind contracts, agreements, or arrangements for or with respect to the sale, lease, demise, or use of any lands, tenements, and hereditaments required by the Company for or with respect to any of the purposes of the Bill, and if thought fit to sanction and confirm any such agreements which have been or may be made before the passing of the intended Act.

To authorise the Company to purchase by compulsion or agreement any existing ferry and ferry rights in the said parish of Llanbeblig across the River Seiont in Carnarvon Harbour, and to improve and maintain the same, or to authorise the Company to enter into and carry into effect and to alter and rescind contracts and agreements with reference to the improvement of the said existing ferries as may be provided by the Bill.

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.

To vary, alter, define, and regulate the capital and borrowing powers of the Company, and to constitute, if considered desirable, the intended railways and works, or some or one of them, and any lands and property acquired under the powers of the Bill, or some part or parts thereof, either wholly or partially a separate undertaking as regards capital, expenditure, revenue, and accounts, and in other respects distinct from the existing or authorised railways and undertakings of the Company, and to apply to the purposes of the Bill any capital or funds raised or authorised to be raised by the Company, and to raise additional capital for those purposes by ordinary and preference shares or both, and by borrowing on mortgage, or by the creation and issue of debenture stock either as part of the general share and loan capital of the Company or wholly or partly as separate share and loan capital charged primarily or exclusively on the intended railways and works; and the Bill will or may make provision for the appointment and election of additional Directors, and for the holding of separate meetings of the shareholders in the separate capital, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the authorised and intended railways of the Company.

To provide that the railways and works to be authorised by the Bill shall be free from all debts and liabilities of every kind of the Company other than those incurred in respect of the railways and works to be authorised by the Bill, and if deemed necessary or expedient to provide that the said intended railway and works and the capital of or relating thereto shall form a part of the Moel Tryfan undertaking of the Company.

To enable the Company to demand, take, and recover tolls, rates, duties, and charges upon or in respect of the intended railways and works, or any of them, or any part or parts thereof respectively, and to authorise the Company to levy tolls, rates, duties, and charges for and in respect of the use of the said wharf, quay, warehouses, buildings, cranes, and other works and conveniences used in connection therewith, and to confer, vary, or extinguish exemptions from the payment of all or any of the before-mentioned tolls, rates, duties, and charges, and the Bill will or may repeal or alter existing tolls, rates, and duties.

To repeal, alter, or amend, so far as may be requisite or desirable for any of the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:

"The North Wales Narrow Gauge Railways Act, 1872," "The North Wales Narrow

Gauge Railways (Lease) Act, 1873," "The North Wales Narrow Gauge Railways Act, 1876," and all other Acts relating to the Company; the 33 George III. cap. 123, 49 George III. cap. 24, "The Carnarvon Harbour Order, 1877," and all other Acts and Orders relating to Carnarvon Harbour or to the Trustees thereof; the 9 and 10 Vic. cap. 204, and all other Acts relating to the London and North Western Railway Company; and the public general Act, 9 and 10 Vic. cap. 57, intituled "An Act for Regulating the Gauge of Railways."

And the Bill will or may incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Acts, 1845 and 1863," and "The Harbour, Docks, and Piers Clauses Act, 1847."

Before the 30th day of November inst., maps, plans, and sections of the railways and works proposed to be authorised by the Bill, showing the situation, lines, and levels thereof, the plans also showing the lands to be purchased compulsorily under the powers of the Bill for the purposes of such railways 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 for public inspection with the Clerk of the Peace for the County of Carnarvon, at his office at Carnarvon. And before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to any parish, township, or extra-parochial place in which any of the said railways, works, or lands are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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, 1884.

Dated this 11th day of November, 1884.

J. H. Roberts and Thomas, Carnarvon,
Solicitors for the Bill.

R. W. Cooper, 4, Westminster-chambers,
Victoria-street, S.W., Parliamentary Agent.

In Parliament.—Session 1885.

Charing Cross and Euston Railway.

(Incorporation of Company; Construction of Railways from the South Eastern Railway to the London and North Western Railway; New Street and other Works, and Stopping up of Streets; Agreements between the Company and the London and North Western, South Eastern, and Metropolitan Railway Companies; Agreements between the Company and the Metropolitan Board of Works and other Authorities; Powers for Purchase and Sale of Lands; Power to levy Tolls and Rates; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate the Company (hereinafter referred to as "the Company"), to make and maintain, with all necessary and proper stations, approaches, buildings, works, and conveniences, the following railways, street, and works, or some of them, in the counties of Surrey and Middlesex:—

1. A railway (No. 1), commencing in the county

of Surrey and parish of St. Mary, Lambeth, by a junction with the South Eastern Railway at or near the north-west abutment of the bridge, carrying the said railway over the Belvedere-road, and passing thence over the river Thames by a new bridge or a widening on the north-east side of the existing bridge of the South Eastern Railway Company, and terminating in the county of Middlesex and parish of St. Martin-in-the-Fields by a junction with the proposed railway No. 2, under Adelaide-street, at a point 50 yards or thereabouts from its junction with King William-street; and for the purposes of the said railway to stop up, divert, and appropriate the existing footway on the north-east side of the said bridge of the South Eastern Railway Company, and to carry the same along and on the north-east side of the said new or widened bridge, and to provide an access to the new or altered footway from the Thames Embankment.

2. A railway (No. 2), commencing in the parish of St. Martin-in-the-Fields, in the county of Middlesex, at a point on the north-west side of York-terrace, 25 yards or thereabouts south-west of the junction of Buckingham-street and York-terrace, and terminating in the parish of St. Pancras, in the county of Middlesex, at a point on the northern side of Drummond-street, 20 yards or thereabouts in a westerly direction from its junction with Cardington-street.

3. A railway (No. 3), wholly in the parish of St. Pancras, in the county of Middlesex, commencing by a junction with railway No. 2 at the termination thereof as hereinbefore described, and terminating by a junction with the London and North Western Railway at or near the south-eastern end of the bridge or covered way, carrying the Hampstead-road and Granby-street over that railway.

4. A new street, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, and City of Westminster, commencing by a junction with the Strand, at or near the northern end of Buckingham-street, and terminating by a junction with the Victoria or Thames Embankment roadway opposite the south-eastern entrance to the Charing Cross Station of the Metropolitan District Railway, with power to use and appropriate for and to the purposes of the said new street the site of Buckingham-street.

5. A subway for foot passengers, wholly in the parish of St. Martin-in-the-Fields, in the county of Middlesex, commencing on the north-west side of the Strand, at or near the house numbered 447, West Strand, and terminating on the north-east side of Villiers-street, at a point 20 yards, or thereabouts, southwards from the Strand.

The said intended railways, street, and other works will pass from, through, or into, or be situate in the several parishes and places following, or some of them, that is to say: St. Mary, Lambeth, in the county of Surrey; and St. Martin-in-the-Fields, the Liberty of the City of Westminster, St. Anne, Soho, St. Paul, Covent-garden, St. Giles-in-the-Fields, St. Marylebone, and St. Pancras, all in the county of Middlesex.

The Bill will authorise the company to exercise the powers and effect the objects following, or some of them, viz.:

To authorise the crossing, stopping up, altering,

removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, foot-paths, or places, railways, tramways, rivers, bridges, wharves, quays, landing places, market-places, sewers, culverts, subways, drains, pipes, telegraphs, pneumatic tubes, or other works and conveniences within or adjoining the aforesaid parishes and places or any of them and the appropriating and using of the same, and the subsoil and under surface thereof for the purposes of the intended works, and also the appropriating and using of the undersurface of any lands, streets, roads, squares, passages, and places under or along which any of the proposed works are intended to be made and in connection with the intended street, or any of them, and as part of the works the making and maintaining within the parishes and places before mentioned or any of them, of junctions and communications with any existing streets which may be intersected or interfered with by, or be contiguous to, the line of the intended street, and the altering of the lines or levels of any existing streets, roads, or ways for the purpose of connecting the same with the intended street.

To authorise deviations from the lines or situations of the works within the limits of lateral deviation, to be shown on the plans hereinafter mentioned, and vertical deviations from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised or determined under the powers of the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required to be taken for the purposes thereof.

To authorise the purchase, by compulsion or agreement, of lands, houses, and other property for the purpose of the intended works, and notwithstanding the 92nd section of "The Lands Clauses Consolidation Act, 1845," to empower the promoters to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or other offices, or parts 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 house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

To authorise the Company to stop up and discontinue for public use the following streets, roads, and places, or some of them, or some part or parts of them respectively, and to vest in the Company the sites or soil of the said streets, roads, and places, or part thereof, that is to say: Villiers-street; Duke-street, and York-place between Villiers-street and Buckingham-street; the street leading under the South-Eastern Railway Bridge from the southern end of Villiers-street to the southern end of Craven-street; and Cardington-street between Drummond-street and a point 125 yards or thereabouts east of the junction of Cardington-street and Hampstead-road.

To authorise the Company to hold from time to time and to build upon, sell, let on building or other leases or agreements, and otherwise deal with or dispose of all or any lands, buildings, or property acquired, constructed, or made by them under the powers of the intended Act, and to

exempt such lands and buildings from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to superfluous lands.

To authorise or require the providing at suitable places of land, for the erection of buildings for the accommodation of persons belonging to the labouring classes, whose dwellings may be required for the purposes of the proposed works, and the providing of funds for, or contribution towards, the cost of the erection of such buildings.

To levy tolls, fares, and charges for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing rates, tolls, fares, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, fares, rates, and charges.

To empower the Company on the one hand, and the London and North-Western Railway Company, the South-Eastern Railway Company, and the Metropolitan Railway Company, or any or either of them on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, using, management, and maintenance by either or any of the contracting companies of the intended railways, street, and works—the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the intended railways, and payments to be made, and contracts to be performed with respect to such construction, working, using, management, and maintenance, the interchange, accommodation and delivery of traffic on, or coming from, or destined for the respective undertakings of the contracting companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; the accounts, payments, allowances, rebates, and drawbacks to be made or allowed by any or 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 contracts, agreements, or arrangements relate, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any contract, agreement, or arrangement which has been or may be made with reference to all or any such matters. The Bill will authorise the construction of a portion of Railway No. 2 underneath the new street commencing at St. Martin's-lane and terminating at the junction of Oxford-street and Tottenham-court-road, authorised to be constructed by "The Metropolitan Street Improvements Act, 1877," and the Bill will or may prescribe the conditions subject to which the proposed railway may be constructed beneath such authorised new street, and also beneath a portion of Tottenham-court-road and other public thoroughfares under which the proposed railways or portions thereof are intended to pass.

The Bill will empower the Company on the one hand, and the Metropolitan Board of Works (hereinafter called "the Board") and the several District Boards, Vestries, and other local authorities having the control and management of streets, or any of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the construction and maintenance of the intended railways, street, and 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 other incidental matters, and will

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 will confer upon the Board and the said District Boards, vestries, and other local authorities, 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, maintenance, and purchasing of lands, and will authorise or provide for the vesting in the Board or other such authorities upon terms to be agreed on or prescribed by the Bill of the intended new street, and any lands or other property purchased for or acquired under the powers of the Bill, and the maintenance thereof by them.

The said Bill will authorise the Company on the one hand and the Metropolitan Railway Company on the other hand, to enter into agreements as to the construction of an interchange station at Gower-street, and for the working, maintenance, and use of the said interchange station.

The Bill will 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 will confer other rights and privileges; and the said Bill will incorporate the various provision of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863 and 1869;" "The Lands Clauses Consolidation Act, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, extend, amend, or repeal some of the powers and provisions of the following local and personal Acts, viz.:—

The Act 9 and 10 Vic., c. 204, and all other Acts relating to the London and North Western Railway; 6 William IV., c. 75, and all other Acts relating to the South Eastern Railway Company; 16 and 17 Vic., c. 186, and all other Acts relating to or affecting the Metropolitan Railway Company; "The Metropolis Management Act, 1855," and all Acts amending the same; "The Metropolitan Streets Improvement Act, 1877," and all other Acts relating to the Metropolitan Board of Works, or in any way relating to or affecting any streets, roads, or places to which the powers of the intended Act will relate.

Plans and sections in duplicate describing the situation, lines, and levels of the intended railways, street, and works, and the lands and buildings in or through which they will be made, or which may be taken under the powers of the intended Act, together with a book of reference to such plans, and also an ordnance map with the intended lines of railway delineated thereon, so as to show their general course and direction, will be deposited for public inspection as follows: that is to say, 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 Middlesex, at his office at the Sessions House, Clerkenwell-green; and a copy of so much of the said plans, sections, and book of reference as relate to the several parishes hereinbefore mentioned will be deposited as follows, that is to say: in the case of the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Kennington-road; in the case of 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; in the case of the parishes of St.

Anne, Soho, and St. Paul, Covent-garden, with the Clerk of the Strand District Board of Works, at his office at 5, Tavistock-street, Covent-garden.

In the case of the parish of St. Giles-in-the-Fields with the clerk of the St. Giles District Board of Works, at his office at 197, High Holborn.

In the case of the parish of St. Marylebone with the Vestry Clerk of that parish at his office at the Court House, Marylebone-lane; and in the case of the parish of St. Pancras with the Vestry Clerk of that parish at the Vestry Hall, Pancras-road.

Every such deposit will be made before the 30th November, 1884, and will be accompanied with a copy of this notice. Before the 21st December, 1884, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1884.

Robt. W. Perks, 147, Leadenhall-street,
London Solicitor for the Bill.

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

In Parliament.—Session 1885.

Aston Manor Local Board (Gas Purchase.)
(Confirmation of Agreement between the Corporation of Birmingham and the Manor of Aston Local Board for the purchase of the portion of the Gas undertaking of the Birmingham Corporation within the district of that Board, and vesting same in the Board; Erection and maintenance of Gas-works and supply of Gas in the district of the Local Board; Compulsory purchase of Lands; Powers to sell residual products, meters, and fittings; Powers to borrow money on mortgage or otherwise, and apply same in payment of purchase money and costs of Act; Agreements with corporate bodies and other persons; Power to levy rates and recover money; Incorporation and amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Local Board for the district of the Manor of Aston, acting as the Urban Sanitary Authority for the said district of the Manor of Aston, in the parish of Aston and county of Warwick (hereinafter referred to as the "Local Board"), for an Act for all or some of the following purposes, that is to say:—

1. To confirm an agreement, dated the 14th day of November, 1876, and made between the mayor, aldermen, and burgesses of the borough of Birmingham, in the county of Warwick (hereinafter called "the Corporation," of the one part, and the Local Board of the other part), for the purchase by the Local Board from the Corporation of that portion of the gas undertaking of the Corporation, and the rights and powers, late of the Birmingham and Staffordshire Gas Light Company, and now vested in the Corporation, as is contained within the district of the Local Board (except the mains and pipes, or other apparatus necessary for supplying with gas any other district or districts within the limits of gas supply of the Corporation); and to authorise the Local Board to do all acts, and take all necessary steps to carry into effect such agreement as it now stands, or with any modifications which may hereafter be made therein; and to vest in the Local Board the hereinbefore mentioned portion of the said gas undertaking, with the mains, works, lands, buildings, property, plant, rights, powers, privileges, easements,

licences and agreements, and benefits thereof and thereunto appertaining.

2. To authorise the Local Board to establish gas works, and to sell and supply gas for public and private purposes within the district under their control or management, and to enter into agreements with any Company, corporate body or persons, for the supply of gas in bulk or otherwise.

3. To authorise the Local Board to manufacture and supply gas within their said district, that is to say, the Manor of Aston, in the parish of Aston and county of Warwick (hereinafter called the limit of supply), and to erect and maintain, and as often as occasion shall require to alter, extend, enlarge, improve, or discontinue works for the manufacture and distribution of gas, and for the conversion or utilisation of the residual products resulting from such manufacture, upon the lands next hereinafter described, and shewn upon the plans hereinafter referred to, or upon some of them, or some part or parts thereof respectively, that is to say:—

(a) A piece of land situate within the said Manor of Aston and parish of Aston, belonging or reputed to belong to John Edmund Watts, and containing two-and-a-half acres or thereabouts, and lying between the Birmingham and Fazeley Canal and the branch railway of the London and North Western Railway Company, leading from their main line at or near Aston Railway Station to Windsor-street, Birmingham, which said piece of land fronts on the south-west side thereof to Thimble Mill-lane, Aston, and is bounded on the west or north-west side thereof by the said Birmingham and Fazeley Canal; on the east or south-east side thereof by the said branch railway; on the south side thereof by a piece or parcel of land with a dwelling-house erected thereon, belonging or reputed to belong to the said John Edmund Watts, and leased to and in the occupation of John Court or his undertenants; and on the north or north-east side thereof by a piece of land belonging to and in the occupation of the trustees of the late Ebenezer and Cornelius Robins.

(b) A small piece or parcel of land with four houses erected thereon adjoining to the last hereinbefore described piece or parcel of land, and situate in the said manor and parish of Aston, also belonging or reputed to belong to the said John Edmund Watts, and containing 516 square yards or thereabouts, and fronting on the south-west side thereof to Thimble Mill-lane, Aston, aforesaid; and bounded on the north side thereof by the piece of land lastly hereinbefore described; on the east or south-east side thereof by the hereinbefore mentioned branch railway of the London and North Western Railway Company, and on the south side thereof by the Hockley Brook.

(c) A piece or parcel of land also adjoining to the firstly hereinbefore described piece of land, situate in the said Manor and parish of Aston, and belonging or reputed to belong to the trustees of the said late Ebenezer and Cornelius Robins, and containing 3 acres or thereabouts, and bounded on the south or south-west side by the piece or parcel of land (a) firstly hereinbefore described, on the west or north-west side by the said Birmingham and Fazeley Canal, on the north or north-east side thereof by the main line of the London and North

Western Railway Company from Aston to Birmingham, and on the east or south-east side thereof by the said branch railway of the London and North Western Railway Company.

(d) A piece or parcel of land situate in the said Manor and parish of Aston, and belonging or reputed to belong in part to Dr. Wrightson, and in part to the company of proprietors of the Birmingham Canal Navigations, and containing 8 acres or thereabouts; bounded on the north-east side thereof by Thimble Mill-lane aforesaid, on the south-east side thereof by the said Hockley Brook, on the north-west side thereof by the said Birmingham and Fazeley Canal, and on the south-west side thereof by land belonging or reputed to belong to Messrs. Smith, Stone, and Knight.

And also upon those lands, or upon some part or parts thereof, to store gas and erect offices, houses, buildings, machinery, and works, and all other things necessary for the purposes aforesaid.

4. To authorise the Local Board to purchase by compulsion or agreement, or to take on lease, all or any of the lands, hereditaments, and premises hereinbefore described.

5. To authorise the Local Board to convert, manufacture, sell, and dispose of coke, coal, tar, and other residual products arising from the manufacture of gas.

6. To authorise the Local Board to purchase or hire, and to use, let, and sell gas-meters, gas fittings, engines, stoves, pipes, machinery, apparatus, and other appliances for the warming, lighting, and ventilating of houses and buildings, the cooking of food, for motive power, and all other purposes for which the consumption of gas, or any product obtained in the manufacture of gas, can or may be used; and to charge and recover rents and charges for the supply, sale, hire, or use of such gas-meters, gas fittings, engines, stoves, pipes, machinery, apparatus, and other appliances, and to exempt the same from distress or execution.

7. To authorise the Local Board to lay down and maintain gas mains, pipes, culverts, tramways, and other works, in, through, under, over, or across, and for such purposes to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, streets, highways, footpaths, and other public places, bridges, canals, railways, tramways, subways, sewers, drains, streams, brooks, watercourses, and pipes, and to remove and alter telegraph or telephone wires, posts, tubes, or other things used for carrying such wires within the limits of supply.

8. To authorise the Local Board to apply to the purposes of the intended Act, or any of them, any funds or money belonging or coming to them, or which they are or may be empowered to raise by rates or otherwise, under any public, general, or other Acts for the time being in force.

9. To authorise the Local Board to borrow money upon mortgages, debentures, debenture stock, or otherwise, for all or any of such purposes, on security of their said intended gas undertaking, and of the rates, rents, and charges, which they are now authorised to make and levy, or may by the intended Act be authorised to make and levy.

10. To authorise the Local Board to make, levy, and recover rates, rents, and assessments, and other charges for the purposes of the intended

Act, and to increase, alter, repeal, or extinguish existing rates, rents, assessments, and charges, and to grant exemptions from rates, rents, assessments, and charges, and to compound with the owners and occupiers of houses and premises for the payment of such rates, rents, assessments, and charges.

11. To authorise the Local Board to enter into and carry into effect contracts and agreements for the supply of gas-meters, fittings, engines, stoves, pipes, machinery, apparatus, and other appliances, with any urban or other sanitary or local authority, or the trustees of any turnpike or other road, or any highway board, or any surveyor of any highway, or any company, corporation, bodies, or persons within or outside the district of the Local Board; and the intended Act will confer all necessary powers in that behalf upon all such authorities, companies, trustees, bodies, corporations, and persons, and will or may contain provisions to enable and authorise them to apply to the purposes of any such contract or arrangement any rates, funds, or moneys belonging to them respectively, or under their control, and to raise money by rates or borrowing.

12. To provide for the abolition of all powers, rights, and privileges now vested in the corporation or exercisable by them in connection with the supply of gas within the limits of supply.

13. To provide for the payment by the Local Board of all costs, charges, and expenses of and incident to the preparing for, obtaining, and passing the intended Act, or otherwise in relation thereto; and to empower the Local Board to raise money by borrowing upon mortgages, debentures, debenture stock, or otherwise, on security of their intended gas undertaking, and of the rates, rents, and charges which they are now authorised to make and levy, or may by the intended Act be authorised to make and levy, for the purpose of defraying all such costs, charges, and expenses.

14. The intended Act will incorporate, with or without variation, and extend and apply to the purposes thereof, all or some of the powers and provisions of "The Gasworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1871;" "The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883;" and also such parts of the "Railway Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands near the railway during the construction thereof.

15. The intended Act will also alter, amend, or repeal, so far as it may be necessary, the provisions of "The Birmingham (Corporation) Gas Act, 1875," and "The Birmingham Corporation (Consolidation) Act, 1883."

16. The intended Act will also alter, vary, or extinguish all rights and privileges which would impede, or interfere, or be inconsistent with any of the objects aforesaid, and confer others powers, rights, and privileges, either in addition to, or in place thereof.

On or before the 30th day of November, 1884, duplicate plans describing the lands and property intended to be taken compulsorily under the powers of the intended Act, with a book of reference thereto, 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 Warwick, at his office at Leamington, and with the parish clerk of the parish of Aston aforesaid, at his residence in the said parish.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House

No. 25418.

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of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1884.

Joseph Ansell, 38, Waterloo-street, Birmingham, Solicitor for the Bill.

Wilkins, Blyth, and Dutton, 112, Gresham House, London, E.C., Parliamentary Agents.

In Parliament.—Session 1885.

Metropolitan Railway (Various Powers).
(Construction of Branch Railway to Chesham; Extension of Time for Construction and Deviation of Portion of Aylesbury and Rickmansworth Railway, and to Constitute Same a Separate Undertaking; Extension of Time for Completion of Rickmansworth Extension Railway; New Station in King's Cross-road; Compulsory Purchase of Lands and Buildings; Authorising Works at New Cross, and Arrangements with the South Eastern Railway Company; Further Provision for Working the Inner Circle Railway; To Authorise Agreements with Metropolitan Board of Works and others as to Artisans' Dwellings; Power to Deal with the Capital Stocks of the Company; and to Levy Tolls.)

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

1. To make and maintain the railway following, with all proper stations, approaches, sidings, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Amersham, in the county of Buckingham, by a junction with the authorised Aylesbury and Rickmansworth Railway of the Company in the field numbered 55 on the plans deposited with the Clerk of the Peace of the County of Buckingham in respect of the said railway, and terminating in the parish of Chesham Bois, in the said county, about 5 chains east of a point on the road leading from Chesham to Bray's-green, which point is about 8½ chains, measured in a southerly direction along the said road, from its junction with Amy-lane, and which intended railway will pass from, through, and into the several parishes and places following, or some of them, namely: Chesham, Chesham Bois, and Amersham, all in the county of Buckingham.

2. To make and maintain, with all proper stations, approaches, works, and conveniences, a railway, being a deviation of the authorised Aylesbury and Rickmansworth Railway of the Company, commencing in the parish of Little Missenden, in the county of Buckingham, by a junction with the said authorised railway in the field numbered 11 in that parish on the plan deposited with the Clerk of the Peace for the County of Buckingham in respect of that railway, and terminating in the parish of Amersham, in the same county, by a junction with the said authorised railway in the field numbered 55 in that parish on the said deposited plans, and which intended railway will be made from, through, and into the several parishes and places following, namely: Little Missenden, Great Missenden, and Amersham, or some of them, all in the county of Buckingham.

And it is intended to authorise the relinquishment of the construction in the line and on the levels authorised by "The Aylesbury and Rickmansworth Railway Act, 1881," of so much of

the said authorised line as would intervene between the termini of the said intended deviated railway, and would be rendered unnecessary by the construction of such intended deviated railway:

3. To extend the time for the compulsory purchase of lands and buildings for, and the completion of works authorised by "The Aylesbury and Rickmansworth Railway Act, 1881," as now limited by "The Metropolitan Railway (Various Powers) Act, 1884."

4. To extend the time limited by "The Rickmansworth Extension Railway Act, 1880," for the completion of works by that Act authorised.

5. To provide that the capital authorised to be raised by "The Aylesbury and Rickmansworth Railway Act, 1881," may be raised as a separate capital, and that the said railway, or any portions thereof, together with any branches or deviations of the said railway which may be authorised, may be constituted a separate undertaking as to outlay, profits, and revenue. And also to authorise the Company to agree with the proprietors of the said separate capital as to the payments to be made to them as, or in respect of, the proportion of the revenue, rent, dividend, or interest in lien thereof, to be attributed to such separate undertaking or undertakings out of the receipts arising from the traffic common to the general undertaking of the Company, and to the separate undertaking or undertakings. And to provide for the ultimate merging, upon such terms and conditions as may be agreed upon, or as may be prescribed by the Bill, of the separate capital, and of the said separate undertaking, or any portion thereof, into the general capital and general undertaking of the Company; and to authorise the Company to guarantee or otherwise secure the payment out of their general revenue or funds, or otherwise, of such annual rent or sum, or other periodical payment, as the Company may think fit, or the Bill may prescribe, and to create and issue preference, debenture, or other shares or stock, having special priorities and rights or privileges in respect of such separate capital, or any part thereof.

6. To authorise the Company to purchase, by compulsion or otherwise, certain lands and buildings thereon, on the north side of the King's Cross-road and Farringdon-road, at or near Baker-street, in the parish of St. James and St. John, Clerkenwell, in the county of Middlesex, for the erection of a station, with all necessary works, approaches, and conveniences.

7. To authorise the Company to purchase, by compulsion or otherwise, and hold for the purposes of the undertaking, the following properties, viz. :—

- (a) Nos. 9 and 10, Chapel-street, Edgware-road, in the parish of St. Marylebone, in the county of Middlesex.
- (b) Nos. 70 to 75, 226 to 229, and 238 to 240, Whitechapel-road, in the parish of St. Mary, Whitechapel, in the county of Middlesex.
- (c) Certain lands and buildings, known as Shire Hall, or portions thereof, situate in the parish of Hendon, in the county of Middlesex.
- (d) Certain lands and buildings situate in and adjoining the Crescent, Minories, in the parish of St. Botolph Without, Aldgate, in the City of London, in the county of Middlesex.

8. To empower the Company to erect engine and carriage sheds, and other works and conveniences at New Cross, and to enter into agreements with the South Eastern Railway Company

for the use of their respective lines and stations, and the interchange of traffic.

9. To further provide for the continuance and punctual working of the Inner Circle Railway.

10. To empower the Company and the Metropolitan Board of Works, and any public or local authority, and any company associated, for that purpose, to enter into agreements for the erection of workmen's dwellings upon any surplus lands of the Company, and to contribute capital in connection therewith. And further to empower the Company by agreement with the Metropolitan Board of Works, or the Local Authorities, to open the streets and erect ornamental shafts for the purpose of lighting and ventilating the railway.

11. To increase, reduce, divide, or otherwise deal with the capital stock of the Company, dealing with or dividing the same into such other portions as may from time to time be agreed upon by the proprietors, and to cancel by purchase in the market from time to time so much stock as is equivalent to the amount already received and hereafter to be received from the Metropolitan District Railway Company, in respect of the railway and properties between High-street, Aldgate, and Trinity-square, together with the value of the surplus lands between Mansion House and St. Mary's Station, Whitechapel.

12. Also to levy tolls, rates, and charges; to alter existing tolls, rates, and charges; to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges; and to vary and extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament hereinbefore mentioned, and also of the several Acts hereinafter mentioned (that is to say): Acts relating to the Company passed in each and every of the years 1854 to 1857, 1859 to 1875, 1877 to 1884, all inclusive; also the Acts relating respectively to the Hammersmith and City Railway Company, 24 and 25 Vic. c. 161, and the Great Western Railway Company, 5 and 6 Will. IV. c. 107; The Metropolitan and District Railways (City Lines and Extension) Acts, 1879 (especially Section 22 of the said Act), 1881, and 1882; and all other Acts relating to the said Companies or railways, or any of them.

Plans and sections in duplicate, describing the lines, situation, and levels of the proposed railways and works proposed to be authorised by the said Bill, and also showing the lands, houses, and property sought to be acquired under the powers of the Bill, with a book of reference to such plans, and an ordinance map showing the general course of the intended railways, will be deposited for public inspection with the Clerk of the Peace for the County of Middlesex, at the Sessions House, Clerkenwell-green, in that county; and for the county of Buckingham, at the office of the Clerk of the Peace for that County, at Aylesbury; and with the Clerk of the Peace for the City of London, at his office at the Sessions House, in the Old Bailey; and so much of the said plans as relates to lands situate in the parish of St. Mary, Whitechapel, with a book of reference thereto, will be deposited with the clerk to the Whitechapel District Board of Works, at his office in Great Alie-street, Whitechapel; and so much of the said plans and sections as relates to lands situate in the parish of St. James and St. John, Clerken-

well, with a book of reference thereto, will be deposited with the vestry clerk of that parish, at the vestry office, Rosoman-street, Clerkenwell; and so much of the said plans and sections as relates to lands situate in the parish of St. Marylebone, with the vestry clerk to that parish, at the Vestry Hall in Marylebone-lane; and as relates to the lands situate in the parish of St. Botolph Without, Aldgate, in the City of London, so much of the plans and book of reference, with a copy of this notice as published in the London Gazette, will be deposited with the vestry clerk of that parish, at his office, No. 29, Mark-lane, in the City of London; and so much of the plans and sections relating to the other lands and works sought to be authorised by the Bill, with a book of reference thereto, will be deposited with the clerk of each parish within which such works and lands are proposed to be authorised, at his residence. Every such deposit as aforesaid will be made on or before the 30th day of November, 1884, and will be accompanied by a copy of this notice.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st December, 1884.

Dated this 13th day of November, 1884.

Robert W. Perks, 147, Leadenhall-street,
London, Solicitor for the Bill.

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

In Parliament.—Session 1885.

Northfleet Docks.

(Incorporation of Company; New Docks; Railways and other Works in the Parish of Northfleet, Kent; Stopping up, &c., of Granby-road; Power to Divert Water from the Thames, and to Dredge and Deepen Portions of that River; Purchase, &c., of Steam Tugs; Compulsory Purchase of Lands, &c.; Houses for Labouring Classes; Provisions for the Regulation, Use, and Protection of the Docks, &c.; Rates, Dues, and Charges; General Dock Powers; Sale, &c., of Lands, Warehouses, &c.; Bye-Laws; Tolls and Alteration of Tolls of South-Eastern Railway Company; Ranning Powers over Portion of that Company's Railway and Use of their Northfleet Station; Working and other Arrangements with the South-Eastern, London Chatham and Dover, and Tilbury and Gravesend Tunnel Junction Railway Companies; Amendment of Acts.)

A APPLICATION is intended to be made to Parliament in the session 1885 for leave to bring in a Bill to effect the following purposes, or some of them (that is to say):

To incorporate a Company (hereinafter called "the Company") and to enable the Company to make and maintain the works hereinafter described, namely:

A dock, consisting of a main dock, 417 yards or thereabouts in length, and 200 yards or thereabouts in width, with two branch docks, each 400 yards or thereabouts in length, and 83 yards or thereabouts in width, and a lock and tidal basin, with an entrance from the River Thames, to be situated partly on the site of the house and grounds known as Crete Hall, and partly on property known as the Northfleet Dockyards, belonging or reputed to belong to Messrs. Smith, Payne and Smith, and Messrs. Roshier, and on land belonging to Thomas Bevan, Esq., and Messrs. Roshier, and other lands in the parish of Northfleet and county of Kent, and on the banks of the River Thames, such lands being

bounded on the north side by the River Thames, on the east partly by Rosherville Wharf, and partly by the Rosherville Gardens, on the south partly by the said Rosherville Gardens and partly by the London-road, and on the west partly by Northfleet-hill, and the lands and premises of the London Portland Cement Company.

A river wall or embankment in the said parish of Northfleet on the bed or foreshore of the River Thames, 3 furlongs and five chains in length, with an opening into the said tidal basin, commencing at the north-west corner of the westernmost building slips of the Northfleet Little Dockyard, and terminating at the north-west corner of the Rosherville Wharf.

Two piers or jetties in the said parish of Northfleet, and on the bed and shore of the River Thames, one at each side of the entrance to the said tidal basin, the easternmost of such piers being 134 yards or thereabouts in length, and intersecting the said embankment at a point 150 feet west, or thereabouts, of the north-west angle of the said Rosherville Wharf, measuring along low-water mark and the westernmost of such piers, being 150 yards or thereabouts in length, and intersecting the said embankment 300 feet west, or thereabouts, of the said Rosherville Wharf.

To make, provide, and maintain in connection with the intended works, or any of them, all necessary or convenient roads, approaches, ways, locks, gates, graving docks, slip docks, lift docks, telescope and other bridges, shipping places, wharves, quays, jetties, slips, waterworks, reservoirs, gasworks, landing stages, landing places, stores, warehouses, sheds, buildings, cranes, hydraulic lifts, drops, moorings, bays, gridirons, dolphins, rails, trams, stations, sidings, junctions, platforms, culverts, sluices, drains, and other works and conveniences, all which intended works will be made or be situate in the parish of Northfleet, in the county of Kent, and are hereinafter referred to collectively as the dock works.

To empower the Company to make and maintain the railways hereinafter described, with all necessary bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards and other works and conveniences, in connection therewith, that is to say:—

A Railway (No. 1) commencing by a junction with the South-Eastern Railway at a point measured along the said railway in a north-westerly direction 22 chains west of the mile-post on that railway denoting 22 miles from London, and terminating in a disused chalk pit 500 feet east of the eastern fence of the high road known as Northfleet-hill at its junction with the London-road.

A Railway (No. 2) commencing at the termination of Railway (No. 1), and terminating by a junction with the London Chatham and Dover Railway (Gravesend branch) ten yards north of the bridge carrying the road known as Pepper-hill-lane over that railway.

A Railway (No. 3) commencing by a junction with Railway No. 2, at a point about 7 chains west of the road known as Leather-bottle-lane, in a field immediately south of the Rectory Farm, and terminating by a junction with Railway No. 3, authorised by "The Tilbury and Gravesend Tunnel Junction Railway Act, 1882," at or near a point 1½ chains west of the point where the said authorised railway crosses the Old London-road, near Victoria-road, which said intended railways and works connected therewith will be made or situate wholly in the said parish of Northfleet, in the county of Kent.

To enable the Company to stop up and divert the road known as Granby-road, in the said parish of Northfleet, and to vest in the Company, and appropriate for the purposes of the dock works, and of the Bill, the site of the said road.

To divert into and use for the purposes of the dock works the waters of the River Thames, and from time to time, as may be requisite, to dredge and deepen the channel and bed of the said river, at and near to the dock works.

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 purchase, take on lease, or hire and maintain steam-tugs for towing ships to, into, and out of the dock works, and for towing homeward and outward bound vessels from and out to sea.

To cross, divert, alter, remove, intercept, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, courts, passages, footpaths, rights of way, ways, waters, watercourses, water-pipes, gas-pipes, sewers, drains, canals, navigations, rivers, streams, bridges, electric telegraph, electric lighting, and telephone tubes and wires, railways and tramways, that it may be necessary or convenient to cross, divert, alter, intercept, or stop up for any of the purposes of the Bill.

To purchase and take by compulsion or by agreement, lands, houses, and hereditaments for the purposes of the intended works, and of the Bill, and to vary or extinguish all rights, easements, and privileges in any manner connected with or affecting the property so purchased or taken.

To provide, on convenient and suitable sites, houses for the accommodation of persons belonging to the labouring classes, who may be displaced under the powers of the Bill; to provide or appropriate lands and funds for that purpose, and to retain and hold such houses when built as part of the property and undertaking of the Company, or to sell and dispose of them.

To make provision for the management, use, regulation, and protection of the dock works, the regulation and control of vessels resorting thereto, and the pilots in charge thereof, the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft along, at, or near to the dock works, and the placing of buoys, lights, beacons, chains, posts, and other conveniences, and for appointing and dismissing and regulating the duties of dock-masters, pier-masters, meters, weighers, and other officers.

To enable the Company to undertake the warehousing of goods, the discharging of ballast from vessels, the supply of water for ships' use, and for other purposes, and to exercise all such powers as are usual in the case of dock companies.

To authorise the Company to demand, levy, and recover tonnage and other dues, ballast charges, charges for supplying water, and rates in respect of vessels resorting to the dock works, or coming within such limits as the Bill may define, and also dues, rates, or charges in respect of goods, wares, merchandise, cattle, articles, and things shipped or unshipped at the dock works, for the hire or use of any pilot or tug vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed, or conveniences provided by the Company, and to confer exemp-

tions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

To empower the Company, for such considerations, at such rents, and upon such terms and conditions as may be provided for by the Bill, from time to time to sell or lease any lands from time to time belonging to them, to let wharves or warehouses, buildings, yards, cranes, machines, shipping, staiths, tips, or other conveniences, and to make charges in respect thereof, and to exempt some or all 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.

To authorise the Company to make bye-laws and regulations, and to impose penalties and restrictions, and to define the manner in which penalties shall be enforced and recovered.

To levy tolls, rates, and duties upon or in respect of the intended railways, and upon the portion of railway hereinafter mentioned belonging to the South-Eastern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company and any company or persons for the time being working or using the railways of the Company, or any part or parts thereof, to run over, work, and use, 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 defined by the Bill, with their engines, carriages, and waggons, officers, and servants for the purposes of their traffic of every description, the portion of railway and the station hereinafter mentioned; that is to say:—

So much of the railway of the South-Eastern Railway Company as lies between the commencement of Railway (No. 1) and the Northfleet Station of that Company and that station,

and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, junctions, sidings, machinery, and other conveniences of or connected with the said portion of railways and stations.

To enable the Company on the one hand, the South-Eastern Railway Company, the London Chatham and Dover Railway Company, and the Tilbury and Gravesend Tunnel Junction Railway Company, or any one or more of them, on the other hand, to enter into, carry into effect, vary, rescind, and renew from time to time contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting companies of their respective railways, stations, and works connected therewith, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over, 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 railways and works connected therewith of the contracting companies, or any part or parts thereof, the employment of officers and servants, and 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 vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or with such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

To amend or repeal as far as may be necessary or expedient for the purposes of the Bill the provisions or some of the provisions of the local and personal Acts of Parliament following, that is to say:—

6 Will. IV, cap. 75, and all other Acts relating to the South-Eastern Railway Company; 16 and 17 Vic., cap. 132, and all other Acts relating to the London Chatham and Dover Railway Company; "The Tilbury and Gravesend Tunnel Junction Railway Act, 1882," and all other Acts relating to the Tilbury and Gravesend Tunnel Junction Railway Company.

On or before the 29th day of November instant, plans and sections of the intended works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Kent, at his office at Maidstone, in that county, and with the parish clerk of the said parish of Northfleet, 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 14th day of November, 1884.

Edwin Sykes and Son, 68 and 69, Victoria-chambers; 55 and 56, Chancery-lane, London, W.C., and at Huddersfield, Solicitors for the Bill.

C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1885.

Cwm Avon Gas and Water.

(Maintenance of Existing Gas and Water Works; Manufacture and Storage of Gas and Residual Products; Supply of Meters, Fittings, &c.; Defining Limits of Supply of Gas and Water; Levying of Rates and Charges; Opening of Streets: Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by Ellen Bolton, widow, and Robert Herbert Briscoe Bolton, Executors of the Will of Thomas Frederick Bolton, carrying on business at Cwm Avon, in the county of Glamorgan, under the style of "The Cwm Avon Works Proprietors," the owners of the gas works and water works situate at Cwm Avon, in the county of Glamorgan, to the Board of Trade, on or before the 23rd day of December, 1884, 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):—

To empower the said Ellen Bolton and Robert Herbert Briscoe Bolton, their heirs, executors, administrators, and assigns (hereinafter in this notice referred to as the undertakers), to exercise all or such rights, powers, and privileges as are or may be necessary or convenient for or incidental to manufacturing and supplying gas and also for supplying water within the limits hereinafter described, and for carrying into effect the other objects and purposes mentioned in this notice.

To maintain and continue the existing gas works and works for the manufacture and con-

version of residual products on the land now occupied by such works and used for gas works purposes, and situate in the hamlet of Cwm Avon, in the parish of Michaelstone-super-Avon, in the county of Glamorgan, containing 1,582 square yards or thereabouts, and bounded on the south by the River Avon, in the said parish of Michaelstone-super-Avon, from a point at Pantdu Bridge marked A on the plan hereinafter referred to, to a point marked B on the said plan, opposite the Washing Machine; on the east by an imaginary line drawn from the said point B to the junction of the river feeder with the upper watercourse, and by the Pwll-y-Glaw Farm, to a point marked C on the said plan; on the north by an imaginary line drawn from the said point C along the south of the Voel Mountain to the northern corner of Woodland-row, and thence along the Bryn Bruthan-road to the point where the said road joins the parish road leading from Cwmavon to the town of Neath in the same county; and on the west by the said parish road to the point where it crosses Nant Claish Brook, and by the said brook: and from time to time to enlarge, alter, repair, and improve the said gas and other works, and the machinery and apparatus connected or used therewith, and upon the said plot of land to manufacture and store gas, and to convert or manufacture the products and things resulting or obtainable from the manufacture of gas.

To maintain and continue the existing water-works on the lands hereinafter respectively described, and situate in the hamlet of Michaelstone Lower, in the said parish of Michaelstone-super-Avon, and now occupied by such works, and used for water works purposes, and belonging to the said Ellen Bolton and Robert Herbert Briscoe Bolton (that is to say):

A piece of land covered with water, containing 40 square yards or thereabouts, situate at Cwm Claish, in the said parish of Michaelstone-super-Avon, and the Upper Watercourse, in the same parish, and the mains leading from the said piece of land covered with water, and the Upper Watercourse respectively to the hamlet of Cwm Avon.

And from time to time to enlarge, alter, repair, extend, renew, improve, and use the wells, tanks, reservoirs, conduits, cuts, drains, weirs, sluices, and other works connected with the supply of water.

To authorise the undertakers to supply gas and water for all public and private purposes, and gas for heating and motive power, and for the cooking of food, and for any other purpose for which gas is, or may be, suitable, within the limits following (that is to say):

The hamlet of Cwm Avon, in the said parish of Michaelstone-super-Avon, in the county of Glamorgan.

And to manufacture, purchase, deal in, sell, or let for hire gas meters, gas stoves, gas engines, gas fittings and apparatus, water meters, service taps, and fittings and apparatus, and other things connected with the supply or consumption of gas or water respectively, and to levy, recover, and take rents, rates, and charges in respect of such supply respectively, and for the use of meters, and to alter existing rates, rents, and charges, to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, to confer, vary, or extinguish other rights and privileges, and to confer upon the undertakers all such powers, rights, and privileges as are usually conferred upon gas and water companies respectively, or which may be necessary or

expedient for carrying into execution any of the objects of the intended Order.

To confer upon the undertakers powers for preventing the pollution, waste, illegal use, abstraction, misuse, or wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for preventing any improper or unauthorised interference with the water or works.

To authorise the undertakers from time to time, for the purpose of laying down, repairing, and maintaining any mains, pipes, culverts, and other works connected with the said supply of gas and water, or either of them, to break up, alter, divert, or stop-up streets, roads, railways, highways, lanes, bridges, and other public and private passages and places, sewers, pipes, drains, rivers, canals, streams, brooks, and watercourses in the hamlet aforesaid; and also to lay down, maintain, alter, remove, and repair any mains, valves, syphons, service-pipes, conduits, culverts, and other works and conveniences connected with the supply of gas and water, and to remove, divert, or alter, temporarily or otherwise, any sewers, drains, pipes, or other works under the said streets, roads, highways, lanes, bridges, and other places which would obstruct or interfere with the laying, maintaining, altering, or removing of such mains, valves, service-pipes, conduits, culverts, and other works and conveniences.

To authorise the undertakers to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas, and the utilization of the residual products obtainable therefrom.

To authorise the undertakers to acquire by agreement, and to hold lands and property for the purposes of the gas and water undertakings, or either of them, and to take, divert, collect, and impound all springs and waters found in, upon, or under any land acquired or to be acquired, or held by the undertakers.

To authorise the undertakers to make and carry into effect contracts and agreements with all corporations, local boards, public bodies, commissioners, companies, and other legal authorities, and all persons whomsoever, for the supply of gas and water, or either of them, upon such terms and conditions as they shall respectively think fit.

To incorporate with the intended Order the provisions, or some of the provisions, of "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Lands Clauses (Umpire) Act, 1883."

On or before the 29th November instant, a copy of this notice, as published in the London Gazette, and a map showing the lands on which the existing gasworks of the said undertakers are situate, and which lands are proposed to be used for the manufacture and storage of gas and residual products arising from the manufacture of gas, 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 also at the Office of the Board of Trade, Whitehall-gardens, London.

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 as aforesaid, and on and after that date copies will be furnished to all persons applying for the same, at the offices of Messrs. Torr and Co., 22, Great George-street, Westminster, on payment of one shilling for each copy.

The Provisional Order, when made by the Board of Trade and delivered to the undertakers, will be published in the same local newspaper as this notice is inserted in, and printed copies of the Order will be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff aforesaid, and copies will be supplied to all persons applying for the same at the offices of Messrs. Torr and Co. aforesaid on the terms before mentioned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, 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 aforesaid, on or before the 15th day of January next ensuing; at the same time a copy of such objections must be sent to the promoters, at the offices of Messrs. Torr and Co., 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.

Dated this 20th day of November, 1884.

Arison and Co., Solicitors, Liverpool.

Torr and Co., 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Bexhill Direct Railway.

(Incorporation of Company; Construction of Railways from the South-Eastern Railway to Bexhill; Compulsory Purchase of Lands; Tolls; Running Powers over Portion of the South-Eastern Railway; Use of the Battle Station; Working and other Agreements with the South-Eastern Railway and London Brighton and South Coast Railway Companies; Amendment of Acts.)

A PPLICATION 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, turn-tables; stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway wholly in the county of Sussex, commencing in the parish of Crowhurst, by a junction with the South-Eastern Railway, at or near a point measured along that railway 20 chains or thereabouts in a north-westerly direction from the bridge crossing the said railway at Forewood-lane, thence passing from, in through, or into all or some of the parishes, townships, and extra-parochial or other places of Crowhurst, Baldstow, St. Peter's, Catsfield, and Bexhill, and terminating at or near Bexhill, in a piece of vacant ground belonging to and in the occupation of William Henry Goodwin, Esq., of Hastings, in the county of Sussex, at or near a point on such land 3 chains or thereabouts west of the bridge carrying the London Brighton and South Coast Railway over the newly formed road to be called Sackville-road.

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 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 station and works hereinafter mentioned belonging to the South-Eastern Railway Company, and to alter the tolls, rates, and duties which that Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

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 and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portions of railway and station hereinafter mentioned, that is to say:

So much of the South-Eastern Railway as lies between the point of commencement of the railway hereinbefore described, and the Battle Station of the South-Eastern Railway Company, including the said station; 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 portions of railway and station.

To empower the Company on the one hand, and the South-Eastern Railway Company, and the London Brighton and South Coast Railway Company, or either 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 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: 6 Wm. IV., cap. 75, 6 and 7 Vic., cap. 52, and all other Acts relating to or affecting the South-Eastern Railway; 9 and 10 Vic., cap. 283, and all other Acts relating to or affecting the London Brighton and South Coast 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 line 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 Sussex, at his office at Lewes, in that county, and with the Clerk of the Urban Sanitary Authority of Bexhill, at his office at Bexhill; 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 railways 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 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.

Board of Trade.—Session 1885.

Birmingham Corporation Tramways.

(Construction of Tramways; Relaying or Renewing of Tramways; Alteration of Gauge of Existing Tramways; Steam and other Mechanical Motive Power, including Cable System; Agreements and Leases; Borrowing Powers; Tolls; Power to Fix Stages; Extension of Time for Construction of Tramways under Birmingham and Western Districts Tramways Order, 1883; Running Powers; Amendment of Act and Orders and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Birmingham, in the county of Warwick (hereinafter referred to as the Promoters, and the borough respectively), intend on or before the 23rd day of December next to apply to the Board of Trade for a Provisional Order, under The Tramways Act, 1870, for all or some of

the following objects and purposes (that is to say):—

To authorise the Promoters to relay or renew and maintain on a gauge of 3 feet 6 inches, and in the lines shown on the plans deposited as hereinafter mentioned, the existing tramways belonging to and laid down by them in the following streets and places within the parishes of Edgbaston and Birmingham, all within the borough, namely: Bristol-road, Bristol-street, Horse-fair, Suffolk-street, Paradise-street, Colmore-row (parts of which were formerly known as Ann-street and Monmouth-street), Snow-hill, Constitution-hill, Great Hampton-street, and Hockley-hill.

The tramway so proposed to be relaid or renewed forms a continuous line, commencing in the parish of Edgbaston, in Bristol-road at the borough boundary, thence passing along the above-mentioned streets and places, and terminating in Hockley-hill at the borough boundary in the parish of Birmingham. The said tramway will be relaid as a single line where it is at present a single line, with the exception of that part of Colmore-row lying between a point 0·20 chain north-east of Church-street, and a point 1·35 chain south-west of Livery-street, where it is proposed to substitute a double line, and as a double line where it is at present a double line. And in this notice the expression "existing tramway" includes the tramway so proposed to be relaid or renewed.

To authorise the Promoters to make, form, lay down, and maintain the new tramways hereinafter described, or some of them (that is to say):—

Tramway No. 1, wholly situate in the parish of Edgbaston, commencing in Pershore-road 0·50 chain south-west of Pebble-mill-road, passing along those roads, and terminating in Bristol-road by a junction with the existing tramway 0·50 chain north-east of Pebble-mill-road. Tramway No. 1 will be a double line throughout.

Tramway No. 2, wholly situate in the parish of Birmingham, commencing in Horse-fair by a junction with the existing tramway 2·00 chains south of Smallbrook-street, passing thence along Horse-fair and John Bright-street, into and terminating in Navigation-street by a junction with the tramway authorised by The Birmingham and Western Districts Tramways Order, 1883, 1·15 chains east of Hill-street. Tramway No. 2 will be a double line for its whole length.

Tramway No. 3, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 2 in John Bright-street, 1·20 chains south of Station-street (part of which street was formerly known as New Inkleys), passing into and along and terminating in Station-street by a junction with the tramway constructed under The Birmingham and Suburban Tramways Order, 1882, 4·85 chains east of Hill-street. Tramway No. 3 will be from its commencement, and for a distance of 8·20 chains, a double line, and for the remainder of its length a single line.

Tramway No. 4, wholly situate in the parish of Birmingham, commencing in John Bright-street by a junction with Tramway No. 2, at a point 0·90 chain south of Navigation-street, passing thence along John Bright-street and Hill-street, into and terminating in Colmore-row by a junction with the

existing tramways at a point 0·50 chain north-east of Hill-street. Tramway No. 4 will be a single line except at the following places, where it will be a double line, viz.: from its commencement in John Bright-street for a distance of 0·75 chains, and from a point opposite to the centre of Paradise-street, to the termination of the tramway in Colmore-row.

Tramway No. 5, wholly situate in the parish of Birmingham, commencing in Colmore-row, opposite to Pinfold-street, by a junction with the existing tramway, passing into and along Congreve-street, and terminating therein by a junction with the tramway authorised by The Birmingham and Western District Tramways Order, 1883, 0·50 chains north-west of Edmund-street. Tramway No. 5 will be from its commencement and for a distance of 3·70 chains therefrom a double line, and for the remainder of its length a single line.

Tramway No. 6, wholly situate in the parish of Birmingham, commencing in Colmore-row, 1 chain south-west of Livery-street, thence passing along Livery-street and Great Charles-street into and terminating in Snow-hill, by a junction with the existing tramway, at a point 0·70 chains north-west of Great Charles-street. Tramway No. 6 will be a single line except at the following place, where it will be a double line, namely, from a point 0·50 chains south-west of the junction of Great Charles-street with Livery-street to its termination.

To authorise the Promoters in relaying or renewing the existing tramways, or in laying down and constructing the proposed new tramways, to break up streets, bridges, and tramways, to alter the position of gas and water mains, and pipes, sewers, and drains, telegraph and other tubes and wires, and to empower the Promoters to make such foundations, and to lay down, construct, fix, and provide such sleepers, rails, points, junctions, plates, tubes, drains, sumpts, shafts, engine-houses, turntables, weighbridges, stables, carriage houses, warehouses, works and conveniences, as may be necessary or proper for the purposes aforesaid, or for the working of the tramways.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any new tramway, or to relay or renew the existing 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 following instances:—

As regards New Tramway No. 1, for the whole length thereof in Pebble Mill-road, and on both sides.

As regards the existing tramway in the places where such space does not at present exist.

Where in the foregoing description of any of the proposed tramways or narrow places, any distance is given with reference to any streets intersecting or forming a junction with the street along which the tramways are proposed to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the streets and where necessary continued would intersect each other, and a point described as being opposite to a street is to be taken (unless otherwise stated) as opposite to the centre of the street.

The gauge of the proposed new and relaid tramways will be 3 feet 6 inches, and as regards

the carriages using the same it is proposed to render inapplicable the provisions of Sections 34, of The Tramways Act, 1870, and to make other provision as to the width of the carriages.

To authorise the Promoters to borrow money for the works proposed to be authorised, or to raise money by the creation and issue of Birmingham Corporation Stock for that purpose.

The intended Provisional Order will incorporate with itself the whole or some of the provisions of The Tramways Act, 1870, with such alterations and amendments thereof as may be deemed expedient, and will enable the Promoters to exercise the powers granted by that Act to parties who are therein called Promoters, as well as the powers hereinafter mentioned, that is to say:—

Power for the Promoters to make junctions and connections of the proposed tramways with any tramways for the time being belonging to or worked or run over by the Promoters or their lessees or licensees, and hereinafter the expression lessees shall include licensees.

To enable the Promoters, for all or any of the purposes of their tramway undertaking, to appropriate lands belonging to them, and to purchase or acquire lands by agreement, or to purchase or take easements over lands, and to erect buildings, engines, engine-houses, buildings, works, and conveniences on such lands.

To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street or otherwise it is necessary or expedient to remove or discontinue the use of any tramways or any part thereof respectively, from time to time to make and lay down in the same or any adjacent or convenient street in the borough, 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 empower the Promoters from time to time to lay down, make, maintain, alter, and remove all such crossings, passing places, sidings, junctions, curves, turn-outs, and other works, in addition to those hereinbefore particularly specified, as may from time to time be necessary or convenient to the efficient working of the tramways or any of them, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any stables, carriage sheds, engine-houses, or works of the Promoters or their lessees. And also to empower the Promoters to substitute double lines for single lines, or single lines for double lines.

It is intended to employ for moving carriages and trucks upon the existing tramways of the Promoters, and on the proposed new tramways, animal power or steam or other mechanical power. And also to empower the Promoters and their lessees to work such tramways by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines, and for this purpose to lay down on and under the surface of any street 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 Promoters and their lessees 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.

To empower the Promoters to enter into and carry into effect agreements with reference to the construction, working, using, maintenance, leasing, and management of the existing and

new tramways or any of them, or any part thereof, the forwarding and interchange of carriages and traffic at junctions, the appointment, removal, and payment of officers and servants, and the fixing, collection, division, apportionment, and appropriation of tolls, rates, and charges, or to any other matters connected with the said tramways or incidental thereto, and to confirm any such agreement entered into prior to the confirmation of the intended Provisional Order.

To authorise the Promoters to grant leases of the existing and new tramways or any of them, or any part or parts thereof, and to reserve in any lease the right of the Promoters to use the same for sanitary purposes, and for the conveyance of materials and things used by them, and to make provisions in such leases for the running of workmen's carriages at reduced fares.

To empower the Promoters to grant running powers over any tramways belonging to and leased by them.

To authorise the levying of tolls, rates, and charges for the use of the tramways for the time being belonging to the Promoters, and to empower the Corporation to fix stages, or to prescribe the mode of collecting and recovering such tolls, rates, and charges.

To extend the time limited by The Birmingham and Western Districts Tramways Order, 1883, for the construction of Tramways No. 1, No. 7, No. 7a, and No. 8 thereby authorised.

To confer on the Promoters all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Order, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

To alter or amend the provisions of The Tramways Act, 1870, The Birmingham Corporation (Consolidation) Act, 1883, The Birmingham (Corporation) Tramways Order, 1872, The Birmingham (Corporation) Tramways Order, 1874, The Birmingham and Aston Tramways Order, 1880, The Birmingham and Western Districts Tramways Order, 1881, The Birmingham and Aston Tramways Order, 1882, The Birmingham and Suburban Tramways Order, 1882, The Birmingham and Western Districts Tramways Order, 1883, The North Birmingham Tramways Order, 1883, The North Birmingham Tramways Order, 1884, and The South Birmingham Tramways Order, 1884, and the several Acts confirming those Orders, also the Orders relating to The Borough of Birmingham Confirmed by the Local Government Boards Provisional Orders Confirmation (Bethesda, &c.) Act, 1880, and The Local Government Boards Provisional Orders Confirmation (Birmingham) Act, 1881, respectively.

And notice is hereby further given, that plans and sections of the existing tramways as proposed to be relaid, and of the proposed new tramways, and a copy of this notice as published in the London Gazette, will, on or before the 29th day of November, 1884, be deposited at the office of the Clerk of the Peace for the County of Warwick, at Leamington; with the Clerk of the Peace for the Borough of Birmingham, at Birmingham; at the office of the Clerk of the Parliaments, House of Lords; at the Private Bill Office of the House of Commons; at the Office of the Board of Trade, Whitehall, and at the office of the Town Clerk of the Borough, and with the parish clerks of the parishes of Birmingham and Edgbaston, at their residences.

And notice is hereby further given, that the draft of the proposed 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 office of the Town Clerk of the Borough, and of Messrs. Sharpe, Parkers, Pritchard and Sharpe, 9, Bridge-street, Westminster, 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 them any objection respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must at the same time be sent to the Promoters. 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.

Edward Orford Smith, Town Clerk,
Council House, Birmingham.

Sharpe, Parkers, Pritchard and Sharpe,
9, Bridge-street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1885.

Beckenham, South Norwood Park, and Crystal
Palace Railways.

(Incorporation of Company; Construction of Railways from the Crystal Palace High Level Station of the London, Chatham, and Dover Railway Company to Beckenham, and to the Elmer's End Station of the South Eastern Railway Company; Compulsory Purchase of Lands; Tolls, and alterations of the South Eastern and London, Chatham, and Dover Railway Companies' Tolls; Running Powers over portions of the South Eastern and London, Chatham, and Dover Railways and use of Stations; Working and other Agreements with the South Eastern and London, Chatham, and Dover Railway Companies; Amendment of Acts.)

A APPLICATION 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:—

A Railway (No. 1) commencing in the parish of Beckenham, in the county of Kent, by a junction with the London, Chatham, and Dover Railway at a point about 600 yards measured in a south-westerly direction along the said railway from the bridge carrying the said railway over the road leading from the Elmers-end station of the South-Eastern Railway into the Penge-road and known as Elmer's-end-road, or Clay-lane, and terminating in the parish of Croydon, in the county of Surrey, at or near a point upon the north-east side of the road known as Queen's-road, or Lincoln-road, 270 yards or thereabouts measured in a north-easterly and northerly direction along the said road from its junction with the Albert-road.

A Railway (No. 2) wholly in the county of Surrey, commencing in the said parish of Croydon by a junction with Railway No. 1 at or near the termination thereof as above described, and terminating in the parish of St. Giles, Camberwell, by a junction with the London, Chatham, and Dover Railway at or near the south-western end of the Crystal Palace High-Level station of that railway.

A Railway (No. 3) commencing in the said parish of Beckenham by a junction with the South Eastern Railway at or near the south-western end of the Elmer's-end station yard, and terminating in the said parish of Croydon at or near the point of termination of Railway No. 1 as above described.

Which said intended railways will be made or pass from, in, through, or into the parishes, townships or extra-parochial places of Beckenham, in the county of Kent, and Croydon, hamlet of Penge in the parish of Battersea, St. Mary Lambeth, St. Giles, Camberwell, in the county of Surrey, or some or one of them.

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 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 portions of railway, stations and works hereinafter mentioned belonging to the South Eastern Railway Company and the London, Chatham and Dover Railway Company, or either of them, and to alter the tolls, rates, and duties which those Companies, or either of them, are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

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 and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portions of railway and stations hereinafter mentioned, that is to say:—

(a.) So much of the London, Chatham and Dover Railway as lies between the junction therewith of Railway No. 1 and the Victoria

and Holborn Viaduct stations respectively of the London, Chatham, and Dover Railway Company, including the said stations;

(b.) So much of the London, Chatham and Dover Railway as lies between the termination of Railway No. 2 and the Victoria and Holborn Viaduct stations respectively of the London, Chatham and Dover Railway Company, including the said stations;

(c.) So much of the South Eastern Railway as lies between the point of junction therewith of Railway No. 3 and the Cannon-street and Charing Cross stations respectively of the South Eastern Railway Company, including the said stations;

together with all other stations (including the Crystal Palace High-Level station of the London, Chatham and Dover Railway Company), 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 portions of railways and stations.

To empower the Company on the one hand, and the London, Chatham and Dover Railway Company and the South Eastern Railway Company, or either 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 either of them, of the respective railways, stations, and works, or and 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:—6 Wm. IV., cap. 75, and all other Acts relating to or affecting the South Eastern Railway Company, 16 and 17 Vic., cap. 132, and all other Acts relating to or affecting the London, Chatham and Dover 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 line 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 Kent, at his office at Maidstone, in that county, and 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 each parish and extra-parochial place in or through which the said railways 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: as relates to the hamlet of Penge, in the parish of Battersea, with the Clerk of the Lewisham District Board of Works, at the Vestry Hall, Catford, S.E.; as relates to the parish of St. Mary, Lambeth, with the Clerk of the Vestry of that parish, at his office at the Vestry Hall, Kennington Green, S.E.; as relates to the parish of St. Giles, Camberwell, with the Clerk of the Vestry of that parish, at his office at the Vestry Hall, Peckham-road, S.E.; with the Clerk of the Urban Sanitary Authority of Croydon, at his office at Croydon; with the Clerk to the Urban Sanitary Authority of Beckenham, at his office at Beckenham; and as relates to the other parishes in or through which the proposed railways and works are intended to be made or pass, 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.

Frederic Clift, LL.D., 12, Pancras-lane, London, E.C., Solicitor for the Bill.

C. J. Hanly & Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1885.

Ealing, Harrow, and Edgware Railway.

(Incorporation of Company, with power to construct Railways from Ealing to Harrow, Stanmore, and Edgware; Junctions with and running powers over portions of Great Western, Metropolitan District, Metropolitan, and Great Northern Railway Companies' lines; Working Agreements with those Companies, and with the Midland, and the London and North Western Railway Companies; Compulsory Purchase of Lands and interference with public roads, &c.; Power to take Common Lands; Tolls; Payment of Interest out of Capital; Amendment of Acts, and other purposes.)

A PPLICATION is intended to be made to Parliament in the Session of 1885, 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 enable the Company to make and maintain the railways hereinafter mentioned with all needful stations, junctions, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A Railway (No. 1) wholly in the parish of Ealing, commencing by a junction with the Ealing Extension of the Metropolitan District Railway, at or near the termination thereof at Ealing (Broadway) Station, and terminating about 20 yards north of a point on the northern fence of the Great Western Railway, situate about 220 yards (measured along the said fence in a westerly direction) from the bridge carrying Spring-road (Haven Green), Ealing, over that railway.
2. A Railway (No. 2) wholly in the parish of Ealing, commencing by a junction with the Great Western Railway, at or near the point

at which the aforesaid Spring-road crosses that railway, and terminating at or near the point of termination of the intended Railway (No. 1).

3. A Railway (No. 3) commencing in the parish of Ealing, by a junction with and at the point of termination of the intended Railway (No. 1), and terminating in the parish of Harrow-on-the-Hill, at or about a point 500 yards (measured in a north-westerly direction) from the junction of Lower-road and West-street.
4. A Railway (No. 4) wholly situate in the parish of Harrow-on-the-Hill, commencing at the point of termination of and by a junction with the intended Railway (No. 3), and terminating by a junction with the Metropolitan Railway Company's line from Harrow to Pinner, at a point situate about 300 yards measured in a westerly direction along that line from the western end of that Company's Harrow Station.
5. A Railway (No. 5) commencing in the parish of Harrow-on-the-Hill, at the termination of and by a junction with the intended Railway (No. 3), and terminating in the parish of Edgware by a junction with the Edgware, Highgate, and London branch of the Great Northern Railway, at or near its termination at Edgware Station.
6. A Railway (No. 6) wholly situate in the parish of Harrow-on-the-Hill, commencing by a junction with the intended Railway (No. 5) at a point situate about 300 yards measured in a south-westerly direction from the eleventh mile-stone from London on the Pinner-road, and terminating by a junction with the Metropolitan Railway Company's line from Harrow to Pinner at a point situate about 400 yards measured in a westerly direction along that line from the western end of that Company's Harrow Station.

All which intended railways and works will be made, or pass from, in, through, or into the parishes, townships, and places of Ealing, Hanwell, Greenford, Perivale, Northolt, Harrow-on-the-Hill, Pinner, Whitchurch, Great Stanmore, Little Stanmore, Edgware, and Hendon, or some or one of them, all in the county of Middlesex.

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 empower the Company to cross, open, or break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, railway-sidings, tramways, gas, water, and other pipes, and telegraphic, telephonic, and electric pipes, wires, and apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works and of the Bill, including a portion of the common or commonable lands, known as Haven Green, in the parish of Ealing, of which about 4 acres are included within the limits of deviation laid down

upon the deposited plans hereinafter referred to, and 2 acres it is estimated will be required for the intended railways and works, and any easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the Bill without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, or portions of railway, stations, and works hereinafter mentioned belonging to other railway or other companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, or portions of 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 person 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 failing agreement, 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 railways or portions of railway following, or some of them, or some part or parts thereof respectively (that is to say):—

- (a.) So much of the Great Western Railway as lies between the point of junction therewith of the intended Railway (No. 2) and the junction of the Great Western Railway with the North and South-Western Junction Railway, near Acton Wells, including that junction.
- (b.) The Ealing (Broadway) Station of the Metropolitan District Railway.
- (c.) So much of the Metropolitan Railway as lies between the point of junction of the intended Railway (No. 6) and the Harrow Station on that railway, including that station.
- (d.) So much of the Great Northern Railway as lies between the junction therewith of the intended Railway (No. 5) and the junction of that railway with the Metropolitan Railway at or near Farringdon-street Station, 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 railways or portions of railway and stations respectively.

To empower the Company on the one hand, and the Great Western, the Metropolitan District, the Metropolitan, the Midland, the London and North-Western, and the Great Northern Railway Companies respectively, or any 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 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, or any of the railways of the said several Companies, or any of them, shall be made.

The alteration, enlargement, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them.

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Companies, or any of them.

To empower the Company on the one hand, and the Great Western, the Metropolitan District, the Metropolitan, the Great Northern, the Midland, and the London and North Western Railway Companies respectively, or any 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 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 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 Companies, 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 of the contracting Companies for carrying into effect every or any such agreements as aforesaid and to confirm any agreements which have been made or may be made before the passing of the Bill touching any of the matters aforesaid. And the Bill may empower all or any of the above-named Companies to run over and use the intended railways, or some of them, or some parts thereof, and the stations, works, and conveniences connected therewith respectively, on such terms and conditions as may be prescribed in 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 or privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, alter, amend, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them (that is to say):—5 & 6 Will. IV., cap. 107, 18 & 19 Vict., cap. 191; 22 Vict., cap. 13, and all other Acts relating to the Great Western Railway Company; 27 & 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; 17 & 18 Vict., cap. 221; 37 & 38 Vict., cap. 149; 43 & 44 Vict. (Sess. 2), cap. 166; and all other Acts relating to the Metropolitan Railway Company; 9 & 10 Vict., cap. 71; 25 & 26 Vict., cap. 46; 30 & 31 Vict., cap. 13, and all other Acts relating to the Great Northern Railway Company; 26 & 27 Vict., cap. 74, 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; and of all other

Acts which it may be necessary to repeal, alter, or amend for effecting the objects of the Bill.

And Notice is hereby also given, that, on or before the 30th 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, and the lands and houses which may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, and an ordnance map with the line of the intended railways delineated thereon showing their general course and direction, and a copy of this Notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, E.C., and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said railways or works, or any part thereof, are or is intended to be made, together with a copy of this Notice as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 15th day of November, 1884.

Burdett-Cunningham and Anwyl, Palace, Chambers, Westminster, Solicitors.

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

In Parliament.—Session 1885.

Crystal Palace, South-Eastern and Metropolitan Railway.

(Construction of Railways from or near New Cross to the Crystal Palace; Compulsory Purchase of Lands; Tolls; Alteration of Tolls; Working and other Agreements with South-Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the London, Chatham, and Dover Railway Company, the East London Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Great Eastern Railway Company, and the Crystal Palace Company; Contributions by those Companies respectively, and powers to each of them to apply funds and capital to the purposes of the Undertaking and to raise further moneys and to guarantee interest or Dividends; Powers to the London, Brighton, and South Coast Railway Company to become joint owners of intended Railways and incidental powers; Running powers over parts of Railways of the East London Railway Company; Special powers to the Crystal Palace Company and to other Companies specified to appropriate revenue and receipts on behalf of Crystal Palace Company as guarantee on capital, &c.; Agreements with the Crystal Palace Company respecting sale, &c., of Lands; to confer, vary, and extinguish rights and privileges; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session of 1885, by the Crystal Palace Company, the South-Eastern Railway Company, and the Metropolitan Railway Company (hereinafter in this Notice called "the three Com-

panies"), or by some or one of those Companies as may be prescribed by the Bill, for leave to bring in a Bill for the following purposes, or some of them (that is to say):

To confer upon the three Companies, or some or one of them, and to enable them or some or one of them, to exercise all or some of the powers hereinafter in this Notice contained, and to make and maintain the railways and works hereinafter mentioned, or one 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):

A Railway (No. 1) commencing in the parish of St. Paul, Deptford, in the county of Kent, by a junction with the East London Railway Company's South-Eastern Junction Railways, at or near a point upon those railways seventeen yards or thereabouts east of the bridge carrying the said railways over Trundley's-lane or Woodpecker-lane, passing thence through or into that part of the parish of St. Paul, Deptford, which is in the county of Surrey, the parishes of Lewisham and Beckenham, in the county of Kent, and the hamlet of Penge, in the parish of St. Mary, Battersea, in the county of Surrey, or some or one of them, and terminating at a point in the grounds of the Crystal Palace, in the said hamlet of Penge, 60 yards or thereabouts south-east of the north tower of the Crystal Palace.

A Railway (No. 2) situate wholly in the parish of St. Paul, Deptford, in the county of Kent, commencing by a junction with the South Eastern Railway, North Kent line, at a point 335 yards or thereabouts, measured in a northerly direction along the said line from the northerly side of the bridge carrying the New Cross-road over that railway, and terminating by a junction with the proposed Railway No. 1 at a point thereon situate 816 yards or thereabouts measured along the proposed Railway No. 1 from its commencement as hereinbefore described.

To authorise the purchase and taking by compulsion or agreement in the several parishes and places aforesaid, or some or one of them, of lands, houses and property required for the purposes of the intended railways and works, or any of them, or any part or parts thereof respectively.

To cross, stop up, alter, or divert or otherwise interfere with, either temporarily or permanently, roads, streets, highways, footways, passages, railways, sidings, tramways, bridges, streams, sewers, water and gas mains, telegraphic, electric and other pipes, wires and apparatus, and other works and conveniences within the several parishes or places aforesaid, or any of them, and to vest in the three companies, or some or one of them, and appropriate to the purposes of the proposed undertaking so much of the sites and the sub-soil and under surface of the portions of any roads, streets, highways, footways, passages, bridges and other places as may be necessary or convenient for the construction and maintenance of the proposed railways and works.

To deviate laterally and vertically from the lines and levels of the intended railways and works, as shown upon the plans and sections hereinafter mentioned, to any extent which may be defined by the Bill.

To authorise the three Companies, or one of them, on the one hand, and any one or more of them, together with the London, Brighton, and South Coast Railway Company, the East London Railway Company, the Metropolitan District Railway Company, the London, Chatham, and Dover Railway Company, and the Great Eastern

Railway Company, or some or one of them on the other hand (all of which Companies together are hereinafter referred to as the "contracting Companies," and the five named Companies as the "five Companies"), whether as lessees or intended lessees of the East London Railway or otherwise, from time to time to enter into and carry into effect and rescind contracts, agreements and arrangements for or with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of the intended railways and works, or of their respective railways, stations, and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management and maintenance, interchange, and the management, regulation, collection, accommodation, transmission and delivery of the traffic upon or coming from or destined for the respective undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, carriages, stock and plant, the levying, collecting, fixing, division, payment, and appropriation of the tolls, rates, charges, receipts and revenues levied, taken, or arising from the respective railways and works of the contracting Companies, or any or either of them, or any part or parts thereof, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies, or to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such contract or agreement as aforesaid, and for the exercise of such other powers as may be found desirable in reference to the purposes aforesaid or any of them, and to confirm any such contracts, agreements, or arrangements which have been or may be made relating to any of the matters aforesaid before the passing of the intended Act.

To authorise the "contracting Companies," or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock or other securities in the undertaking, and to guarantee to, for, or upon the capital or cost of the undertaking, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the three Companies, or some or one of them, as the case may be, in aid of the said undertaking, and for all or any such purposes, and for other the purposes of the Bill, 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 intended railways and works, or any of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, or otherwise as may be provided by the said Bill, and to authorise the contracting Companies, or any one or more of them, to appoint directors of the undertaking.

To require and compel the five Companies and

each and every or any of them, upon such terms and conditions as shall be agreed upon, or as shall be provided by the intended Act, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (the word "traffic" having in this Notice the meaning assigned to it by the "Railway and Canal Traffic Act, 1873") to or from or over the whole or any part of the railways and stations under their respective management or control, or over or to which they have running powers, or the means or right of forwarding traffic to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and (if need be) to alter or vary the tolls which the said Companies, respectively, are now authorised to receive and take upon their said railways or any of them.

To constitute the undertaking proposed to be authorised by the intended Act, and the capital thereof, a separate undertaking as to outlay, profits, and revenue; and the capital or cost of or expenditure upon the said undertaking, a separate capital, outlay, or expenditure, distinct from the several undertakings and capitals of the three Companies, and also to authorise the three Companies, or any or either of them, to nominate and appoint a joint committee, or members of a joint committee, for constructing, maintaining, working, and managing the said undertaking.

To authorise the Crystal Palace Company to contribute towards the cost of constructing the intended railways and works, or any part thereof, out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the intended Act by ordinary or preference shares or stock, and by borrowing, and to guarantee or otherwise secure interest, dividend, annual or other payment on shares or stock, and for all or any of such purposes to apply or allocate their funds, revenues, and receipts received either by the Crystal Palace Company or by any Railway Company on their behalf, and to authorise such Railway Company to retain such receipts, and apply the same to the payment of such dividend, interest, or other payment, and to enable the Crystal Palace Company to hold shares or stock in the capital to be raised under the Bill.

To authorise the three Companies, or one of them, and the Crystal Palace Company from time to time, to make and carry into effect and to alter and rescind contracts and agreements with respect to the appropriation and assurance by the Crystal Palace Company, with or without a money or other consideration, of lands, hereditaments and tenements for the purposes of the intended railways and works, or any part or parts thereof.

To authorise the London, Brighton and South Coast Railway Company (in this Notice called the "Brighton Company") to elect within a period to be defined by the Bill, to become joint owners with the three Companies, or any or one of them, of the intended railways and works, or any part thereof, upon such terms and conditions as either have been or may be agreed upon between the Companies respectively. And to authorise the Brighton Company, if necessary, to raise additional capital for the purposes of the said intended railways and works by shares or stock, whether preference or ordinary, and by borrowing, and to apply to the same purposes any funds now under their control, and to enable the Companies respectively to exercise all the powers relating to the construction, maintenance, management, and control of the intended railways and works by means of a joint committee or joint committees, or otherwise, and

to confer on such joint committee or joint committees all proper and necessary powers.

To authorise the three Companies, or any of them, or any other Company or Companies running over, working, or using the said intended railways, or either of them, or any part or parts of them, or either of them, to run over and use with their engines and carriages, and for the purposes of their traffic of every description, so much or such parts of the railways of the East London Railway Company as lie between the point of junction of the intended Railway No. 1, with the East London Railway as hereinbefore described, and the termination of the East London Railway at Liverpool-street Station, including the use of that station and all other stations, roads, signals, water, watering places, engine shed, offices, warehouses, sidings, junctions, works, and other conveniences connected therewith, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions as may be mutually agreed upon between the Companies or Company exercising such powers, and the East London Railway Company, or the several Companies that are or may become lessees or owners of such railways, or such part of the undertaking of the East London Railway Company or the joint committee appointed by such Companies, or failing such agreement as shall be settled by arbitration, or otherwise, provided for by the intended Act.

To levy tolls, rates, and charges for or in respect of the use of the intended railways and works, or any of them, or any part or parts thereof respectively, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, and it will confer other rights and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

It is intended, so far as it may be requisite or desirable for effecting 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): The Act 16 Vict., cap. 20 (local and personal), and all other Acts relating to the Crystal Palace Company; the Act 6 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company and the several undertakings vested in or worked by them; the Act of the 18 and 19 Vict., cap. 169, and all other Acts relating to the Mid Kent Railway Company; the Act 9 and 10 Vict., cap. 253, and all other Acts relating to the London, Brighton, and South Coast Railway Company; "The East London Railway Act, 1865"; "The East London Railway Act, 1882"; "The East London Railway Act, 1883"; and all other Acts relating to the East London Railway Company; "The Great Eastern Railway (Metropolitan) Railways) Act, 1870"; and all other Acts relating to or affecting the Great Eastern Railway Company; the Act 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company; the Act 16 and 17 Vict., cap. 186, and all other Acts relating to the Metropolitan Railway Company; "The Metropolitan District Railway Act, 1864"; and all other Acts relating to the Metropolitan District Railway Company; and "The Peckham, Lewisham, and Catford Bridge Road Act, 1882."

Plans and sections of the intended railways and works, showing the lines and levels thereof, and plans also of the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, and an

ordnance or published map, with the lines of railway delineated thereon, so as to show their general course and direction, together with, in each case, a copy of this Notice as published in the London Gazette, will, before the 30th of November, 1884, be deposited for public inspection as follows (that is to say): As to so much of the said intended railways, works, and lands as are situate in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone, in that county; and as to so much of the said intended railways, works, and lands, as are situate in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House Newington Causeway, in that county. And before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish, and extra-parochial or other place in or through which the said 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 to so much as relates to the said parish of Lewisham and the said hamlet of Penge, in the parish of St. Mary, Battersea, 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 to so much as relates to the parish of St. 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.; as to so much as relates to the said parish of Beckenham, with the Clerk to the Local Board of that District, at his office at Beckenham, in the said county of Kent.

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, 1884.

Dated this 13th day of November, 1884.

Wilson, Bristows, and Carpmal, 1, Copt-hall-buildings, London, E.C., Solicitors for the Bill.

R. W. Cooper, 4, Westminster Chambers, Victoria-street, S.W., Parliamentary Agent.

In Parliament—Session 1885.

Stourbridge Western Railway.

(Incorporation of Company; Construction of Railways from Stourbridge to Kinver.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to authorize the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and convenient stations, sidings, buildings, approaches, and other works, and conveniences connected therewith respectively, or incidental thereto, namely:—

A railway commencing in the township of Wollaston, in the parish of Oldswinford, in the county of Worcester, on the south side of the turnpike-road leading from the High-street, Stourbridge, to Enville, and at or near a point in such turnpike-road, $1\frac{1}{2}$ chains, or thereabouts, measured in a north-westerly direction from the north-west corner of the Golden Lion Inn, and terminating in the parish of Kinver, in the county of Stafford,

at a point 5 chains, or thereabouts, measured in a north-easterly direction from the centre of a bridge carrying the bridle road (which leads from the town of Kinver to the high-road near the Whittington Inn), over the Staffordshire and Worcestershire Canal, and which said intended railway will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them (that is to say), Wollaston, Stourbridge, and Oldswinford, in the county of Worcester, and Kinver, in the county of Stafford.

To purchase and take by compulsion and agreement lands, houses, and property required for the purposes of the intended railways and works, to levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works, and to deviate laterally from the centre line of the railway shown upon the deposited plans, and to deviate vertically from the levels of the railway shown upon the deposited sections to any extent which may be defined by the Bill, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To confer upon the Company all such 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.

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 all Acts, 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 said intended railways and works, together with a book of reference to such plans, and an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in that county; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in that county; and that on or before the said 29th day of November a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended railways and works will be made, or in which any lands or houses intended to be taken are situate, and also a copy of this notice, published as aforesaid, 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 such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also 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 10th day of November, 1884.

Charles W. Collis, Stourbridge, Solicitor for the Bill.

Board of Trade.—Session 1885.

Birmingham Central Tramways (Extension).
(Sale of and Transfer to the Birmingham Central Tramways Company, Limited, of certain Tramways authorised by Birmingham and Western Districts Tramways Order, 1882, and the Birmingham and Western Districts Tramways Order, 1883, and all rights of leasing and other rights now vested in the Birmingham and Western Districts Tramways Company, Limited, or the Birmingham and Midland Tramways Company, Limited, in respect of such Tramways; Extension of time for commencement, construction, and completion of such Tramways; Power to Birmingham Central Tramways Company, Limited, to lay down and work additional Tramways by Cable System or otherwise; Power to Corporation of Birmingham to lay down such Tramways and to lease same to Company; Sale and Transfer to Birmingham Central Tramways Company, Limited, of powers, &c., of Birmingham Tramways and Omnibus Company, Limited; Power to lease, run over, and use Tramways of Birmingham Tramways and Omnibus Company, Limited; the Corporation of Birmingham, the South Staffordshire and Birmingham District Steam Tramways Company, Limited, the Birmingham and Western Districts Tramways Company, Limited, or the Birmingham and Midland Tramways Company, Limited, and the Birmingham and Aston Tramways Company, Limited; Alteration of gauge and additional rail on tramways of Birmingham Tramways and Omnibus Company, Limited, and Corporation of Birmingham; Power to use Steam and other Mechanical or other Power, or the Cable System; Power to enter into working and other agreements, and other purposes.)

NOTICE is hereby given that application is intended to be made in the ensuing session to the Board of Trade by the Birmingham Central Tramways Company, Limited (hereinafter called the Company) for an order for the following or some of the following purposes, that is to say:—

To authorise the acquisition by and transfer to the Company, and to vest in the Company the undertaking, lands, works, estates, property, real and personal, and all rights, powers, and privileges conferred upon the Birmingham and Western Districts Tramways Company, Limited, or the Birmingham and Midland Tramways Company, Limited (hereinafter called the Western Districts Company) by the Birmingham and Western Districts Tramways Order, 1882 (hereinafter called the Order of 1882) in respect to the construction, maintenance, and working of Tramways Nos. 3, 4, 5, 6, 7, and 8, authorised by such Order, and by the Birmingham and Western Districts Tramways Order, 1883 (hereinafter called the Order of 1883), in respect to the construction, maintenance, and working of Tramways Nos. 3, 4, 5, 6, 7, 7a, 8, 9, 10, 24, 24a, and 24b, authorised by such Order, and of all rights, powers, and privileges appurtenant thereto, and also to authorise the acquisition by and transfer to the Company of all rights, powers, and privileges, whether of construction, maintenance, and working, or rights to lease from the mayor, aldermen, and burgesses of the borough of Birmingham (hereinafter called the Corporation of Birmingham) conferred upon the Western Districts Company, in respect to any of such tramways, and to extend the time for the commencement, construction, and completion of the aforesaid tramways.

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To release and indemnify the Western Districts Company from and against all the conditions and liabilities of and under the Order of 1882 and the Order of 1883 respectively, and to confer on the Company all the rights, powers, privileges, and authorities conferred on and vested in the Western Districts Company by the Order of 1882 and the Order of 1883 respectively to the same effect, and under and subject to the same conditions and liabilities as if the Company had been named in those Orders as promoters thereof respectively, instead of the Western Districts Company, and to authorise the Company to exercise all such rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

To vest in the Company all the estate, right, and interest of the Western Districts Company in and to the sums of £198, forming part of the sum of £514 3s. 4d. deposited in respect of the Order of 1882 in the Chancery Division of the High Court of Justice to the credit of ex parte the Birmingham and Western Districts Tramways, 1882, with interest due thereon as from the 5th day of September, 1884, and the sum of £172, forming part of the sum of £744, deposited in respect to the Order of 1883, in the said Chancery Division, to the credit of ex parte the Birmingham and Western District Tramways, 1883, with interest due thereon as aforesaid, or such portion or portions thereof, as may at the time of the passing of the Order remain so deposited, and to provide for the payment to the Company, or their nominees, of the said sums or such portion or portions thereof respectively on the fulfilment of the conditions of such respective deposits, or of such other conditions as the Order may prescribe.

To authorise the making, forming, laying down, maintaining, working, and using of the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, tubes, wires, cables, ropes, works, and conveniences, either for working the same by animal, steam, or mechanical power, or by the cable system.

(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 centre 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 the proposed tramway.)

A Tramway No. 1.—One furlong 6·60 chains in length, of which 1 furlong, 2·60 chains will be single line, and 4 chains will be double line, commencing by a junction with the eastern line of rails of the existing Birmingham and Aston Tramway in Corporation-street (Birmingham) at a point 0·24 chain north-east of the intersection of Newton-street and Corporation-street, and passing thence along Newton-street and Mass-house-lane in a south-easterly direction, and terminating in Duddleston-row by a junction with the existing Birmingham Central Tramway at a point 0·60 chain east of the intersection of Park-street and Duddleston-row.

The double portion of the tramway will be situate from a point 0·76 chain south-east

of the intersection of Moor-street with Masshouse-lane to a point therein 4·00 chains south-eastward.

A Tramway No. 2.—A single line throughout, 1·47 chains in length, commencing by a junction with the westerly line of rails of the Birmingham and Aston Tramway in Corporation street at a point 1·50 chains south-west of the intersection of Newton-street with Corporation-street, passing thence in an easterly direction along Corporation-street into Newton-street, and terminating in that street by a junction with Tramway No. 1 at a point 1·75 chains north-west of the intersection of London Apprentice-street with Newton-street.

A Tramway No. 3.—A single line throughout, 1·66 chains in length, commencing by a junction with Tramway No. 1 in Masshouse-lane at a point 1·10 chains west of the intersection of Park-street with Duddleston-row, passing thence in a south-easterly direction along Masshouse-lane, southerly along Park-street, and terminating in that street by a junction with the existing Birmingham Central Tramway at a point 0·80 chain north of the intersection of Albert-street and Park-street.

A Tramway No. 4.—6 chains in length, of which 4·82 chains will be single line, and 1·18 chains will be double line, commencing by a junction with Tramway No. 1 in Masshouse-lane, at a point 0·50 chain north-west of the intersection of Jennens-row with Masshouse-lane, passing thence in a southerly direction along Seymour-street, and terminating in Albert-street at a point 0·70 chain east of the intersection of Seymour-street with Albert-street by a junction with the existing Birmingham Central Tramway in Albert-street.

The double portion of the tramway will be situate from the point of commencement for a distance of 1·18 chains southward.

A Tramway No. 5.—A single line throughout, 1 chain in length, commencing in Seymour-street by a junction with Tramway No. 4, at a point 0·60 chain north of the intersection of Albert-street with Seymour-street; passing thence a south-westerly direction along Seymour-street, and terminating at a point in Albert-street by a junction with the existing Birmingham Central Tramway at a point 0·45 chain west of the intersection of Seymour-street and Albert-street.

A Tramway No. 6.—2 furlongs 1·10 chains in length, of which 1 furlong 5·10 chains will be single line, and 6·00 chains will be double line, commencing by a junction with Tramway No. 1 at a point in Newton-street 1·54 chains north-west of the intersection of London Apprentice-street with Newton-street, passing thence in an easterly direction along James Watt-street, Dale-end, Moor-street, and terminating in Albert-street by a junction with the existing Birmingham Central Tramway at a point 0·80 chain east of the intersection of Moor-street and Albert-street.

The double portions of the tramway will be situate as follows:—

From a point in James Watt-street 2·34 chains west of the intersection of Stafford-street and James Watt-street for a distance of 3·00 chains easterly into Dale-end.

From a point in Dale-end 1·10 chains north-east of the intersection of Newton-street and Dale-end for a distance of 3 chains southward into Moor-street.

A Tramway No. 7.—A single line throughout, 1·10 chains in length, commencing in Moor-street

by a junction with Tramway No. 6 at a point 0·70 chain north of the intersection of Albert-street and Moor-street, passing thence in a southerly direction along Moor-street, and terminating in Albert-street by a junction with the Birmingham Central Tramways at a point 0·50 chain west of the intersection of Moor-street and Albert-street.

A Tramway No. 8.—A single line throughout, 6 furlongs 7·90 chains in length, commencing at the Five-ways (Birmingham) by a junction with the termination of the authorised line of the Western Districts Company in Islington-row, at a point opposite the south-east side of Broad-street, passing thence in a north-easterly direction along Broad-street, Easy-row, Paradise-street, and terminating in Hill-street opposite the north-east corner of the Post Office.

A Tramway No. 9.—A single line throughout, 9·25 chains in length, commencing at the termination of Tramway No. 8, passing thence in a south-easterly direction along Hill-street, and terminating in that street by a junction with the authorised line of the Western Districts Company, at a point 1 chain south-east of the intersection of Navigation-street with Hill-street.

A Tramway No. 10.—Two furlongs 8·30 chains in length, of which 1 furlong 9·30 chains will be single line, and 9·00 chains will be double line, commencing in Islington-row by a junction with the authorised line of the Western Districts Company at a point 0·50 chain west of the intersection of William-street and Islington-row, passing thence in a north-easterly direction along William-street, Holliday-street, and terminating in that street at a point 0·95 chain south-west of the intersection of Berkeley-street and Holliday-street.

The double portions of the tramway will be situate as follows:—

From the commencement of the tramway for a distance of 3 chains north-eastward.

From a point 3·18 chains south-west of the intersection of Stoke-street and William-street for a distance of 3 chains in a south-easterly direction along and terminating in Holliday-street.

From a point 0·40 chain north-east of the intersection of Granville-street, for a distance of 3 chains north-eastward.

A Tramway No. 11.—A single line throughout, 0·75 chain in length, commencing by a junction with Tramway No. 10 at a point opposite the south-west corner of William-street, passing thence in a southerly direction, and terminating in Islington-row by a junction with the south-easterly line of rails of the authorised Birmingham and Western Districts Tramway at a point 0·60 chain east of the intersection of William-street and Islington-row.

A Tramway No. 12.—1 furlong 3·55 chains in length, of which 9·15 chains will be single line and 4·40 chains will be double line, commencing at the termination of Tramway No. 10, and passing thence in a north-easterly direction along a street now in course of formation, and terminating at a point in Wharf-street 2·65 chains south-west of the intersection of For-drough-street and Wharf-street.

The double portion of the tramway will be situate from a point 2·40 chains south of the intersection of Bridge-street and Wharf-street for a distance of 4·40 chains north-eastward.

A Tramway No. 13.—1 furlong 5·75 chains in length, of which 1 furlong 2·75 chains will be single line, and 3·00 chains will be double line, commencing at the termination of Tramway

No. 12, and passing thence in a north-easterly direction along the centre line of Wharf-street, as proposed to be made, thence crossing on a level the tramways in Suffolk-street, thence along Swallow-street, to a point in Hill-street, 0.40 chain north-west of the intersection of Swallow-street with Hill-street.

The double portion of the tramway will be situate from a point in Swallow-street 0.57 chain north-east of the intersection of Suffolk-street with Swallow-street for a distance of 3.00 chains north-eastward.

A Tramway No. 14.—A single line throughout, 0.70 chain in length, commencing in Swallow-street by a junction with Tramway No. 13, at a point 0.45 chain south-west of the intersection of Hill-street and Swallow-street, passing thence in an easterly direction, and terminating in Hill-street by a junction with Tramway No. 9, at a point 0.40 chain south-east of the intersection of Swallow-street and Hill-street.

A Tramway No. 15.—1 furlong 4.80 chains in length, of which 1 furlong 0.90 chain will be double line, and 3.90 chains will be single line, commencing by a junction with Tramway No. 13 at a point in Wharf-street 2.30 chains north-east of the intersection of Fordrough-street and Wharf-street, passing thence in an easterly direction along a street now in course of formation, thence in a south-easterly direction along Suffolk-street, Navigation-street, and terminating in Navigation-street by a junction with the authorised line of the Birmingham and Western Districts Tramway at a point 0.90 chain north-east of the intersection of Hill-street and Navigation-street.

The double portion will be situate from a point opposite the intersection of Suffolk-street and Norfolk-street to the termination of the tramway.

A Tramway No. 16.—A double line throughout, 1 chain in length, commencing by a junction with Tramway No. 15 at a point in Navigation-street 0.60 chain south-west of the intersection of Hill-street and Navigation-street, passing thence in an easterly direction, and terminating in Hill-street by a junction with Tramway No. 9, at a point 0.50 chain south-east of the intersection of Navigation-street and Hill-street.

A Tramway No. 17.—7 furlongs 3.60 chains in length, of which 6 furlongs 0.70 chain will be single line, and 1 furlong 2.90 chains will be double line, commencing in Lozells-road by a junction with the existing Birmingham Central Tramway at a point 1 chain west of the intersection of Birchfield-road with Lozells-road, passing thence in an easterly direction along Victoria-road, Upper Sutton-street, Bevington-road, and terminating in Bevington-road by a junction with the existing Birmingham and Aston Tramway at a point 0.40 chain north of the intersection of Trinity-road and Bevington-road.

The double portions of the tramway will be situate as follows:—

From a point 1.90 chains east of the intersection of Potter's-hill with Victoria-road for a distance of 3.00 chains easterly.

From a point 1.60 chains west of the intersection of Upper Sutton-street with Victoria-road for a distance of 3.00 chains easterly along Victoria-road and northerly along Upper Sutton-street.

From a point 0.70 chain south of the intersection of Albert-road with Bevington-road for a distance of 2.30 chains northward.

From a point 0.40 chain south of the intersection of Frederick-road with Bevington-road for a distance of 2.30 chains northward.

From a point 5.75 chains south of the intersection of Trinity-road with Bevington-road for a distance of 2.30 chains southward.

A Tramway No. 18.—2 furlongs 2.80 chains in length, of which 1 furlong 6.80 chains will be single line, and 6.00 chains will be double line, commencing in High-street, Aston, by a junction with the existing Birmingham Central Tramway at a point 0.85 chains south of the intersection of Whitehead-street with High-street, passing thence in a north-easterly direction along Whitehead-road, and terminating in that road at a point 0.40 chain south-west of the intersection of Frederick-road and Whitehead-road.

The double portions of the tramway will be situate as follows:—

From a point 1.10 chains south-west of the intersection of Victoria-road and Whitehead-road for a distance of 3.00 chains south-westward.

From a point 0.25 chain north-east of the intersection of Albert-road and Whitehead-road for a distance of 1.80 chains south-westward.

From a point 2.40 chains north-east of the intersection of Albert-road and Whitehead-road to the termination of the tramway.

A Tramway No. 19.—A single line throughout, 1.10 chains in length, commencing in High-street, Aston, by a junction with the existing Birmingham Central Tramway at a point 0.85 chain north-west of the intersection of Whitehead-street and High-street, passing thence in an easterly direction, and terminating in Whitehead-road by a junction with Tramway No. 18 at a point 1 chain north-east of the intersection of High-street and Whitehead-road.

A Tramway No. 20.—A single line throughout, 1 chain in length commencing in Victoria-road by a junction with Tramway No. 17 at a point 0.55 chain west of the intersection of Whitehead-road and Victoria-road, passing thence in a north-westerly direction, and terminating in Whitehead-road by a junction with Tramway No. 18 at a point 0.50 chain north-east of the intersection of Victoria-road and Whitehead-road.

A Tramway No. 21.—A single line throughout, 1.10 chains in length, commencing in Whitehead-road by a junction with Tramway No. 18 at a point 0.55 chain south-west of the intersection of Victoria-road and Whitehead-road, passing thence in a north-easterly direction, and terminating in Victoria-road by a junction with Tramway No. 17 at a point 0.60 chain east of the intersection of Whitehead-road and Victoria-road.

A Tramway No. 22.—1 furlong 9.75 chains in length, of which 1 furlong 5.85 chains will be single line, and 3.90 chains will be double line, commencing in Whitehead-road by a junction with Tramway No. 18 at a point 0.50 chains south-west of the intersection of Albert-road with Whitehead-road, passing thence in a northerly and easterly direction along Whitehead-road and Albert-road, and terminating in Bevington-road by a junction with Tramway No. 17 at a point 0.40 chain north of the intersection of Albert-road and Bevington-road.

The double portions of the tramway will be situate as follows:—

From the commencement of the tramway for

a distance of 2·05 chains north and eastward.

From a point 1·70 chains west of the intersection of Bevington-road and Albert-road for a distance of 1·85 chains eastward and northward.

A Tramway No. 23.—1 furlong 6·40 chains in length, of which 1 furlong 2·80 chains will be single line, and 3·60 chains will be double line, commencing in Whitehead-road by a junction with Tramway No. 18 at a point 0·40 chain south-west of the intersection of Frederick-road and Whitehead-road, passing in a northerly and easterly direction along Whitehead-road and Frederick-road, and terminating in Bevington-road by a junction with Tramway No. 17 at a point 0·50 chain north of the intersection of Frederick-road and Bevington-road.

The double portions of the tramway will be situate as follows:—

From the commencement of the tramway for a distance of 2 chains northward and eastward.

From a point 1·50 chains west of the intersection of Bevington-road and Frederick-road for a distance of 1·60 chains eastward and northward.

A Tramway No. 24.—2 furlongs 0·65 chains in length, of which 1 furlong 4·10 chains will be single line, and 6·55 chains will be double line, commencing in Whitehead-road by a junction with Tramway No. 18 at its termination, thence in a north-easterly direction along the side of a proposed new road, and terminating in Bevington-road by a junction with Tramway No. 17 at a point 7·30 chains south of the intersection of Trinity-road and Bevington-road.

The double portions of the tramway will be situate as follows:—

From the commencement of the tramway for a distance of 1·80 chains.

From a point 8·70 chains north-east of the commencement of the tramway for a distance of 3·00 chains north-eastward.

From the termination of the tramway for a distance of 1·75 chains south-westward.

A Tramway No. 25.—A single line throughout, 2·69 chains in length, commencing in Lozells-road by a junction with the existing Birmingham Central Tramway at its point of termination, passing thence in a westerly direction along Lozells-road, and terminating in that road by a junction with the existing line of the Birmingham Tramways and Omnibus Company, Limited, hereinafter called the Omnibus Company, at a point 1 chain west of the entrance to their depôt.

A Tramway No. 26.—8·50 chains in length, of which 5·50 chains will be single line, and 3·00 chains will be double line, commencing in Birchfield-road, Handsworth, by a junction with the existing Birmingham Central Tramway at its termination, passing thence in a north-easterly direction along Birchfield-road; and terminating in that road at a point 3·35 chains north-east of the intersection of Aldridge-road with Birchfield-road.

The double portion of the tramway will be between points respectively 4 chains and 7 chains from its commencement.

A Tramway No. 27.—Seven furlongs 4·41 chains in length, of which 5 furlongs 6·41 chains will be single line, and 1 furlong 8·00 chains will be double line, commencing in the Bristol-road near Selly Oak, at a point 2·30 chains south-west of the intersection of Weoley-park-road, passing thence in a north-easterly direction along Bristol-road, and terminating in that road at a point 1·15

chains south-west of the intersection of Dawlish-road.

The double portions of the tramway will be situate as follows:—

From a point 5·15 chains north-east of the intersection of Weoley Park-road with Bristol-road, for a distance of 3·00 chains north-eastward.

From a point 1·10 chains north-east of the intersection of Frederick-road with Bristol-road, for a distance of 3·00 chains north-eastward.

From a point 0·80 chain south-west of Backlane, for a distance of 3·00 chains south-westward thereof.

From a point 5 chains north-east of Backlane, for a distance of 3·00 chains north-eastward.

From a point 0·30 chain north-east of Heeley-street, for a distance of 3·00 chains north-eastward.

From a point 0·75 chain south-west of intersection of Tiverton-road, for a distance of 3·00 chains north-eastward.

A Tramway No. 28.—A single line throughout, 4·15 chains in length, commencing in Bristol-road by a junction with Tramway No. 27, at a point 0·80 chain south-west of the intersection of Weoley Park-road and Bristol-road, passing thence in a north-westerly direction and terminating in Weoley Park-road at a point 3·60 chains north-west of the Bristol-road.

A Tramway No. 29.—A single line throughout, 2·60 chains in length, commencing in Weoley Park-road by a junction with Tramway No. 28 at a point 2·10 chains north-west of the intersection of Bristol-road with Weoley Park-road passing thence in an easterly direction and terminating in Bristol-road by a junction with Tramway No. 27 at a point 2 chains north-east of the intersection of Weoley Park-road and Bristol-road.

Each of the tramways will consist of a single pair of rails upon a gauge of 3 feet 6 inches, or such other gauge as may be authorised by the Board of Trade, with such grooves, plates or tubes as may be necessary to work the same upon the cable system or otherwise; and it is not intended to run on the tramways carriages or trucks adapted for use on railways, 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.

The portion of Tramway No. 9 in Paradise-street, and No. 15 in Suffolk-street, so far as described as being a double line, will consist of two single rails, one of which will be laid parallel with and at a distance of 3 feet 6 inches from and on the outer side of the inner rail of each of the existing lines of the Birmingham Tramway; and so far as described as being single line, will consist of one single rail laid parallel with and at a distance of 3 feet 6 inches from and on the south-west side of the north-east rail of the existing line of the tramway of the Omnibus Company.

In the following instances the said 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 footpath on the sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1.—In Newton-street, from the north-west side of Dale-end to the south-east

side of London Apprentice-street, on both sides of the street, and from the north-west side of London Apprentice-street for a distance of 22 yards north-westward on the south-west side of the street.

In Masshouse-lane from the south-east side of Dale-end to the north-west side of Bishop-street, from the south-east side of Bishop-street to the north-west side of Jennens-row on the north-east side of the street, and from a point 12 yards south-east of the east side of Moor-street to the west side of Seymour-street on the south-west side of the street.

Tramway No. 4.—In Seymour-street, from the south-west side of Masshouse-lane for a distance of 10 yards southward on the west side of the street.

Tramway No. 6.—In Dale-end, from a point 3 yards south-west of the south-west side of Chapel-street for a distance of 46 yards south-westward on both sides of the street.

In Moor-street, from the west corner at its junction with Dale-end for a distance of 42 yards southward on the west side of the street.

Tramway No. 13.—In Swallow-street, from a point 6 yards north-east of the north-east side of Suffolk-street for a distance of 57 yards north-eastward on the north-west side of the street, and from a point 10 yards north-east of the north-east side of Suffolk-street, for a distance of 59 yards north-eastward on the south-east side of the street.

Tramway No. 17.—In Victoria-road, from a point 46 yards east of Potters-hill for a distance of 67 yards eastward on the south side of the road; from a point 33 yards east of the intersection of Potters-hill, for a distance of 67 yards eastward on the north side of the road; from a point 28 yards west of the intersection of Upper Sutton-street, for a distance of 23 yards eastward on the south side of the road; and from a point 40 yards west of the intersection of Upper Sutton-street, for a distance of 33 yards eastward on the north side of the road.

In Upper Sutton-street, from the north side of Victoria-road for a distance of 20 yards on the north-west side, and 30 yards on the south-east northward.

In Bevington-road, from the north side of Albert-road for a distance of 13 yards northward on the west side of the road, and for a distance of 33 yards northward on the east side of the road, from the north side of Frederick-road, for a distance of 26 yards on the west side of the road, from the intersection of Frederick-road, for a distance of 44 yards northward on the east side of the road, from a point 127 yards south of the intersection of Trinity-road, for a distance of 41 yards southward on the east side of the road, and from a point 137 yards south of the intersection of Trinity-road, for a distance of 27 yards southward on the west side of the road.

Tramway No. 18.—In Whitehead-road, from a point 20 yards south-west of the south side of Victoria-road for a distance of 67 yards south-westward on the north-west side of the road, from a point 20 yards south-west of the south side of Victoria-road, for a distance of 60 yards south-westward on the south-east side of the road, from the south side of Albert-road, for a distance of 27 yards south-westward on the south-east side of the road, from the south side of Albert-road, for a distance of 30 yards south-

westward on the north-west side of the road, from the south side of Frederick-road, for a distance of 27 yards on the south-east, and 30 yards south-westward on the north-west side of the road.

Tramway No. 22.—In Albert-road, from the south-east side of Whitehead-road for a distance of 11 yards on the north side, and 37 yards eastward on the south side of the road, from the west side of Upper Sutton-street, for a distance of 27 yards on the south side and 33 yards westward on the north side of the road.

Tramway No. 23.—In Frederick-road, from the south-east side of Whitehead-road, for a distance of 17 yards on the north, and for a distance of 35 yards eastward on the south side of the road: from the west side of Bevington-road, for a distance of 24 yards on the south, and 32 yards westward on the north side of the road.

Tramway No. 27.—In Bristol-road, from a point 97 yards north-east of the intersection of Weoley-park-road for a distance of 79 yards north-eastward on the north-west side of the road; from a point 120 yards north-east of the before mentioned road, for a distance of 70 yards north-eastward on the south-east side of the road; from the east side of Frederick-road, for a distance of 70 yards north-eastward on the north-west side of the road; from a point 50 yards south-west of Harbone-lane, for a distance of 60 yards south-westward on the south-east side of the road; from a point 27 yards south-west of Back-lane, for a distance of 67 yards south-westward on the north-west side of the road; from a point 17 yards south-west of Back-lane, for a distance of 64 yards south-westward on the south-east side of the road; from a point 93 yards north of Back-lane, for a distance of 75 yards northward on the west side of the road; from a point 118 yards north of Back-lane, for a distance of 57 yards northward on the east side of the road; from a point opposite the south-west side of Heeley-street, for a distance of 73 yards north-eastward on the north-west side of the road; from a point 17 yards north-east of Heeley-street, for a distance of 71 yards north-eastward on the south-east side of the road; from a point 28 yards south-west of Tiverton-road, for a distance of 70 yards north-eastward on the north-west side of the road; from the north-east side of Tiverton-road, for a distance of 47 yards north-eastward on the south-east side of the road.

The intended tramways will be made and pass from, in, through, or into the following townships, parishes, or extra-parochial districts, namely: Birmingham, Edgbaston, and Aston-juxta-Birmingham, in the county of Warwick, Handsworth, in the county of Stafford, and Northfield, in the county of Worcester.

To empower the Company from time to time to make, alter, and remove such crossings, passing places, sidings, deviations, junctions, curves, turnouts, and other works as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, engine houses, stationary engines, works or buildings of the Company.

To empower the Corporation of Birmingham to construct all or any of the before described lines of tramway within the borough in lieu of the Company, on such terms as may be defined by the Order, or may be agreed upon, and to enable the Corporation of Birmingham to grant, and the Company to accept, a lease or leases of all or any of such lines.

Subject to agreement with the Omnibus Company and the Corporation of Birmingham, to authorise the transfer to, and acquisition by the Company, and the sale and transfer by the Omnibus Company, and to vest in the Company the undertakings, lands, works, estates, property, real and personal, and all rights, powers and privileges conferred (1) upon the Birmingham and Staffordshire Tramways Company by the Birmingham and Staffordshire Tramways Act, 1870 (hereinafter called the Act of 1870), and the Birmingham and Staffordshire Tramways Act, 1873 (hereinafter called the Act of 1873), and (2) upon the Birmingham and Staffordshire Extension Tramways Company, under the Birmingham and Staffordshire Extension Tramways Act, 1872 (hereinafter called the Act of 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 Omnibus Company.

To release and indemnify the Omnibus Company from and against all the conditions and liabilities of and under the Act of 1870, the Act of 1872, and the Act of 1873 respectively, and to confer on the Company all the rights, powers, privileges, and authorities conferred by the Act of 1870, the Act of 1872, and the Act of 1873, and now vested in the Omnibus Company, to the same effect, and under and subject to the same conditions and liabilities as the Omnibus Company are now subject to, and to authorise the Company to exercise all such rights, powers, privileges, and authorities, under and subject to such conditions and liabilities.

To empower the Company to take leases of, or to run over, and use with their engines, carriages, and vehicles of every description, servants, and horses, all or any of the tramways belonging to the Corporation of Birmingham, the Omnibus Company, the South Staffordshire and Birmingham District Steam Tramways Company, Limited, or the Western Districts Company, the Birmingham and Aston Tramways Company, Limited, and all and any other tramways, or parts of tramways, within the borough of Birmingham, or districts of the Manor of Aston, or Handsworth Local Boards, or King's Norton Union Rural Sanitary Authority, or Northfield Highway Board, either belonging to the aforesaid or any other Companies, or to the Corporation of Birmingham, or any other local or road authority, upon such terms and conditions as may be agreed upon between the Company or the respective owners or lessees of, or persons or companies working the tramways, or parts of tramways, to which any such agreement as to running powers relates, or failing agreement as may be settled by arbitration, or otherwise, as may be provided for by the intended Order.

To enable the Company for all or any of the purposes of the intended Order to purchase, or acquire, or to take lands, houses, and buildings, or easements over, or in connection with lands, houses, buildings, or other property, and to erect and hold offices, buildings, engine houses, stables, and other conveniences on any such lands, and to sell, lease, or dispose of any such lands, houses, buildings, or other property.

To authorise and require the Omnibus Company, the Company, or the Corporation of Birmingham, to alter and reduce the gauge of, or to lay down additional rails upon the existing

tramways of the Omnibus Company or of the Corporation of Birmingham authorised by the Act of 1870, the Act of 1872, and the Act of 1873, or any Act or Order amending or extending the same, or relating to the tramways now worked or leased by the Omnibus Company (which Acts and Orders are hereinafter called the Birmingham Tramways Acts), and to reduce such gauge from 4 feet 8½ inches to a gauge of 3 feet 6 inches, or such other gauge as may be prescribed by the Order or authorised by the Board of Trade, and to enable the Omnibus Company, the Corporation of Birmingham, and the Company, or either of them, to apply their funds to such alteration of gauge, and to the laying down additional rails, and to the payment of the cost thereof by the two Companies, and the Corporation of Birmingham jointly or either of them separately, or for apportioning such cost between them; to alter and vary or reduce the tolls and charges authorised by the Birmingham Tramways Acts, and for any or either of such purposes and any purposes ancillary thereto, to amend, repeal, or extend the provisions of the Birmingham Tramways Acts, 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 enable the Company to employ for moving carriages, trucks, and vehicles of every description on their existing tramways, on the tramways to be authorised by the intended Order, and on any tramways to be acquired, worked, run over, or leased by them under the powers of the intended Order, either animal power or steam, or other mechanical power, and also to enable the Company to work all tramways now belonging to them or to be authorised, acquired, leased, run over, or worked under the powers of the intended Order, by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines or otherwise; and for that purpose and any purpose appurtenant or ancillary thereto, to lay down, on, or under the surface of any street, road, or place, such tubes, plates, or apparatus, and to make and maintain such openings, tubes, or ways, in, or under any such surface as may be necessary, either for the actual working of the tramways, or for providing access to or connection with any stationary engines; and to empower the Company for the purpose of so working the tramways, to erect stationary engines and machinery for working such ropes, cables, or wires, and to empower the Company to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to any such mechanical or other power, or any of them.

To enable the Company on the one hand, and the Omnibus Company, the South Staffordshire and Birmingham District Steam Tramways Company, Limited, and the Corporation of Birmingham, or either of them, or any other local or road authority, company, or corporation, on the other hand, to enter into agreements with respect to the working, interchange, accommodation, and conveyance of traffic arising on their respective tramways, and to provide for the division and appropriation of the revenue arising from such traffic.

To authorise, sanction, confirm, or give effect to any agreements already entered into or hereafter to be entered into between the Company, the Corporation of Birmingham, the South Staffordshire and Birmingham District Steam Tramways Company, Limited, the Omnibus

Company, the Western Districts Company, or any local board, highway board, urban or rural sanitary authority, or local or road authority, or any two or more of them for any of the purposes mentioned or referred to in this notice or otherwise.

To empower the Company on the one hand, and the Corporation of Birmingham and the Local Boards for the districts of the Manor of Aston and Handsworth, the Rural Sanitary Authority for the Union of King's Norton, the Northfield Highway Board, or any of them, and any vestry, highway board, trustees, rural or urban sanitary authority, 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 Order, or the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, way, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same, and of the repair and maintenance of streets and roads traversed by the proposed tramways, and to confirm any agreements entered into, or to be entered into, with any such corporations, local or road authorities, with respect to any of the aforesaid purposes.

To incorporate with the Provisional Order, and extend and apply to the before mentioned 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 purpose 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 to confirm and give effect to any agreement with any local or road authority.

To amend, extend, and vary the provisions of the Birmingham and Western Districts Tramways Order, 1881, the Order of 1882, and the Order of 1883, and all other Acts or Orders relating to the Western Districts Company, the Act of 1870, the Act of 1872, the Act of 1873, the Birmingham Corporation Tramways Orders, 1872 and 1874, and all other Acts or Orders relating to the Omnibus Company or the Corporation of Birmingham, the Birmingham and Aston Tramways Order, 1882, the Staffordshire Tramways Order, 1879, the Staffordshire Tramways Additional Powers Order, 1880, the Staffordshire Tramways Extension Order, 1882, the Wednesbury and West Bromwich Tramways Order, 1881, the South Staffordshire Tramways Order, 1881, the Dudley and Tipton Tramways Order, 1881, the Walsall and District Tramways Order, 1880, the Walsall and District Tramways Order, 1882, the Walsall and District Tramways Order, 1884, and any other Acts or Orders relating to the South Staffordshire and Birmingham District Steam Tramways Company, Limited, and the Birmingham and Suburban Tramways Order, 1882, and any other Act or Order relating to the Company, 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 referred to in this notice so far as may be necessary for carrying into effect the purposes of the intended Order.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of this notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited with the clerk of the peace for the county of Stafford, at his office at Stafford, in that county, with the clerk of the peace for the county of Warwick, at his office at Leamington, in that county, and with the clerk of the peace for the county of Worcester, at his office at Worcester, in that county, and that a copy of such plans and sections, together with a published map of the District with the line of the proposed tramways marked thereon; a diagram, and a copy of the Gazette Notice, will be deposited at the office of the Board of Trade, Whitehall Gardens, on or before the same date.

And notice is also given, that a copy of so much of the plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places from, in, or through, or into which the intended tramways and works, or any part of them, will be made or pass, together with a copy of the Gazette Notice will, on or before the 29th day of November instant, be deposited for public inspection as follows:—

With the town clerk of the borough of Birmingham, at his office at the Council House, Birmingham; with the clerk of the Handsworth Local Board, at his office at Church-street, West Bromwich; with the clerk of the Manor of Aston Local Board, at his office at 38, Waterloo-street, Birmingham; with the clerk of the King's Norton Union Rural Sanitary Authority, at his office at Imperial-chambers A, Colmore-row, Birmingham; and with the clerk of the Northfield Highway Board, at his office at Imperial-chambers A, Colmore-row, Birmingham; with respect to each parish, with the parish clerk thereof at his residence; and with respect to 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 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 Walter Webb and Co., 23, Queen Victoria-street, in the City of London.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of the bringing before them any objection respecting the intended application for a Provisional Order may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1885, and a copy of such objections must be sent to the Promoters or their undersigned Parliamentary Agents on their behalf, and on 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 15th day of November, 1884.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Joseph Smith and Co., 50, Cherry-street, Birmingham, Solicitors.

Board of Trade—Session 1885.

The Tramways Act, 1870.

Stourbridge, Kingswinford, and Dudley
Tramways.

Provisional Order.

(Construction of Tramways in the parish of Kingswinford, in the county of Stafford, and in the parishes of Dudley, Oldswinford, Pedmore, and Hagley, in the county of Worcester; Running Powers over Tramways belonging to or used by the Dudley, Stourbridge and Kingswinford Tramways Company Limited, or Dudley and Stourbridge Steam Tramways Company Limited, and power to take up, remove, alter or divert portions of the Tramways belonging to or used by the said Companies or either of them; Powers to use steam or other mechanical or other power; Powers to acquire portions of certain Churchyards; Agreements with Local Authorities; Repeal 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 pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them, that is to say:—

To make, form, lay down, construct, maintain and work the several tramways hereinafter described, or some of them, with all necessary and proper rails, chairs, points, plates, sleepers, turn-outs, turn-tables, crossings, junctions, passing-places, weigh - bridges, weighing - machines, hydrants, workshops, sheds, stables, buildings, works, and conveniences connected therewith respectively, that is to say:—

A Tramway No. 1, 2 miles 4.95 chains in length, of which 1 mile 2 furlongs 7.07 chains will be single line, and 5 furlongs 7.88 chains will be double line, commencing by a junction with the existing tramway at a point in the Wolverhampton and Wordsley-road 4.45 chains south of the intersection of Brettel-lane, and passing thence in a northerly direction, and terminating in the said Wolverhampton and Wordsley-road at a point 2.90 chains north of its intersection with the Dudley and Kingswinford-road.

The double portions of the tramway will be situate as follows:—

In the Wolverhampton and Wordsley-road—

- (a) From the point of commencement for a distance of 3 chains.
- (b) From a point 4.70 chains north of the intersection of Brettel-lane, for a distance of 3 chains northward.
- (c) From a point 1 furlong 5.60 chains north of the intersection of Brettel-lane, for a distance of 3 chains northward.
- (d) From a point 6 chains south-east of the intersection of Brewery-street, for a distance of 1 furlong 1.65 chains south-eastward.
- (e) From a point 1.50 chains south-east of the intersection of Brewery-street, for a distance of 3 chains north-westward.
- (f) From a point 6.60 chains south of the intersection of Lawnswood-road, for a distance of 3 chains northward.
- (g) From a point .50 of a chain north of the intersection of Lawnswood-road, for a distance of 3 chains northward.
- (h) From a point 1 furlong 2.20 chains north of the intersection of Lawnswood-road, for a distance of 3 chains northward.
- (i) From a point 1 furlong 6.60 chains south of the intersection of Bromley-road, for a distance of 3 chains southward.

(j) From a point 1.40 chains south of the intersection of Bromley-road, for a distance of 3 chains northward.

(k) From a point 1 furlong 2.80 chains south of the intersection of Broad-street, for a distance of 3 chains southward.

(l) From a point .15 of a chain north of the intersection of Broad-street, for a distance of 3 chains southward.

(m) From a point 2.20 chains south of the intersection of Summer-street, for a distance of 1 furlong .23 of a chain southward.

(n) From a point 2.45 chains north of the intersection of Summer-street, for a distance of 3 chains northward.

A Tramway, No. 2.—1.65 chains in length, commencing by a junction with the existing tramway in Brettel-lane at a point 1.50 chains east of the intersection of the Wolverhampton and Wordsley-road, passing thence in a westerly and north-westerly direction, and terminating by a junction with Tramway No. 1 at a point in Wolverhampton and Wordsley-road .80 of a chain north of the intersection of Brettel-lane.

Tramway No. 2 will be a single line throughout.

A Tramway, No. 3.—2 miles 3 furlongs in length, of which 1 mile 6 furlongs 9.50 chains will be single line, and 4 furlongs .50 of a chain will be double line, commencing at a point in the Dudley and Kingswinford-road 2.65 chains west of the intersection of the Wolverhampton and Wordsley-road, and passing in an easterly and north-easterly direction along the Dudley and Kingswinford-road, and terminating in that road at a point 6.70 chains west of the intersection with the road to Holly Hall, being the boundary between the counties of Stafford and Worcester.

The double portions of the tramway will be situate as follows:—

In the Dudley and Kingswinford-road—

- (a) From a point 1.40 chains east of the intersection of Cottage-street, for a distance of 3 chains easterly.
- (b) From a point 3 chains west of the west side of the Old Court House Inn, for a distance of 4.50 chains easterly.
- (c) From a point 1 furlong 3.30 chains east of the west side of the Old Court House Inn, for a distance of 3 chains easterly.
- (d) From a point 8.50 chains west of the centre of the culvert conveying Bromley Brook under the road, for a distance of 3 chains westerly.
- (e) From a point 2.70 chains east of the centre of the aforesaid culvert, for a distance of 3 chains easterly.
- (f) From a point .20 of a chain east of the centre of the bridge over the Stourbridge Extension Canal, for a distance of 3 chains easterly.
- (g) From a point 3.40 chains west of the intersection of Shut-end-road, for a distance of 6 chains easterly.
- (h) From a point .40 of a chain north-west of the intersection of Tansey-green-road, for a distance of 3 chains north-westerly.
- (i) From a point .90 of a chain east of the intersection of New-street, for a distance of 3 chains westerly.
- (j) From a point .90 of a chain west of the intersection of Chapel-street, for a distance of 3 chains easterly.
- (k) From a point 1.10 chains east of the intersection of Albert-street, for a distance of 3 chains westerly.
- (l) From a point 6.80 chains east of the intersection of Albert-street, for a distance of 3 chains easterly.

A Tramway, No. 4.—1·52 chains in length, commencing by a junction with Tramway No. 3 in the Dudley and Kingswinford-road at a point 1·10 chains west of the Wolverhampton and Wordsley-road, passing thence in a north-easterly and northerly direction, and terminating in the Wolverhampton and Wordsley-road at a point 1·40 chains north of the intersection of the Dudley and Kingswinford-road.

Tramway No. 4 will be a single line throughout.

A Tramway, No. 5.—4 furlongs ·35 of a chain in length, of which 3 furlongs 1·90 chains will be single line, and 8·45 chains will be double line, commencing at the termination of Tramway No. 3, and passing thence in an easterly and north-easterly direction along the Dudley and Kingswinford-road, and terminating in the Dudley and Stourbridge-road by a junction with the existing tramway at a point 3 chains north-east of the mineral railway level crossing.

The double portions of the tramway will be situate as follows:—

In the Dudley and Kingswinford-road—

- (a) From a point ·50 of a chain south-west of the intersection of the road to Holly Hall, for a distance of 5·45 chains north-eastward.
- (b) From a point 1 furlong ·25 of a chain west of the termination of the tramway, for a distance of 3 chains westward.

A Tramway, No. 6.—1 furlong 7·80 chains in length, of which 6·28 chains will be single line, and 1 furlong 1·52 chains will be double line, commencing at the termination of the existing tramway at the centre of the bridge carrying the Dudley and Stourbridge-road over the River Stour, passing thence along High-street (Stourbridge), and terminating in that street at a point ·45 of a chain south-east of the intersection of New-street.

The double portion of the tramway will be situate at a point 2·17 chains south of the commencement of the tramway, for a distance of 1 furlong 1·52 chains southward.

A Tramway, No. 7.—2 furlongs 3 chains in length, of which 6·35 chains will be single line, and 1 furlong 6·65 chains will be double line, commencing at the termination of Tramway No. 6, passing thence in a south-easterly direction along High-street (Stourbridge), southerly, along Hagley-street, and terminating in that street at a point 2·25 chains south of the intersection of Kidderminster-street.

The double portions of the tramway will be situate as follows:—

- (a) From a point 1 chain south-east of the commencement of the tramway for a distance of 3·80 chains south-eastward.
- (b) From a point 2·10 chains south-east of the intersection of Foster-street for a distance of 9·85 chains north-westward.
- (c) From a point 1·70 chains north of the intersection of Kidderminster-street for a distance of 3 chains southward.

A Tramway, No. 8.—2 miles 7·70 chains in length, of which 3 furlongs 9·99 chains will be double line, and 1 mile 4 furlongs 7·71 chains will be single line, commencing at the termination of Tramway No. 7, passing thence in a southerly direction along Hagley-street and Hagley-road, and terminating in that road at a point 1·05 chains north-east of the north-east end of cottages at the corner of the road to Hagley Railway Station, opposite Halesowen-road.

The double portions of the tramway will be situate as follows:—

- (a) From a point 4·90 chains south of the south side of the County Court for a distance of 3 chains southward.

(b) From a point 2·40 chains north of the intersection of Heath-lane, for a distance of 6·99 chains northward.

(c) From a point ·20 of a chain north of the intersection of New-street, for a distance of 3 chains southward.

(d) From a point 6·52 chains south of the intersection of Field-lane, for a distance of 3 chains southward.

(e) From a point 1·25 chains north of the centre of the bridge over the Great Western Railway, for a distance of 3 chains northward.

(f) From a point 1 furlong ·70 of a chain north of the north side of the Foley Arms Inn, for a distance of 3 chains northward.

(g) From a point ·45 of a chain north of the north side of the Foley Arms Inn, for a distance of 3 chains northward.

(h) From a point 6·40 chains south of the north side of the Foley Arms Inn, for a distance of 3 chains southward.

(i) From a point 1·40 chains south of the intersection of road to Pedmore Hall, for a distance of 3 chains northward.

(j) From a point 8·20 chains south-east of the intersection of road to Pedmore Hall, for a distance of 3 chains southward.

(k) From a point 2 furlongs 2·80 chains south of the intersection of road to Pedmore Hall, for a distance of 3 chains southward.

(l) From a point 4 chains north-east of the intersection of Halesowen-road, for a distance of 3 chains northward.

A Tramway, No. 9.—4·10 chains in length, commencing in Hagley-road by a junction with Tramway No. 8 at a point 1 chain north-east of the termination of that tramway, passing thence in an easterly direction along Hagley-street and Halesowen-road, and terminating in the last-named road at a point 3 chains east of the intersection of Hagley-road.

Tramway No. 9 will be a single line throughout.

A Tramway, No. 10.—1·80 chains in length, commencing in Hagley-road by a junction with Tramway No. 8 at a point 1·80 chains north-east of the intersection of Halesowen-road, passing thence in a southerly and south-easterly direction along Hagley-road and Halesowen-road, and terminating in the last-named road by a junction with Tramway No. 9 at a point 1 chain west of its termination.

Tramway No. 10 will be a single line throughout.

A Tramway, No. 11.—1 furlong 5·50 chains in length, of which 9·50 chains will be single line and 6 chains will be double line, commencing at the termination of Tramway No. 8, passing thence in a southerly direction along Hagley-road, and terminating in that road at a point near the Lyttelton Arms Inn, ·30 of a chain south of the intersection of the Kidderminster-road.

The double portion of the tramway will be situate as follows:—

(a) From a point 1·50 chains south-west of the commencement of the tramway for a distance of 3 chains southwards.

(b) From a point 1·10 chains north of the intersection of Kidderminster-road for a distance of 3 chains northward.

A Tramway, No. 12.—3·20 chains in length, commencing in High-street (Dudley) by a junction with the existing tramway at a point ·60 of a chain south-west of the intersection of Stone-street, passing thence in a north-easterly direction along High-street, and terminating in that street opposite the south-west basin of the Fountain.

Tramway No. 12 will be a single line throughout.

A Tramway, No. 13.—5·09 chains in length, commencing in High-street (Dudley) by a junction with the existing tramway at a point 2·05 chains north-east of the intersection of Stone-street, passing thence in a north-easterly direction along High-street and the Market-place, and terminating in that place at a point 40 of a chain north-east of the intersection of Hall-street.

Tramway No. 13 will be a single line throughout.

A Tramway, No. 14.—9·87 chains in length, of which 2·27 chains will be single line and 7·60 chains will be double line, commencing in Castle-street by a junction with the existing tramway at a point 82 of a chain south-west of the intersection of Fisher-street, passing thence in a north-easterly direction along Castle-street, and easterly along the Birmingham-road, and terminating in that road by a junction with the existing tramway at a point 2·50 chains west of the intersection of Birmingham-street.

The double portion of the tramway will be from the point of commencement to a point opposite the drinking fountain at the top of the Birmingham-road.

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 the Wolverhampton and Worsley-road.

- (a) From a point 100 yards north of the intersection of Brettel-lane, for a distance of 68 yards northward on the west side of the road.
- (b) From a point 343 yards north of the intersection of Brettel-lane, for a distance of 63 yards northward on the west side of the road.
- (c) From a point 222 yards south of the centre of the bridge over the Stourbridge Canal, for a distance of 96 yards southward on both sides of the road.
- (d) From a point 144 yards south of the centre of the bridge over the Stourbridge Canal, for a distance of 255 yards northward on both sides of the road.
- (e) From a point 78 yards south of the intersection of Lawnswood-road, for a distance of 47 yards southward on the east side of the road.
- (f) From a point 10 yards north of the intersection of Lawnswood-road, for a distance of 66 yards northward on the east side of the road.
- (g) From a point 268 yards north of the intersection of Lawnswood-road, for a distance of 66 yards northward on the east side of the road.
- (h) From a point 368 yards south of the intersection of Bromley-road, for a distance of 68 yards southward on the west side of the road.
- (i) From a point 32 yards south of the intersection of Bromley-road, for a distance of 68 yards northward on the west side of the road.
- (j) From a point 106 yards north of the intersection of Bromley-road, for a distance of 100 yards northward on both sides of the road.
- (k) From a point 230 yards north of the intersection of Bromley-road, for a distance of 85 yards northward on both sides of the road.
- (l) From a point 286 yards south of the intersection of Broad-street, for a distance of 65 yards southward on the west side of the road,

(m) From a point 153 yards south of the intersection of Broad-street, for a distance of 47 yards southward on both sides of the road.

(n) From a point 81 yards south of the intersection of Broad-street, for a distance of 361 yards southward on both sides of the road.

(o) From a point 5 yards south of the intersection of Broad-street, for a distance of 55 yards southward on the east side of the road.

(p) From a point 17 yards north of the intersection of Broad-street, for a distance of 224 yards northward on both sides of the road.

(q) From a point 52 yards north of the intersection of Summer-street, for a distance of 63 yards northward on both sides of the road.

Tramway No. 3.—In the Dudley and Kingswinford-road.

(a) From a point 42 yards west of the intersection of Cottage-street, for a distance of 52 yards eastward on the south side of the road.

(b) From a point 32 yards east of the intersection of Cottage-street, for a distance of 64 yards eastward on the south side of the road.

(c) From a point 65 yards west of the west side of the Old Court House Inn, for a distance of 98 yards eastward on the south side of the road.

(d) From a point 293 yards east of the west side of the Old Court House Inn, for a distance of 67 yards eastward on the north side of the road.

(e) From a point 187 yards west of the centre of the culvert conveying Bromley Brook under the road, for a distance of 67 yards westward on the north side of the road.

(f) From a point 58 yards east of the centre of the aforesaid culvert, for a distance of 65 yards eastward on the north side of the road.

(g) From a point 35 yards west of the intersection of Shut-end-road, for a distance of 24 yards westward on both sides of the road.

(h) From a point 14 yards east of the intersection of Shut-end-road, for a distance of 39 yards eastward on both sides of the road.

(i) From a point 8 yards north-west of the intersection of Tansey-green-road, for a distance of 62 yards north-westward on both sides of the road.

(j) From a point 106 yards west of the intersection of Church-street, for a distance of 59 yards westward on both sides of the road.

(k) From a point 36 yards west of the intersection of Albert-street for a distance of 50 yards eastward on both sides of the road.

(l) From a point 157 yards east of the intersection of Albert-street, for a distance of 54 yards eastward on both sides of the road.

Tramway No. 5.—In the Dudley and Kingswinford-road.

(a) From a point 51 yards north-east of the intersection of the road to Holly Hall, for a distance of 53 yards north-eastward on both sides of the road.

(b) From a point 232 yards west of the termination of the tramway, for a distance of 55 yards westward on both sides of the road.

Tramway No. 7.—In High-street (Stourbridge).

(a) From a point 23 yards south-east of the commencement of the tramway, for a distance of 83 yards south-eastward on both sides of the road.

(b) From a point 158 yards south-east of the intersection of Market-street, for a distance of 276 yards south-eastward on both sides of the road.

Tramway No. 8.—In Hagley-road.

(a) From a point 90 yards north of the intersection of Heath-lane, for a distance of 20 yards northward on both sides of the road.

(b) From a point 52 yards south of the intersection of Heath-lane, for a distance of 93 yards southward on both sides of the road.

(c) From a point 145 yards south of the intersection of Field-lane, for a distance of 34 yards southward on both sides of the road.

(d) From a point 29 yards north of the centre of the bridge over the Great Western Railway, for a distance of 54 yards northward on both sides of the road.

(e) From a point 240 yards north of the north side of the Foley Arms Inn, for a distance of 52 yards northward on both sides of the road.

(f) From a point 146 yards south of the north side of the Foley Arms Inn, for a distance of 127 yards southward on both sides of the road.

(g) From a point 33 yards south of the intersection of road to Pedmore Hall, for a distance of 66 yards northward on both sides of the road.

(h) From a point 183 yards south of the intersection of road to Pedmore Hall, for a distance of 56 yards southward on both sides of the road.

(i) From a point 395 yards south of the intersection of road to Pedmore Hall, for a distance of 167 yards southward on both sides of the road.

(j) From a point 90 yards north-east of the intersection of Halesowen-road, for a distance of 300 yards northward on both sides of the road.

Tramway No. 11.—In Hagley-road.

(a) From a point 42 yards south-west of the commencement of the tramway, for a distance of 57 yards southward on both sides of the road.

(b) From a point 27 yards north of the intersection of Kidderminster-road, for a distance of 90 yards northward on both sides of the road.

Tramway No. 14.—In Castle-street, Dudley, from a point opposite the intersection of Fisher-street, for a distance of 120 yards north-eastward on both sides of the road.

The said intended tramways will be made or pass from, in, through, or into the several parishes, townships, or places following or some or one of them, that is to say:—

The parishes of Kingswinford, in the county of Stafford, and Dudley, Oldswinford, Pedmore, and Hagley, in the county of Worcester.

The townships or places of Pensnett, Kingswinford, Wordsley, and Amblecote, in the county of Stafford, and Dudley, Stourbridge, and Upper Swinford, in the county of Worcester.

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 authorise and empower the Promoters from time to time to enter upon and open, and break up the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, lanes, highways, tramways, public works, ways, foot-paths, sewers, canals, bridges, streams, water-courses, drains, pavements, thoroughfares, water

pipes, gas pipes, and electric telegraph posts, 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, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other purposes of the intended Order.

To enable the Promoters for all or any of the purposes of the proposed tramways and works to acquire lands and houses by agreement, and 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 passengers and the carriage of goods, minerals, and other traffic and parcels upon the same.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use on 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 stables, carriage houses, or engine sheds, works, or buildings 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 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 to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the above-mentioned districts.

To enable the Promoters to run over and use with horses, engines, and carriages the whole of the existing tramway belonging to or used by the Dudley, Stourbridge, and Kingswinford Tramways Company Limited, or Dudley and Stourbridge Steam Tramways Company Limited, and extending from the junction of the Tipton-road with the Birmingham-road, in the borough of Dudley, in the county of Worcester, to the place where the River Stour passes under the highway leading from Wordsley to Stourbridge, subject to such conditions, regulations, and provisoes as may be prescribed by the intended Order in respect thereof.

To enable the Promoters and the Corporation of Dudley, the Stourbridge Improvement Commissioners, 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, of carriages and engines moved by steam 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 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 repeal, amend, alter, or extend all or some of the provisions of all or some of the following among other Acts (that is to say):—"The Tramways Act, 1870," "The Locomotives Act, 1861," and "The Locomotives Act, 1865," and any Act amending the said Acts or any of them, so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and any other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

To vary or in part repeal, if necessary, the Birmingham and Western Districts Tramways Order, 1881, and the Dudley, Stourbridge, and Kingswinford Tramways Order, 1881, and the Act of Parliament confirming the same Orders respectively.

To authorise and empower the Promoters to take up, remove, alter, or divert so much and such parts of the existing tramways belonging to or used by the Dudley, Stourbridge, and Kingswinford Tramways Company Limited, or Dudley and Stourbridge Steam Tramways Company Limited, as extend from a point in the Wolverhampton and Wordsley-road, 1 chain south of the intersection of Brettel-lane, for a distance of 76 yards southward, and from a point in Castle-street, Dudley, 21 yards north-east of the intersection of New-street, for a distance of 147 yards north-eastward, and to provide for the temporary or permanent discontinuance of the use of such portion or portions of tramways, or any part thereof, and the making in the same or any adjacent street, road, or thoroughfare, and maintaining so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway so taken up, removed, altered, or diverted.

To authorise and empower the Promoters to obtain a grant or grants of or otherwise to acquire a certain portion of the churchyard of the parish church of Saint Thomas, in Dudley aforesaid, for the purpose of throwing the same into and widening the adjoining street or streets, and to appropriate the same for such purpose accordingly.

To authorise and empower the Promoters to obtain a grant or grants of or otherwise to acquire a certain portion of the churchyard of the parish church of Saint Edmund, in Dudley aforesaid, for the purpose of throwing the same into and widening the adjoining street or streets, and to appropriate the same for such purpose accordingly.

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

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way 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 said proposed tramways and works, with a published map and diagram, and a copy of this Notice will, on or before the 30th day of November instant, be deposited at the Office of the Clerk of the Parliaments, House of Lords, the Private Bill Office of the House of Commons, the Office of the Board of Trade, Whitehall Gardens, Westminster, London, with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in that county, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in that county; and that a copy of so much of the said plans and sections as relates to the several parishes, townships, or places, in or through which the proposed tramways will be made or pass, together with a copy of this Notice, will be deposited for public inspection as follows:—As to the borough of Dudley, with the Town Clerk of that borough, at his office; as to the township of Stourbridge, with the Clerk of the Stourbridge Improvement Commissioners, at his office, and as to the districts or places of Pensnett, Kingswinford, Wordsley, Amblecote, Upper Swinford, Pedmore, and Hagley, with the Local Authorities of such districts or places, at their respective offices, and as to each of such parishes with the Parish Clerk of each such parish, at his residence.

And notice is hereby further given, that the draft of the proposed 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 Provisional Order when made, can be obtained at the offices of Messrs. Slater and Marshall, Solicitors, Darlaston, and of Messrs. Best, Webb, and Templeton, Parliamentary Agents, 6, Essex-street, Strand, London, on payment of one shilling for each copy.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the said application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and copies of their objections must, at the same time, be sent to the said solicitors and Parliamentary agents, at the addresses aforesaid, on behalf of the Promoters.

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 15th day of November, 1884.

Slater and Marshall, Darlaston. Solicitors for the Promoters.

Best, Webb, and Templeton, 6, Essex-street, Strand, London, Parliamentary Agents.

In Parliament.—Session 1885.

Incorporated Trustees Association, Limited.
(Association and their Directors and Officers to act as Trustees, Executors, &c.; Assignments and Conveyances of Real or Personal Property; Representation in Legal or other proceedings; Scale of Fees or Remuneration; Investment or disposal of Unclaimed Property; Regulation and increase of Capital; Power to borrow; Amendment of Memorandum and Articles of Association, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in session 1885 by the Incorporated Trustees' Association, Limited (hereinafter called "the Association"), for leave to bring in a Bill to

effect or to make provision for effecting the following objects, or some of them, that is to say :

To authorise and provide for the establishment and appointment of the Association to act generally either in their corporate capacity or by or in the name of their directors, manager, secretary, or other officer of the Association as executors, trustees, receivers, or agents, or the committee of any estate under the Lunacy Acts.

To take assignments or conveyances of any property, real or personal, in the name of the Association, or any one or more of the directors, or of their manager or other officer, and to provide for the registration of the Association, or any one or more of the directors or their manager or other officer as the holder of any such property.

To make provision for facilitating the business of the Association in any Court, and for their representation by the chairman, managing director, or manager, or other officer of the Association, and for their remuneration by a scale of charges or fees, or commission, percentage, or otherwise.

To provide for the realization of all unclaimed property, and the investment of the proceeds, and the ultimate disposal thereof, and of all unclaimed stock by transfer to the Paymaster General, or into a special trust fund under the direction of the Court, or otherwise as may be prescribed by the Bill.

To provide for the rearrangement and alteration of the share capital of the Association, the raising of additional money, either by the creation of new capital or by means of the authorised capital still unissued, and either as ordinary shares, or in such manner and with such priority as respects dividend, and such other privileges, and subject to such conditions as may be defined in the Bill or resolved on by the Association.

To authorise the division of the shares already issued into shares of smaller nominal amount, and the raising of any unissued capital in shares of corresponding amount, and the conversion (at the option of the holders or otherwise, and either in consideration of a premium or otherwise) of such number as may be defined or resolved on as aforesaid of the shares already issued (whether original or divided), or hereafter to be issued, into preference shares, with such priority as respects dividend over the ordinary shares, and with such other privileges, and subject to such conditions as respects transferring the shares or otherwise, as may be defined in the Bill or resolved on as aforesaid.

To provide for the appropriation between the preference and ordinary shares of the amount already paid up on the shares which may be divided as aforesaid, in such proportions as shall be defined in the Bill, or resolved on as aforesaid; and also for the appropriation (with the consent of the holders or otherwise) of any amount paid up in advance of calls, as payment in full, or in part (as the case may be) of any shares, ordinary or preference, and either in satisfaction of calls, or in advance of calls, on such shares, or the repayment of any portion of such amount, and the appropriation of the residue.

To provide for the application (if thought expedient) of the money which may be raised in manner hereinbefore mentioned or otherwise, or of part of such money to the payment in whole or in part of the debenture debt of the Association, or of any specific portion thereof; also for the regulation and (if thought fit) the restriction of the borrowing powers of the Association, and the acquisition by the Asso-

ciation, on such terms as may be fixed by agreement, arbitration, or otherwise, under the provisions of the Bill, of the shares of any shareholder; the cancellation of shares held and acquired by the Association; the issue by the directors of any shares which may be hereafter created as preference shares to any person willing to purchase the same at a premium, and the alteration as respects the number and nominal amount of shares, calls on shares, dividends and other matters necessary or expedient for carrying out the objects of the Bill, of the Memorandum and Articles of Association of the Association, and of the provisions of the Companies Acts, 1862, 1867, 1877, 1879, and 1883.

To alter and amend the Memorandum of Association so far as may be necessary to carry out the aforesaid objects, and to provide that the same shall be construed and have effect as if the several objects before mentioned had been expressly named therein as objects for which the Association was established.

It is intended by the Bill to vary or extinguish all rights and privileges which may interfere with any of the objects thereof, and to confer all rights and privileges which may be expedient for carrying those objects into effect, or in relation thereto.

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

Dated this 11th day of November, 1884.

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

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

In Parliament.—Session 1885.

Northampton, Daventry, and Leamington Railway.

(Incorporation of Company; Construction of Railway from Northampton to Daventry and Leamington; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Powers to use portions of Great Western and London and North-Western Railways; Working and Traffic Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in Session 1885 for leave to bring in a Bill to incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the Railways and works in the counties of Northampton and Warwick hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper stations, sidings, approaches, and other works and conveniences connected therewith; that is to say:—

1. A Railway (No. 1) wholly in the County of Northampton, commencing in the Parish of All Saints, in the town and Borough of Northampton, by a junction with the Bedford and Northampton Railway at a point distant thirty yards or thereabouts measured in an easterly direction from the west end of the north platform of the Bedford and Northampton Railway Station, and terminating in the parish of Dodford, in a field numbered 47 on the plan deposited in November, 1880, of the Daventry and Weedon Railway with the Clerk of the Peace for the County of Northampton, at a point three miles and twenty-four chains or thereabouts from the commencement of the

said Daventry and Weedon Railway, as shown on the said deposited plans thereof.

2. A Railway (No. 2) wholly in the County of Northampton, commencing in the Parish of Dodford by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating in the same parish by a junction with the London and North-Western Railway at the northern face of the bridge carrying the high road from Daventry to Weedon over that Railway.
3. A Railway (No. 3) wholly in the County of Northampton, commencing in the Parish of Dodford by a junction with the intended Railway No. 1 at the termination thereof before described and terminating in the Parish of Daventry in the field numbered 36 on the plan deposited in November, 1864, of the Bedford, Northampton, and Leamington Railway (No. 6) with the Clerk of the Peace for the County of Northampton, at a point on the centre line of that Railway (No. 6) marked and measured seven furlongs five chains or thereabouts from the commencement thereof.
4. A Railway (No. 4) commencing in the Parish of Daventry, in the County of Northampton, by a junction with the intended Railway No. 3 at the termination thereof before described, and terminating in the Parish of Leamington Priors, in the County of Warwick, in a field numbered 15 on the said deposited plan of the Bedford, Northampton, and Leamington Railway at the point marked on that plan as the termination of Railway No. 7.
5. A Railway (No. 5) wholly in the Parish of Leamington Priors, in the County of Warwick, commencing by a junction with the intended Railway No. 4 at the termination thereof before described, and terminating by a junction with the London and North-Western Railway from Rugby to Leamington, at a point about 40 yards measured along that Railway in a southerly direction from the point where the said Railway passes over the Warwick and Napton Canal.
6. A Railway (No. 6) wholly in the parish of Leamington Priors, in the County of Warwick, commencing by a junction with the intended Railway No. 4 at the termination thereof before described, and terminating by a junction with the Great Western Railway from Oxford to Leamington at a point about 40 yards measured along that Railway in a southerly direction from the point where the said Railway passes over the Warwick and Napton Canal. Which said intended Railways and works will be made or pass from, in, through, or into the parishes, townships, and places of All Saints and St. Peter's, in the town or Borough of Northampton, Abbey Walls, Dallington, Duston, Upton, Kislingbury, Harpole, Bugbrook, Nether Heyford, Upper Heyford, Floore, or Flower, Stowe - Nine - Churches, Weedon, Brockhall, Dodford, Norton, Newnham, Daventry, and Braunston, in the County of Northampton, and Wolfhampcote, Nethercote, Sawbridge, Flecknoe, Grandborough, Caldecote, Napton-on-the-Hill, Stockton, Southam, Long Itchington, Stoneythorpe, Bascote, Upton, Offchurch, Radford Semele, Whitnash, and Leamington Priors, in the County of Warwick.

The Bill will authorise the Company to exer-

cise the powers and effect the objects following, viz:—

To deviate laterally from the lines of the intended Railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided for by the Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, or stop up, temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraphs, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways, within the parishes and places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended Railways and works, or any of them, or of the Bill.

To purchase, and take by compulsion or agreement, lands, houses, and hereditaments and easements in or over lauds, for the purposes of the intended Railways and works, and of the Bill; 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 exemption from the payment of such tolls, rates, and duties respectively.

To enable the Company and all Companies and persons lawfully using their Railways to run over and use with their engines and carriages, officers, and servants for the purposes of traffic of every description and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the Railways and portions of Railways following, that is to say:—

(a) So much of the Great Western Railway as is situated between the termination hereinbefore described of Railway No. 6 and the west end of the Leamington Station of that Railway, including that station and the booking offices, sidings, and conveniences connected therewith.

(b) So much of the London and North-Western Railway as is situated between the termination hereinbefore described of Railway No. 5 and the west end of the Leamington (Avenue) Station of that Railway, including that station and the booking offices, sidings, and conveniences connected therewith, together with all roads, platforms, points, signals, water supplies, water engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, telegraphs, telephones, signals, works, and conveniences, of or connected with the said several portions of Railways, and the stations of or connected therewith respectively.

To empower the Company on the one hand, and the London and North-Western Railway Company, the Great Western Railway Company, the Midland Railway Company, and the Bedford and Northampton 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 working, use, management, and maintenance of the Railways of the Company, and 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, 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 any part thereof; and the employment of officers and servants.

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.

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," and so far as may be requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North-Western Railway Company; 29 and 30 Vict., cap. 260, and any other Acts relating to the Bedford and Northampton Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; and 5 and 6 Will. IV., cap. 107, and any other Acts relating to the Great Western Railway Company.

And notice is hereby given that on or before the 30th day of the present month of November duplicates, plans, and sections of the railways and works proposed to be authorised by the Bill, with a book of reference to such plans, an ordnance map, with the lines of railway delineated thereon, and a copy of this notice as published in the "London Gazette" will be deposited for public inspection with the Clerk of the Peace of the County of Northampton, at his office at Northampton, and with the Clerk of the Peace for the County of Warwick, at his office in Leamington; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said Railways and Works are intended to be made, or will be situated, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish, at his residence, and in the case of any extra-parochial place with the Parish Clerk of some 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 on or before the 21st day of December next.

Dated this 12th day of November, 1884.

J. Leslie, G. Powell, 17, Essex-street, Strand, London.

John Baker, 20, Bucklersbury, London, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Colne Valley Water.

(Acquisition of Undertaking of Harrow Waterworks Company; Winding-up and Dissolution of that Company; Power to Colne Valley Water Company to Supply Water in Harrow; Extension of their Limits of Supply; Rates, Rents, and Charges; Acquisition of Undertaking of Rickmansworth Waterworks Company and the Undertaking authorised by the Alperton and Sudbury Water Order, 1884, confirmed by the Water Orders Confirmation (No. 2) Act, 1884; Winding up and Dissolution of Rickmansworth Waterworks Company; Lands at Bushey; Additional Works; Addi-

tional Lands; Additional Capital; Incorporation of General Acts; Amendment or Repeal of Acts.)

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

To authorise and empower the Colne Valley Water Company (hereinafter referred to as "the Colne Valley Company") to purchase and acquire, and the Harrow Waterworks Company (hereinafter referred to as "the Harrow Company") to sell the Undertaking of the Harrow Company for such price or other consideration as from such date, and upon such terms and conditions as may have been or may be agreed upon between them or defined in the Bill, and to transfer to and vest in the Colne Valley Company all the said Undertaking, or to provide for such transfer and vesting.

The Undertaking so to be acquired or transferred will or may include all waterworks, reservoirs, aqueducts, conduits, mains, pipes, waters, lands, easements, buildings, plant, machinery, apparatus, goods, chattels, effects, deeds, writings, agreements, rights, powers, privileges, authorities, claims, and demands, and all other the estate and property (real and personal), of what nature or kind soever, now vested in or belonging or hereafter to vest in or belong to the Harrow Company, with such exceptions (if any) as may be agreed upon or be defined in the Bill.

To authorise the Colne Valley Company to hold, work, use, and carry on the said Undertaking, or any part thereof, and to have, exercise and enjoy all or any of the rights, powers, privileges, and authorities of the Harrow Company with reference thereto, or the Bill may confirm and give effect to any agreement made, or to be made, for or with reference to the matters aforesaid or any of them.

To confer upon the Colne Valley Company and the Harrow Company all such powers, rights, authorities, and privileges as are or may become necessary or expedient for carrying the powers and provisions of the intended Act into execution.

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

To enable the Colne Valley Company to make, levy, and receive rates, rents, and charges for or in respect of the supply of water, and to define and limit the rates, rents, and charges within the district of the Harrow Company or any part or parts thereof.

To authorise and empower the Colne Valley Company to acquire all or any part of the Undertaking, rights, powers, privileges, lands, property, and effects of the Rickmansworth Waterworks Company, incorporated under "The Rickmansworth Waterworks Act, 1884," and also of the persons empowered by "The Alperton and Sudbury Water Order, 1884," confirmed by the Water Orders Confirmation (No. 2) Act, 1884, or either of them, for such price or other consideration as from such date and upon such terms and conditions as may be agreed between them respectively, or as may be defined by the Bill; and to provide for the transfer and vesting of the same, or any part or parts thereof, to and in the Colne Valley Company, and to confer on the said Rickmansworth Waterworks Company, and the persons empowered as aforesaid respectively, all such powers as may be needful, in order to enable the said transfer and vesting to take effect.

To authorise the Colne Valley Company, subject to such provisions as may be contained

in the Bill, to hold, work, use, and carry on the Undertakings of the Rickmansworth Waterworks Company and the persons empowered by the said Water Order, or either of such Undertakings, or any part thereof respectively, and to have, exercise, and enjoy all or any of the rights, powers, privileges, and authorities of the Rickmansworth Waterworks Company, and the persons so empowered as aforesaid, or either of them, with reference thereto.

To provide for the distribution of the assets, the winding up of the affairs, and the dissolution of the Rickmansworth Waterworks Company if and when the Undertaking thereof shall be acquired by the Colne Valley Company.

To extend the powers of the Colne Valley Company under the Colne Valley Water Act, 1873, for and with reference to the supply of water (subject to such provisions as may be contained in the Bill) to the district which the Harrow Company are authorised to supply, and to repeal so much of section 4 of that Act as prohibits the Colne Valley Company from supplying water in bulk or otherwise (without the written consent of the Harrow Waterworks Company) in any place or places situate within that part of the parish of Harrow-on-the-Hill which lies on the south-west of the London and North-Western Railway, or situate within those parts of the said parish of Harrow-on-the-Hill which lie on the north, north-east, and east of that railway, within half-a-mile of the centre of the bridge carrying the public highway over that railway at the Harrow Railway Station, and to include within the limits of supply of the Colne Valley Company, and to enable that Company (subject as aforesaid) to supply the districts which the Rickmansworth Waterworks Company, and the persons empowered by the Alperton and Sudbury Water Order, 1884, or either of them, are authorised to supply, or any part thereof respectively, and to extend the limits of supply of the Colne Valley Company so as to include the parishes, hamlets, or places of Abbots Langley, King's Langley Ridge, and Shenley, in the county of Herts, Harefield, Ickenham, Ruislip and Northwood, in the county of Middlesex, or any part thereof respectively; also to include within the said limits, and to enable the Company to supply the parishes of Watford and Leavesden, in the county of Herts, or any part thereof, subject as to so much thereof as is within the present district of the Local Board of Watford to the consent of the Local Board being obtained.

To repeal so much of the Alperton and Sudbury Water Order, 1884, as prohibits the Colne Valley Company from supplying water within the hamlets of Alperton, Sudbury, and Wembley, in the parish of Harrow, and any other parts of the same parish within the limits of supply of the said Order.

To authorise the Colne Valley Company to construct new and additional works, and to maintain, alter, renew, enlarge, extend, and improve the existing works of the Harrow Company, and of the Rickmansworth Waterworks Company, and the persons empowered by the said Water Order, or any of them, or any part thereof respectively.

To enable the Colne Valley Company to make and maintain, with all necessary works, conveniences, and appliances connected therewith, an aqueduct, conduit, or line of pipes, in the parish of Harrow-on-the-Hill, in the county of Middlesex, commencing on the north-eastern side of the London and North Western Railway, in the road from Harrow to Harrow Weald, at the junction of Canning-road and Headstone Drive therewith, and terminating in the said road

3 chains or thereabouts south of the point where it is crossed by the Metropolitan Railway, and to purchase compulsorily any lands or easements which may be required for that purpose.

To confer on the Colne Valley Company the necessary powers to authorise the acquisition and holding by them of certain lands at Bushey Heath, adjoining the lands on which their reservoir is situate in the parish of Bushey, in the county of Herts.

Also to enable the Company to purchase and acquire, by compulsion or agreement, certain lands in the parish of Shenley, in the county of Herts, on the north-east side of the main road from Shenley to Barnet, about 6 chains south of the junction of Harris's-lane therewith and nearly opposite the White Horse Inn, and to extend the time for the sale of superfluous land by the Company.

To empower the Colne Valley Company from time to time to purchase by agreement and to take on lease, and to take grants of easements over additional lands, houses, springs, streams, and waters, for any of the purposes of their Undertaking, and to sell, let, or otherwise dispose of any lands or other property purchased or acquired, or which may be purchased or acquired by them, and which may not eventually be required for the purposes thereof.

To authorise the Colne Valley Company to levy rates and charges, general and special, for the supply of water and meters, and so far as may be necessary, to give effect to the objects and purposes aforesaid, to alter any rates and charges now levied by them, and to confer, vary, and extinguish exemptions from the payment of rates and charges, and to confer all necessary powers for levying and enforcing payment of rates, rents, charges, and expenses.

To authorise the Colne Valley Company to apply to the purposes of the Bill, or any of them, any moneys now belonging to them, or which they are now or by the Bill may be authorised to raise, and to raise additional funds for all or any of the purposes of the Bill, and for other the general purposes of the Company, by borrowing on mortgage and the issue of debenture stock and preference or ordinary shares or stock, or by any of such methods.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and confer other rights and privileges, and it will incorporate with itself the necessary provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the "Waterworks Clauses Acts, 1847 and 1863," and the "Companies Clauses Acts, 1845, 1863, and 1869," and it will or may enlarge or amend, or so far as deemed expedient, repeal the powers and provisions of the "Harrow Waterworks Act, 1854" (17 and 18 Vict., cap. 30), and of any other Act or Acts relating to that Company and its Undertaking, the "Colne Valley Water Act, 1873" (36 and 37 Vict., cap. 80), and of any other Act or Acts relating to that Company and its Undertaking, the Rickmansworth Waterworks Act, 1884 (47 and 48 Vict., cap. 17), and of any other Act or Acts relating to that Company and its Undertaking; and the Alperton and Sudbury Water Order, 1884, confirmed by the Water Orders Confirmation (No. 2) Act, 1884 (47 and 48 Vict., cap. 79), and of any other Act or Acts relating to the persons and the Undertaking thereby authorised.

Duplicate plans and sections of the proposed works, showing the lines and levels thereof, and also plans of the lands which may be taken under the powers 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, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Herts, at his office at St. Albans; and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, 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 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 in the case 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 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.

Murray, Hutchins, and Stirling, 11, Birchington-lane, E.C., Solicitors.

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

In Parliament.--Session 1885.

Canterbury and Kent Coast Railway.

(Incorporation of Company; Construction of Railway between Grove Ferry and Reculver and New Road and Station at Beltinge and Herne Bay, in the county of Kent; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Working, Traffic, and other Arrangements with the London Chatham and Dover and South Eastern Railway Companies; Running Powers over portions of Railways of London Chatham and Dover and South Eastern Railway Companies; Power to the said Companies to Subscribe; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for leave to bring in a Bill and to pass an Act to incorporate a Company, hereinafter referred to as "the Company," for making and maintaining the railway, road, and works hereinafter mentioned, or some part or parts thereof respectively, together with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads, and all other incidental and proper works and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Chislehurst by a junction with the South Eastern Railway at a point in the centre of the down line of the said railway on the eastern side of the public road which crosses the said railway by a level crossing at Grove Ferry, and terminating in the parish of Reculver by a junction with the London Chatham and Dover Railway (Kent Coast branch) at a point in the centre of the said railway 494 yards or thereabouts measured in a westerly direction from the west side of the bridge carrying the road over the said railway near Brook Farm, in the parish of Reculver; which intended railway will pass from, in, through, or into the following parishes, townships, extra-parochial or other places, or some of them, that is to say:—Chislehurst, Reculver, Marshside, and Chitty, all in the county of Kent.

To empower the Company to construct a station on the railway of the London

Chatham and Dover Railway Company at Beltinge, in the parish of Herne, within the following limits, that is to say:—By an imaginary line measured for a distance of 44 yards or thereabouts in a south-westerly direction along the western side of Bogshole bridge and lane near Broomfield from the centre of the western face of the said bridge, thence in a westerly direction for a distance of 370 yards or thereabouts, thence in a northerly direction for a distance of 60 yards or thereabouts, thence in an easterly direction for a distance of 400 yards or thereabouts, thence in a south-westerly direction along the western side of Bogshole Bridge and lane aforesaid to the centre of the said bridge.

To empower the Company to make and maintain a new road situate wholly in the parish of Herne, commencing at Beltinge at a point on the centre of the gate on the north fence of the London Chatham and Dover Railway at or near where the footpath from Beltinge to Broomfield crosses the said fence, and terminating at Herne Bay by a junction with the Canterbury-road at a point on the east side of the said road opposite the centre of the eastern end of the road known as High-street, Herne Bay.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railway and works, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes and extra-parochial and other places aforesaid, or some of them, as it may be necessary to pass across, or over or under, or to divert, alter, or stop up or interfere with by reason of the construction of the intended railway, road, and works, or otherwise for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

To authorise the Company to deviate from the lines of the railway road and other works proposed to be authorised to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to levy tolls, rates, and duties, for or in respect of the use of the proposed railway and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

To authorise the Company on the one hand, and the London Chatham and Dover Railway Company, and the South Eastern Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction, working, use, management and maintenance by either of

the contracting Companies of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertaking, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management and maintenance, the interchange, accommodation, 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 that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made or allowed by either of the contracting Companies or persons 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.

To authorise the Company and all companies and persons lawfully using the railway of the Company to run over, and use with their engines, carriages, wagons, and servants, and for the purpose of traffic of all kinds, and upon terms, tolls and conditions and other regulations to be agreed upon or settled by arbitration or by the Board of Trade in case of dispute, so much of the railway of the London Chatham and Dover as lies between Herne Bay and Ramsgate, and the South Eastern Railway Company as lies between Canterbury and Deal, together with the use of stations and booking-offices, buildings, sidings, junctions, platforms, points, signals, roads, works, and conveniences connected with such railways thereof.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and "The Regulation of Railways Acts, 1868."

To authorise the London Chatham and Dover and South Eastern Railway Companies, or either of them, to subscribe towards and become shareholders in the Company, and to vote at meetings and appoint directors of the Company, and to apply for the purposes of their subscription any capital or money which they are authorised to raise by the Acts relating to such Railway Companies respectively, and to raise money either by mortgage of their respective undertakings, or by the issue of new shares with or without any preference in payment of dividend or special privileges or advantages.

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, extend, amend, or to repeal, all or some of the powers and provisions of the following local and personal Acts, viz., 16 and 17 Vic., cap. 132, and all other Acts relating to or affecting the London Chatham and Dover Railway Company; 6 and 7 Wm. 4, cap. 75, and all other Acts relating to or affecting the South Eastern Company.

And notice is also hereby given, that plans and sections of the proposed railway, road, and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an Ordnance map, with the line of the proposed railway, road, and works 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 Kent, at his offices at Maidstone, in the said county, and 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 parish or extra-parochial place in or through which the said railway or 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 in the case of each parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 10th day of November, 1884.

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

In Parliament.—Session 1885.

Marble Arch, Regent Circus, and City Subway. (Incorporation of Company; Construction of Subway from the Marble Arch, in the county of Middlesex, Hyde Park to Cornhill, in the city of London, with Approaches; Compulsory Purchase of Lands and Easements; Bye Laws; Exemption from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Incorporation of some of the Provisions of the Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885 for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):—

A subway, commencing in the parish of Saint George, Hanover-square, in the city of Westminster, in the county of Middlesex, at or near the north-eastern corner of Park-lane, at the point of junction of Park-lane with Oxford-street, and terminating in the parish of Saint Michael, Cornhill, in the city of London, at a point in Cornhill distant 65 yards or thereabouts measured in a straight line in a westerly direction from the point of junction of Birchin-lane with Cornhill.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes, townships, and places following, or some of them, that is to say:—

Saint George, Hanover Square, Saint James, and Saint Anne, all in the city of Westminster, Saint Marylebone, Saint George, Bloomsbury, Saint Giles in the Fields, Saint Andrew, Holborn, otherwise Saint Andrew, Holborn, above Bars, Liberty of Saffron-hill, all in the county of Middlesex; Saint Andrew, Holborn, otherwise Saint Andrew, Holborn, below Bars, Saint Sepulchre, Christ Church, Newgate Street, Saint Leonard, Foster-lane, Saint Michael-le-Querne, Saint Vedast, Foster-lane, Saint Peter, Westcheap, Saint Matthew, Friday-street, Allhallows, Honey-lane,

Saint Mary Magdalen, Milk-street, Allhallows, Bread-street, Saint Mary-le-Bow, Cheapside, Saint Mary, Colechurch, Saint Mildred, Poultry, Saint Mary, Woolchurch, Saint Christopher-le-Stocks, and Saint Michael, Cornhill, all in the city of London.

The gauge to be adopted for the intended subway will be a 4 feet 8½ inches gauge, or such other gauge as the Board of Trade shall approve, and the motive power to be employed will be a stationary engine, or stationary engines, by which the traffic of the subway shall be worked by means of carriages propelled by cable, traction, or by such means, other than steam locomotives, as the Board of Trade may from time to time approve.

The Bill 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 Bill.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, 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 intended works and other the purposes of the Bill, 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 Bill will vary or extinguish any rights, or privileges connected with such lands, buildings, and hereditaments, or, in, under, or over, the same or other public or private rights, which it may be necessary or expedient for the purposes of the Bill 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 constructed under the surface thereof, and to appropriate and use the sub-soil 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 Bill.

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 purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of section 92 of the Lands Clauses Consolidation Act, 1845.

To sell and convey, demise, and lease, or otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill; and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates, and duties in respect of the intended subway 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, and all or any of the proposed works.

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 subway, 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.

And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

And the Bill will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," as the same are amended by "The Commonable Rights Compensation Act 1882, and The Lands Clauses (Umpire) Act 1883; and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands, and to interference with roads.

Plans and sections defining the lines, situation, and levels of the intended subway 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 Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and with the clerk of the peace for the city of London, at his office at the Sessions House, in the Old Bailey; 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 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 Saint George, Hanover-square, with the Vestry Clerk of that parish at his office at the Board Room, Mount-street, Grosvenor-square, W.; as regards the parish of Saint James, Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly, W.; as regards the parish of Saint Marylebone, with the Vestry Clerk of that parish, at his office, at the Court House, Marylebone-lane, W.; as regards the parish of Saint Anne, Soho, with the Clerk of the Strand District Board of Works, at his office, 5, Tavistock-street, Strand, W.C.; as regards the parishes of St. George, Bloomsbury, and Saint Giles-in-the-Fields, with the Clerk of the Saint Giles Board of Works, at his office, 197, High Holborn, W.C.; as regards the parish of Saint Andrew, Holborn, otherwise Saint Andrew, Holborn, above Bars, and Saffron-hill, with the Clerk of the Holborn District Board of Works, at his office at the Town Hall, Gray's-inn-road, W.C.; and in the case of each 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 immediately adjoining thereto at his residence.

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

Dated this 14th day of November, 1884.

In Parliament.—Session 1885.

Filleigh and Blackmoor Gate Railway.
(Incorporation of Company; Construction of Railways from Filleigh to Blackmoor Gate; Working and other Agreements with, and Powers to, the Great Western and London and South Western Railway Companies; Running Powers and Facilities over Portion of Devon and Somerset Railway; Payment of Dividends, or Interest out of Capital; other Powers; Amendment or Repeal of Acts.)

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

1. 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 respectively, together with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith, or incidental thereto, respectively (that is to say):—

Railway No. 1.—A railway, wholly situate in the parish of Filleigh, in the county of Devon, commencing by a junction with the Devon and Somerset Railway, at or near to a point on that railway 434 yards or thereabouts (measured along that railway) from and to the eastward of the eastern side of the bridge carrying a public road over that railway immediately to the eastward of the Filleigh Station, on that railway, and terminating in and near the eastern boundary of a field lying immediately to the north-

ward of the public road at the said Filleigh Station, and at a point 70 yards or thereabouts, measured in a northerly direction, from the eastern end of the passenger platform of that station.

Railway No. 2.—A railway commencing by a junction with the intended railway No. 1, at the termination thereof as above described, and terminating in the parish of Kentisbury, in and near the western boundary of that portion of a field which is numbered on the Tithe Commutation Map of that parish 240, and bounded on the southward by the main road leading from Blackmoor Gate to Bratton Fleming and Challacombe, and at a point 33 yards or thereabouts, measured in a north-easterly direction, from the junction of that road with the road leading to Westland Pound.

Which said intended railways and works will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say)—Filleigh, East Buckland, West Buckland, Stoke Rivers, Charles, Bratton Fleming, Kentisbury, Challacombe, and Paracombe, all in the county of Devon.

And it is intended by the Bill to take for or in connection with the proposed railways and works, or other the purposes of the Bill, certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars, and the quantity included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantity proposed to be taken, that is to say):—

Railways and works for which the lands will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Quantities included within the limits of deviation.	Estimated quantity to be taken.
Railway No. 2 ..	Bratton Down ..	Bratton Fleming..	2 acres	A quarter of an acre.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, easements, rights, and property required for the purposes of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to levy tolls, rates, and duties for the use of the intended railways and works, or any or either of them, or any part or parts thereof respectively, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them, and to appropriate and use the same, and the subsoil and under surface thereof, for the purposes of the intended works.

4. To authorise the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill, whether beyond the limits allowed by "The

Railways Clauses Consolidation Act, 1845," or otherwise.

5. To authorise the Company on the one hand, and the Great Western Railway Company and the London and South Western Railway Company or either of those Companies on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works or any or either of them, or any part or parts thereof respectively, the supply of rolling or working stock and machinery, and of officers and servants, for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, maintenance, and supply the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, collecting, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made or allowed by any or 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 appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, 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.

6. To empower the Company and all companies and persons lawfully working or using the intended railways, or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or as may be settled by arbitration, or defined by the Bill, the portion of railway and station hereinafter mentioned (that is to say):—

So much of the Devon and Somerset Railway as is situate and lies between the junction therewith of the intended Railway No. 1 and the Filleigh Station on that railway, including that station.

Together with the platforms, sidings, roads, watering-places, water supply, booking and other offices, warehouses, landing-places, signals, points, buildings, machinery, works, and conveniences on or connected therewith.

And to require and compel the Devon and Somerset Railway Company, and the Great Western Railway Company, or other the Company or Companies owning or working the said portion of railway and station, to afford all requisite facilities for the purpose, and to enable the Company and all other companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned portion of railway and station respectively, or any part or parts thereof, under the powers of the Bill, and, if need be, to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said portion of railway and station respectively, and the works and conveniences connected therewith.

7. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, or any other funds of the Company, to pay interest or dividends to the shareholders of the Company on the sums which may be from time to time paid on the shares allotted to them, anything in "The Companies Clauses Consolidation Act, 1845," or any other Act, to the contrary notwithstanding.

8. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

9. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions of the several local and personal Acts relating to or affecting the Devon and Somerset Railway Company, the Great Western Railway Company, and the London and South-Western Railway Company respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them.

10. The Bill will vary and extinguish all

rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

And notice is hereby further given, that—

On or before the 29th day of November instant, plans and sections of the intended railways and works, together with books 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 be deposited for public inspection with the Clerk of the Peace for the County of Devon, at his office at Exeter; and that on or before the said 29th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways or works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence; and

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

Dated this 8th day of November, 1884.

William Toogood, 16, Parliament-street, Westminster;

James Turner, 7, Golden-square, London; Solicitors.

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

In Parliament.—Session 1885.

AULD'S PATENT FOR "IMPROVEMENTS IN THE PREPARATION AND COMBINATION OF ANIMAL SUBSTANCES FOR USE AS FOOD."

(Confirmation of Patent.)

APPPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to revive, continue, and confirm certain Letters Patent, dated the 11th day of December, 1876 (No. 4,782), granted to William Wallace Auld, of No. 33, Lutton-place, in the city of Edinburgh, in the county of Midlothian, his executors, administrators, and assigns, for the term of 14 years from the date of such Letters Patent, for the invention of "Improvements in the Preparation and Combination of Animal Substances for Use as Food;" A communication from abroad by John Lawson Johnston, of the city of Sherbrooke, in the province of Quebec, in the Dominion of Canada, manufacturer, and to enable the said William Wallace Auld, his executors, administrators, or assigns, or any of them, to pay the Stamp Duty of £100 on the said Letters Patent, and upon such payment being made to enable the Commissioners of Patents or their Clerk to stamp the said Letters Patent or a duplicate thereof.

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 25th day of November, 1884.

A. Beveridge, 18, Abingdon-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1885.

Borough of Bradford.

Local Government District of North Bierley.

Local Government District of Shelf.

Street Tramways.

(Construction of Tramways in the Borough of Bradford, in the Parish of Bradford, in the West Riding of the County of York, also in the Local Government District of North Bierley, in the Parish of Bradford aforesaid, in the said West Riding of the County of York, and also in the Local Government District of Shelf, in the Parish of Halifax, in the said West Riding of the County of York; Power to Maintain, Use, Repair, Demise, Let or Sell the said Tramways; Agreements with and Powers to any Corporation, Local Board, or Road Authority, for the Construction, Sale, and Purchase of all or any part of the said Tramways, and for Leasing the same from such Corporation, Local Board, or Road Authority; to Use Horses or Steam Power on the said Tramways; to Levy Tolls; to Carry Passengers and Luggage; Provisions as to User and Repair of Streets; to Break up the Surface of Streets; to Stop or Divert Traffic in Streets; Incorporation and Amendment of Acts of Parliament; 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, by the Bradford and Shelf Tramway Company Limited (hereinafter called "the said Company"), for a Provisional Order, pursuant to the provisions of the Tramways Act, 1870, for the following or some of the following among other purposes, that is to say:—To authorise and empower the Company to make, construct, lay down, maintain, and use, within the borough of Bradford, in the parish of Bradford, in the West Riding of the county of York, also within the Local Government District of North Bierley, in the parish of Bradford aforesaid, in the said West Riding of the county of York, and also within the Local Government District of Shelf, in the parish of Halifax, in the said West Riding of the county of York, the several street tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, junctions, plates, points, sleepers, offices, weigh-bridges, stables, sheds, warehouses, works and conveniences connected therewith, or for the purposes thereof, that is to say:—

Tramway No. 1A.—Commencing (by a junction with a tramway of the Mayor, Aldermen, and Burgesses of the borough of Bradford (hereinafter called "the Bradford Corporation"), in the township of Bowling, in the borough and parish of Bradford, in the West Riding of the county of York) at a point in Manchester-road 66 feet to the south-west of the Red Lion Inn, at the corner of Rooley-lane, and passing thence in a southerly direction along Manchester-road or Halifax-road, by whichever name the said road or street is called or known, and terminating by a junction with No. 1 Tramway in the last-mentioned street, at a point opposite the eastern side of the Woodman Inn, in Manchester-road or Halifax-road aforesaid. The total length of Tramway No. 1A is 2 chains.

Tramway No. 1B.—Commencing by a junction with the tramway of the Bradford Corporation, in the said township of Bowling, in the said borough and parish of Bradford, at a point 23 feet in a north-easterly direction from the corner of Bankfoot, and

passing thence along Manchester-road or Halifax-road aforesaid, and terminating by a junction with Tramway No. 1A, at a point opposite the Woodman Inn, in Manchester-road or Halifax-road aforesaid. The total length of Tramway No. 1B is 2 chains.

The whole of Tramways No. 1A and No. 1B are proposed to be laid as single lines, and to leave a less space than 9 feet 6 inches, intervening between the outside of the footpath and the nearest line of tramway.

Tramway No. 1.—Commencing by a junction with Tramways No. 1A and No. 1B, at the termination of Tramways No. 1A and No. 1B, at a point opposite the Woodman Inn, in Manchester-road or Halifax-road aforesaid, and passing thence in a southerly direction along Manchester-road for a length of 4 chains and 20 links within the said township of Bowling and borough and parish of Bradford, and continuing along the Halifax-road, in the parish of Bradford aforesaid, passing through the Local Government District of North Bierley, in the said West Riding of the county of York, for a length of 1 mile 7 furlongs 4 chains and 5 links, to the boundary of the Local Government District of North Bierley aforesaid, on the Halifax-road aforesaid, and continuing thence on the Halifax-road aforesaid in and through the Local Government District of Shelf, in the parish of Halifax, in the said West Riding of the county of York, for a length of 5 furlongs 8 chains and 45 links, and terminating at a point 1 chain from the entrance to the Bottomley's Arms Inn, in the direction of Halifax, in the parish of Halifax aforesaid, in the West Riding of the county of York.

The whole of the above-named Tramway No. 1 is proposed to be laid as a single line, save as hereinafter mentioned.

A portion of Tramways No. 1 and No. 1C is proposed to be laid as double lines as a passing place for a length of 3 chains and 35 links opposite the King's Arms Inn, on the Halifax-road aforesaid, in the Local Government District of North Bierley, in the parish of Bradford, in the said West Riding of the county of York.

A portion of Tramways No. 1 and No. 1D is proposed to be laid as double lines as a passing place for a length of 3 chains and 35 links opposite the Bottomley's Arms Inn, on the Halifax-road, in the Local Government District of Shelf, in the parish of Halifax, in the said West Riding of the county of York.

The total length of all the said Tramways No. 1A, No. 1B, No. 1, No. 1C, and No. 1D, will be 2 miles 6 furlongs 7 chains and 40 links.

Save as hereinbefore specified, no tramway is proposed to be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside edge of the footpath on either side of the street or road and the nearest rail of the tramway.

Each tramway is intended to be constructed on a gauge of 4 feet.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

And in and by such Provisional Order all necessary powers and authorities will be sought to be obtained and granted for the following purposes, that is to say:—

1. To authorise and enable the said Company

- their successors or assigns, to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph tubes, wires, and apparatus within the borough of Bradford aforesaid, also within the Local Government District of North Bierley aforesaid, in the parish of Bradford aforesaid, and also within the Local Government District of Shelf aforesaid, in the said parish of Halifax, all such places being within the West Riding of the county of York, 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 Provisional Order.
2. To empower and require the said Company, their successors and assigns, from time to time to make such crossings, passing places, deviations, sidings, junctions, points, curves, turnouts, turntables, and other works, either temporarily or permanently, in addition to those particularly specified in this notice as may from time to time be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along streets or for providing access to any stables, or carriage houses, sheds, or works, or other buildings of the said Company, their successors or assigns.
 3. To authorise and empower the said Company, their successors or assigns, to levy tolls, rates, and charges for the use of the proposed tramways or carriages passing along thereon, such tolls, rates, and charges being levied either upon or in respect of carriages using the said tramways other than carriages of the said Company, their successors or assigns, and the traffic conveyed therein or in respect of passengers and goods and other traffic conveyed on the said tramways in the carriages of the said Company, their successors and assigns, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.
 4. To enable the said Company, their successors and assigns, for all or any of the purposes of the undertakings, 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.
 5. 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 may be laid, and to exempt the said Company, their successors and assigns, 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, and to provide for and regulate the user by the Company, for the purposes of the Provisional 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.
 6. To reserve to the said Company, their successors and assigns, the exclusive right of using on their tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.
 7. To prohibit, except by agreement with the said Company, their successors or assigns, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons, Corporations, Local Boards, or other road authorities, other than the said Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or a grooved rail, and to authorise and give effect to agreements between the said Company and any Corporation, Local Board, or road authority, for the use of the said tramways with such carriages, and to confer all necessary power in that behalf on every such Corporation, Local Board, or road authority.
 8. To make provision for regulating the passage of traffic (whether of the said Company or not) along streets, roads, or places, in which the proposed tramways are intended to 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, their successors and assigns, or some or one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or a Corporation, Local Board, or other public body or authority, to make bye-laws, rules, or regulations, with reference to all or any of the matters in this clause mentioned, 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 Provisional Order.
 9. To enable the said Company, their successors and assigns, 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 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 within the aforesaid borough of Bradford, and within the aforesaid Local Government District of North Bierley, in the said parish of Bradford, and also in the aforesaid Local Government District of Shelf, in the said parish of Halifax, all such places being within the West Riding of the county of York, 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.
 10. To enable the said Company, their successors and assigns, and any Corporation, Local Board, or other public 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 laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, passing-places, points, junctions, and works connected therewith, and of any roads or streets upon

or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of engines, carriages, and traffic over or along the same by means of animal, mechanical, or other motive power.

11. To authorise and empower the appointment and payment of such clerks and agents as the said Company, their successors and assigns, may think necessary.
12. To authorise the use on the proposed tramways by the said Company, their successors or assigns, or on any tramways leased to or worked by the said Company, their successors or assigns, or any part or either of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical or motive power, in addition to or substitution for animal power; and so far as may be necessary to incorporate, repeal, alter, amend, or extend all or some of the provisions of the following among other Acts (that is to say) "The Lands Clauses Consolidation Act, 1847," "The Tramways Act, 1870," "The Locomotives Act, 1861," and "The Locomotives Act, 1865," or any or either of those Acts, and any Act amending the said Acts or any or either of them, so far as they respectively may apply to or affect the said proposed tramways or any or either of them, or any part or parts thereof respectively, or any engines or carriages to be used thereon, or any driver or conductor thereof, and any other Act or Acts, public or local, which may in any case relate to or be affected by the objects aforesaid.
13. To authorise the said Company, their successors and assigns, and any Corporation, Local Board, or road authority from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, working, user, management, and maintenance of the proposed tramways, or of any part or parts thereof, the transfer to and vesting in any Corporation, Local Board, or road authority at any time within a period of twelve calendar months after the completion thereof of the said tramways, or any part or parts thereof, and all the powers, rights, privileges, and authorities of the said Company with reference thereto, the payment to be made and the conditions to be performed with respect to any such working, user, management, maintenance, transfer, and vesting, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid; and to authorise any such Corporation, Local Board, or road authority to subscribe and contribute funds towards the making and maintaining of the intended tramways and works, or any or either of them, or any part or parts thereof, and for all or any of the purposes aforesaid to apply their funds and revenues, and to raise money by borrowing, and to exercise all borrowing powers vested in them for any purpose.
14. To authorise the said Company, their successors and assigns, and any Corporation, Local Board, or road authority to enter into and carry into effect agreements and arrangements for or with reference to the leasing in perpetuity or for a limited period, by or for the transfer to and vesting in, or the running over, working, and using

by the said Company for the purposes of traffic of every description, the whole or any part of the proposed tramways, upon such terms and conditions (pecuniary and otherwise) as have been or may hereafter be agreed upon, provided always that such agreement, arrangement, lease, or transfer shall be made or executed within twelve calendar months from the date of the completion of the said tramways.

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

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited on or before the 29th day of November instant with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding of the county of York. A copy of such plans and sections, and a copy of the Gazette notice, together with a published map of the district and a diagram with the line of the proposed tramways marked thereon, will be deposited on or before the 29th day of November instant, at the Office of the Board of Trade, Whitehall Gardens, Westminster. A copy of the said plans and sections, and a copy of this notice, will also be deposited for public inspection on or before the 29th day of November instant, at the Office of the Town Clerk, at the Town Hall, in Bradford, in the said West Riding of the county of York; and a copy of the said plans and sections, together with a copy of this notice, will on or before the 29th day of November instant, be deposited for public inspection at the office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons respectively; also with the parish clerk of the parish of Bradford, at his residence, No. 2, Green-street, in Bradford aforesaid; also with the parish clerk of the parish of Halifax, at his residence, No. 10, Causeway, in Halifax, in the West Riding of the county of York: the aforesaid parishes of Bradford and Halifax being the only parishes from, in, through, or into which the intended tramways will be made or pass; a copy of the said plans and sections and notice will also be deposited for public inspection on or before the 29th day of November instant at the office of the said Company, situate at 15, Sun Bridge-road, in Bradford aforesaid; also at the office of the North Bierley Local Board, situate at Wibsey, near Bradford aforesaid, and at the office of the Shelf Local Board, situate at Shelf aforesaid; also at the office of Frank McGowen, 24, Bank-street, in Bradford aforesaid, Solicitor for the said Bradford and Shelf Tramway Company Limited; and also at the office of Messieurs Waugh and Chapman, Nos. 70, 71, and 72, Chancery-lane, London, Parliamentary Agents.

The draft of the proposed 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 Provisional Order when made, will be furnished (at the price of one shilling for each copy to all persons applying for them at the registered office of the said Company, situate at No. 15, Sun Bridge-road, in Bradford aforesaid; and also at the office of Frank McGowen, Solicitor

for the said Company, situate at No. 24, Bank-street, in Bradford aforesaid; and at the office of Messieurs Waugh and Chapman, Nos. 70, 71, and 72, Chancery-lane, London.

Every Company, Corporation, Public Authority, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the said Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1885, and copies of the said objections must at the same time be sent to the Company at their office, situate at No. 15, Sun Bridge-road, in Bradford aforesaid, or at the office of the said Frank McGowen, situate at No. 24, in Bank-street, in Bradford aforesaid, or their Agents, Messieurs Waugh and Chapman, at Nos. 70, 71, and 72, Chancery-lane, London; 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 said Company or their Solicitor or Agents.

Dated this 18th day of November, 1884.

Frank McGowen, 24, Bank-street, Bradford, Solicitor for the said Bradford and Shelf Tramway Company Limited.

Waugh and Chapman, 70, 71, and 72, Chancery-lane, London, Parliamentary Agents.

In Parliament.—Session 1884-1885.

Tower (Duplex) Bridge.

(Construction of Bridge, with loop bridges thereto, and swing bridges therein, over the River Thames, with Road Approaches from Freeschool-street, Horselydown, to Little Tower-hill; Incorporation of Company; Corporation of London and Metropolitan Board of Works to be authorised or required to make and maintain Works, and exercise powers of intended Act; Purchase of Lands; Extinguishment of Ferry and other rights over River Thames; Tolls; Sale or Leases of Undertaking or Tolls; Agreements with and powers to Corporation of London, Metropolitan Board of Works, London and Saint Katherine Docks Company, Commercial Dock Company, and Tower Subway Company; Power to dispose of surplus Lands; Power to Corporation, Commissioners of Sewers, or Metropolitan Board of Works, or Police, or other Authorities, to make bye-laws and regulations as to traffic over Bridges and Roads within the City of London and the Metropolitan area; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the purposes, or some of the purposes, following, that is to say:—

1. To authorise the making and maintaining of the following works, or some of them, that is to say:—(1) A bridge over the River Thames, with roadways and approaches thereto for the passage of vehicles, foot passengers, animals and things, with all necessary works and conveniences connected therewith, to commence in the parish of Saint John, Horselydown, in the county of Surrey, at the point of intersection of Cross-street and Freeschool-street, and to terminate in the parish of Saint Botolph Without, Aldgate, and the district of the Tower or one of them, in the county of Middlesex—in Little Tower-hill—100 feet to the westward of the main entrance gateway (fronting to Little Tower-hill) to the Saint Katherine Docks, and which bridge,

roadways, approaches, works, and conveniences will be made or pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, that is to say, Saint John's, Horselydown, in the county of Surrey, St. Botolph Without, Aldgate, the district of the Tower, otherwise Saint Peter ad Vincula, Liberty of the Tower Within, Liberty of Her Majesty's Tower of London, Precinct of the Tower, Old Tower Without, and Saint Katherine near the Tower, in the county of Middlesex, or some other one of them, and the bed and foreshore of the River Thames (2 and 3). Two loop bridges over part of the River Thames (forming an eastern and western loop respectively), with roadways thereon, for the passage of vehicles, foot passengers, animals, and things, with all necessary works and conveniences connected therewith; each of such loop bridges to commence by a junction with the bridge (1) hereinbefore described, in or above the bed of the river Thames at a point in the said parish of Saint John's, Horselydown, 220 feet or thereabouts (measured across the river Thames at right angles to that river) from the centre or thereabouts of the northern boundary of the wharf known as Hartley's Wharf, and to terminate by a junction with the said bridge (1) in the said district of the Tower and the said parish or precinct of Saint Katherine, near the Tower of London, or one of them, 220 feet or thereabouts (measured across the river Thames at right angles to that river) from the top of the stairs known as Irongate Stairs, which loop bridges will be situate within the said parishes of Saint John's, Horselydown, and Saint Katherine, near the Tower of London, and the said district of the Tower, or some or one of them, and the bed and foreshore of the River Thames. (4) All necessary and proper swing bridges, draw bridges, lift bridges, or other mechanical appliances in or upon the three bridges hereinbefore described, or some or one of them, for admitting the passage of ships and vessels through the said bridges, or some or one of them, together with all necessary piers, mooring blocks or posts, walls, fences, drains, culverts, footpaths, toll houses, toll gates, stairs, plying places, landing places, platforms, and other buildings, works, and conveniences connected with the said bridges, roadways, and approaches respectively.

To incorporate a Company (hereinafter called "the Company") for the purpose of making and maintaining the proposed works and carrying into effect the objects and exercising the powers of the Bill, or to authorise and empower, and if Parliament shall so see fit, to require the Mayor and Commonality and citizens of the City of London (hereinafter called "the Corporation" and the Metropolitan Board of Works (hereinafter called "the Board"), or one of those bodies, to make and maintain the said works.

To authorise the Company or (as the case may be) the Corporation and the Board, or one of them, to exercise the powers, or some of the powers following, and, if need be, to make the exercise of all or some of those powers obligatory upon the Corporation and the Board (or one of them), viz.:—

2. 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 Bill.

3. To cross, stop up, alter, or divert, either

temporarily or permanently, roads, highways, footpaths, towing paths, streams, watercourses, drains, sewers, pipes, telegraph wires and posts, ways and approaches within the parishes and places aforesaid, or any of them, which it may be necessary or convenient to cross, stop up, alter, or divert, for the purposes of any of the intended works or of the Bill.

4. To purchase, by compulsion or agreement, for the purposes of the intended works, and other purposes of the Bill, lands, houses, and hereditaments, and easements in or over any lands, houses, and hereditaments, or in or over the foreshore, bed, bank, and soil of the river Thames, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take part or parts only of any house, building, or manufactory; and the Bill will vary and extinguish any rights or privileges connected with such lands, houses, hereditaments, foreshore, bed, bank, and soil, which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

5. 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 purposes of the Bill.

6. To levy tolls, rates, and duties in respect of the use of the said bridge, roadways, and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

7. To sell and convey, demise and lease, let or otherwise dispose of, any lands and hereditaments, or any right or interest in any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and, if thought necessary or advisable, to exempt the Company or (as the case may be) the Corporation and the Board, or any of them, and their superfluous lands from the provisions of "The Lands Clauses Consolidation Acts, 1845," with respect to the sale of superfluous lands.

8. To sell or demise and lease from time to time the undertaking of the Company, or any part thereof, and the tolls, rates, and charges authorised to be taken by the Bill, for the use of the intended works, or any of them, to any other company, or to any corporate body, person, or persons, upon and subject to such terms and conditions as may be authorised or prescribed by the Bill.

9. To authorise the Corporation, the Board, the London and Saint Katherine Dock Company, the Commercial Dock Company, and the Tower Subway Company, or any of them, to enter into and carry into effect, contracts and agreements with the Company, or with each other, with respect to the construction, management and maintenance of the proposed works or any of them, and to subscribe and contribute funds towards the making and maintaining of the said works, or any of them, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company, interest, dividends, annual or other payments on shares or stocks, and the principal and interest of any loan of the Company, and for all or any of the purposes aforesaid to apply their respective funds and revenues, and to raise further moneys by rates, and on mortgage or bond, or otherwise, and if thought fit, to appoint directors of the Company.

10. To provide, if the Company be authorised to make and maintain the proposed works, for

the transfer to and vesting in the Corporation and the Metropolitan Board, or one of them, of the Company's undertaking, powers, rights and privileges, or some part or parts thereof respectively, or to enable the Corporation and the Metropolitan Board, or one of them, to exercise all or some of the powers, rights, and privileges proposed to be conferred upon the Company aforesaid, including the powers of compulsory purchase of lands and property, and of making and maintaining the bridges and other works proposed to be authorised by the Bill, upon such terms (pecuniary or otherwise) and conditions as may be presented or sanctioned by the Bill, and to empower the Corporation and the Board respectively, for any such purposes to apply their corporate funds and revenues, and to raise further moneys by rates and on mortgage, or bond, or otherwise.

11. To authorise and empower the Corporation, or the Commissioners of Sewers of the City, or the Metropolitan Board, or the police authorities of the City, or of the Metropolis, or some other public body, to make, vary, and rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended bridges 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.

12. And the Bill will vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

13. And the Bill will or may incorporate with itself 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," and "the Railway Clauses Consolidation Act, 1845."

14. And it is intended, so far as may be requisite or is desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say: 3 and 4 Vic., cap. 131 (local and personal) and all other Acts relating to or affecting the Board, or the local management of the Metropolis; 27 and 28 Vic., cap. 178 (local and personal), and all other Acts relating to or affecting the London and Saint Katherine Docks Company; 27 and 28 Vic., cap. 8 (local and personal), and all other Acts relating to or affecting the Commercial Dock Company; and 31 and 32 Vic., cap. 8 (local and personal), and all other Acts relating to the Tower Subway Company.

15. Plans and sections defining the lines, situation, and levels of the intended bridges, approaches, and other works, and the lands, houses, and other property which may be taken for the purpose 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 Surrey, at his office at the Sessions House, Newington Causeway, in that county, and with the clerk of the peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the clerk of the peace for the Liberty of Her Majesty's Tower of London, at his offices at the Court House, Wellclose-square, in the Liberty of the Tower, in the county of Middlesex, and that on or before the 29th day of November instant a copy of so much of the said plans, sections, and book of reference as

relates to each of the parishes or extra-parochial 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 for public inspection as follows: For the parish of Saint John, Horselydown, above-mentioned, with the clerk of the District Board of Works for Saint Olave's District, at his office at No. 86, Queen Elizabeth-street, Saint John's, Southwark, and for the other parishes and places mentioned in this notice with the clerk of the District Board of Works for the Whitechapel District, at his office, No. 15, Great Alie-street, Whitechapel.

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

Dated this 14th day of November, 1884.

Board of Trade.—Session 1884–85.

Local Government District of Shipley.

Street Tramways Extension.

(Construction of Tramways in the Local Government District or Township of Shipley, in the Parish of Bradford, in the West Riding of the County of York; Power to Maintain and Use, Let, Sell, or otherwise dispose of the same; To Levy Tolls; To use Steam or other Mechanical Power or Electricity; To carry Luggage and Passengers; Incorporation, Amendment, and Alteration of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by Maurice Jones, of Moorhead-lane, in Shipley, in the county of York, tramway proprietor (hereinafter called "the Promoter") for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoter to lay down, maintain, and use, within the Local Government District or Township of Shipley, in the parish of Bradford, in the West Riding of the county of York, the following street tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, points, junctions, triangles, plates, offices, weighbridges, stables, carriages, engines, houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof respectively, that is to say:—

Tramway No. 1.—Partly in double and partly in single line, commencing in Manningham-lane, of the Keighley and Bradford Trust, in the Local Government District or Township of Shipley, in the parish of Bradford aforesaid, by a junction with the Tramway No. 1*a* of the existing tramways, authorised by the Shipley Tramways Order, 1881, and the Tramways Orders Confirmation Act, 1881, at a point 1 chain east of the termination of the said existing tramway, and passing thence in an easterly direction along Manningham-lane, and terminating in the said Manningham-lane at the boundary of the Local Government District

or Township of Shipley, and the borough of Bradford aforesaid, the double and single portions of which tramway are as follows:—

1*a*. A single line commencing at the commencement of Tramway No. 1, and thence passing along and terminating in Manningham-lane at a point 1·58 chains or thereabouts west of Back Park-road.

1*b*. A double line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 1·30 chains or thereabouts south-east of Park-road.

1*c*. A single line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 6·13 chains or thereabouts north-west of St. Paul's-road.

1*d*. A double line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 3·13 chains or thereabouts north-west of St. Paul's-road.

1*e*. A single line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 4·40 chains or thereabouts north of the south-west corner of the "Coach and Horses" public-house.

1*f*. A double line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 1·40 chains or thereabouts north of the south-west corner of the "Coach and Horses" public-house.

1*g*. A single line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 0·55 chains or thereabouts south of Norwood House.

1*h*. A double line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 3·55 chains or thereabouts south of Norwood House.

1*j*. A single line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 1·80 chains or thereabouts south-east of Beamsley-road.

1*k*. A double line commencing at the termination of the last portion, and terminating in Manningham-lane at a point 0·63 chains or thereabouts north-west of Aireville-road.

1*l*. A single line commencing at the termination of the last portion, and terminating in Manningham-lane at the boundary of the Local Government District or Township of Shipley and the borough of Bradford aforesaid.

The total length of Tramway No. 1 is 1 mile 3 furlongs 1·50 chains, of which the total length of double line is 0 miles 1 furlong 7 chains, and the total length of single line is 1 mile 1 furlong 4·50 chains.

The intended tramway specified in the first column of the table next hereinafter following, will be so laid that on the side of Manningham-lane specified in the third column of the said table, a less space than 9 feet 6 inches will intervene between the outside of the footpath on such side of the road or lane and the nearest rail of the tramway, between the points mentioned in each case in the fourth column of the said table, being in each instance a distance of 30 feet and upwards.

Tramway.	Name of road or lane.	On which side of road or lane.	Narrow place.
No. 1	Manningham-lane, of the Keighley and Bradford Trust	South side	Between a point 21 yards west of the west side of Back Park-road and the west side of Park-road.

Where in the description of any of the proposed tramways or narrow places any distance is given with reference to any street or road which intersects or joins the streets or roads 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.

The whole of the intended tramways hereinbefore mentioned, will be made in the Local Government District or Township of Shipley, in the parish of Bradford, in the West Riding of the county of York.

The tramway is intended to be constructed on a gauge of four feet, and it is not proposed to run thereon carriages or trucks adapted for use on railways. It is not intended to cross or otherwise interfere with any river, canal, or tramway.

And in and by such Provisional Order all necessary powers will be sought to be obtained for the following purposes, that is to say:—

1. To authorise and empower the levying of tolls, rates, and charges for the use of the said tramways, such tolls, rates, and charges being levied either upon or in respect of carriages using the tramways other than the carriages of the Promoter and the traffic conveyed therein, or in respect of passengers or other traffic conveyed on the tramways in the carriages of the Promoter.

2. To enable the Promoter, his executors, administrators, or assigns, 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 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 the said Local Government District or Township of Shipley, 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 so to be used.

3. To authorise and empower the making from time to time of such crossings, passing-places, sidings, junctions, triangles, and other works either temporarily or permanently, in addition to those particularly specified in this Notice, as may from time to time be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing for access to any stables or carriage-sheds or works, or other buildings, for the Promoter, his executors, administrators, or assigns.

4. To authorise and empower the Promoter, his executors, administrators, or assigns, for all or any of the purposes of the Undertaking, to erect offices, buildings, or other conveniences.

5. To authorise and empower the appointment and payment of such clerks, servants, and agents as the Promoter, his executors, administrators, or assigns may think necessary.

6. To authorise and empower the Promoter, his executors, administrators, or assigns to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with telegraph pipes and apparatus within the aforesaid Local Government District or Township of Shipley, for the purpose of constructing, maintaining, repairing, renewing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the intended tramways.

7. To authorise and empower the use on the proposed tramways or any of them, or any part or parts thereof respectively, of horses, carriages, and engines moved by steam or other mechanical power or electricity, and, so far as may be necessary, to incorporate, repeal, alter, amend, or

extend all or some of the following among other Acts, that is to say—"The Lands Clauses Consolidation Act, 1847," "The Tramways Act, 1870," "The Locomotives Act, 1861," "The Locomotives Act, 1865," "The Highways Locomotive Act, 1878," "The Shipley Tramways Order, 1881," and "The Tramways Confirmation Order, 1881," or either of these Acts of Parliament, and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or effect the said proposed tramways, or any of them, or any part or parts thereof respectively, or any carriages or engines to be used thereon, or any driver or conductor thereof, and any other Act or Acts, public or local, which may in any way relate to or be affected by the objects aforesaid.

8. To authorise and empower the Promoter, his executors, administrators or assigns, to let, sell, or otherwise dispose of the said tramways and premises, or some part or parts thereof, or to grant licences to use the same.

9. To amend and alter the provisions of Section 7 of the "Shipley Tramways Order, 1881," and the "Tramways Confirmation Act, 1881," so that the gauge be 4 feet upon the existing tramway now open in the district of Shipley aforesaid, instead of 3 feet 6 inches as in the said section provided.

To amend the provisions of the "Shipley Tramways Order, 1881," and the "Tramways Confirmation Act, 1881," so as to authorise and empower the use on the existing tramways now open in the district of Shipley aforesaid, or any of them, or any part or parts thereof of the same motive powers as are mentioned in Clause 7 of this Notice, with similar provisions for the altering, amending or extending all or some of the Acts of Parliament mentioned or referred to in the said clause as expressed therein, as may be necessary by reason of the use of such motive powers in the said existing tramways.

Save as hereinbefore specified, no tramway is proposed to be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside edge of the footpath on either side of the street or road, and the nearest rail of the tramways.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice will be deposited, on or before the 30th day of November, instant, at the office of the Board of Trade, Whitehall Gardens, Westminster; at the office of the Clerk of Parliaments, House of Lords; at the Private Bill Office of the House of Commons respectively, and also for public inspection with the Clerk of Peace for the West Riding of the county of York, at his office at Wakefield; and also with the Clerk to the Local Board of the said Local Government District or Township of Shipley, in the said West Riding of the county of York; and at the residence or the Parish Clerk of the parish of Bradford, in the West Riding of the county of York, No. 2, Green-street, in Bradford aforesaid, that being the only parish in, through, or into which the intended tramways will be made to pass; and also with the Promoter, at the office of Thomas Wilkinson, 60, Victoria-street, Liverpool, Solicitor for the Promoter; and at the office of the Parliamentary Agent undernamed.

The draft of the proposed 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 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 said office

of Thomas Wilkinson, 60, Victoria-street, Liverpool, aforesaid.

Every Company, Corporation, Public Authority, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1885, and copies of the said objection must at the same time be sent to the Promoter, at the said office of Thomas Wilkinson, 60, Victoria-street, Liverpool, aforesaid; and in forwarding to the Board of Trade such objections, objectors or their agents must state that a copy of the same has been sent to the Promoter, or his solicitor or agent.

Dated this 19th day of November, 1884.

Thomas Wilkinson, 60, Victoria-street, Liverpool, Solicitor for the Promoter.
Wedlake, Letts, and Wedlake, Parliamentary Agents, 3, Serjeants'-inn, Temple, London.

Board of Trade—Session 1885.

Edgbaston and Harborne Tramways. Provisional Order.

(Construction of Tramways in the Parishes or Places of Birmingham and Edgbaston, in the County of Warwick; Agreements with Local Authorities; Power to use Steam or Cable or other Mechanical or Animal Power; Running Powers; Extension of Time for the Commencement and Completion of the Tramways authorised by the Edgbaston and Harborne Tramways Order, 1883; Repeal and Amendment of Acts and Orders, including the Edgbaston and Harborne Tramways Order, 1883; and Other Purposes.)

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

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

Tramway (No. 1) commencing in Colmore-row, opposite the entrance to the Council House, by a junction with the lines belonging to or used by the Birmingham Tramway and Omnibus Company, thence proceeding in a south-westerly direction along Colmore-row, thence along Congreve-street, thence along Edmund-street, and terminating in that street at a point 7 chain or thereabouts south-west of the intersection of the centre lines of Congreve-street and Edmund-street. Tramway No. 1 will be a double line.

Tramway (No. 2) commencing in Edmund-street by a junction with Tramway No. 1 at its termination, thence proceeding in a south-westerly direction along Edmund-street, and terminating in that street at a point 8 chain or thereabouts north-east of the south-west corner of that street. Tramway No. 2 will be a single line.

Tramway (No. 3) commencing in Edmund-street by a junction with Tramway No. 2 at its termination, thence crossing Easy-row, and proceeding along Broad-street, and terminating in that street opposite the south-east corner of Baskerville-place. Tramway No. 3 will be a

single line, except from the point of its commencement for a distance of 3 chains, where it will be a double line.

Tramway (No. 4) commencing in Broad-street by a junction with Tramway No. 3 at its termination, thence proceeding in a south-westerly direction along Broad-street, and terminating in that street at its intersection with the centre line of Ladywood-road. Tramway No. 4 will be a double line.

Tramway (No. 5) commencing in Paradise-street by a junction with the lines belonging to or used by the Birmingham Tramway and Omnibus Company at a point 2.10 chains from the Suffolk-street corner of the Parish Offices, thence along Paradise-street in a south-westerly direction, thence along Easy-row, and terminating in Easy-row by a junction with Tramway No. 3 at a point 1.2 chain from the point of intersection of the centre lines of Edmund-street and Easy-row measured in a north-westerly direction. Tramway No. 5 will be a single line, except at its termination for a distance of 1 chain, where it will be a double line.

Tramways No. 1 to No. 5 inclusive are in the borough of Birmingham, parish of Birmingham, and county of Warwick.

Tramway (No. 6) commencing in Broad-street at the Five Ways by a junction with Tramway No. 4 at a point 7 chain from its termination, thence proceeding along the Hagley-road, and terminating in that road opposite the south-west corner of the Monument-road. Tramway No. 6 will be a double line.

Tramway (No. 6A) commencing in Islington-row, at a point 1.3 chain from the east side of Sturge's Monument by a junction with the authorised Tramway No. 10 of the Birmingham and Western Districts Tramways Order, 1883, at its termination, thence across the Five Ways in a westerly direction, thence along the Hagley-road, and terminating in that road by a junction with Tramway No. 6, at a point 2.1 chains or thereabouts from the west side of Sturge's Monument.

Tramway (No. 7) commencing in the Hagley-road by a junction with Tramway No. 6 at its termination, thence proceeding in a westerly direction along the Hagley-road, and terminating in that road at a point 5 chain or thereabouts east of the south-east corner of the Sandon-road. Tramway No. 7 will be a single line, except from the intersection of the centre lines of Rotton Park-road and the Hagley-road for a distance of 2 chains or thereabouts in an easterly direction, and from the intersection of the centre lines of Hermitage-road and Hagley-road for a distance of 2 chains or thereabouts in an easterly direction, and at the termination of the tramway for a distance of 2 chains or thereabouts, measured in an easterly direction, where it will be a double line.

Tramway (No. 8) commencing at the Five Ways by a junction with Tramway No. 4 at its termination, thence proceeding along Harborne-road, and terminating in that road by a junction with Tramway No. 11 at a point 1.7 chain or thereabouts east of the south-east corner of the Augustus-road. Tramway No. 8 will be a single line, except from its commencement for a distance of 4.1 chains in a south-westerly direction, and from the intersection of the centre lines of Highfield-road and Harborne-road, for a distance of 2 chains or thereabouts in an easterly direction, and from the intersection of the centre lines of Vicarage-road and Harborne-road for a distance of 2 chains or thereabouts in an easterly direction, where it will be a double line. A less space than 9 feet 6 inches will intervene between the

outside of the footpath and the nearest rail of the tramway between a point 5·2 chains or thereabouts, and a point 7·5 chains or thereabouts south-west of the north-west corner of Calthorpe-road, where the tramway will be laid on the north-west side of the road.

Tramway (No. 9) commencing in the Hagley-road by a junction with Tramway No. 6 at a point 1·5 chain or thereabouts from the termination of Tramway No. 6, thence proceeding along Vicarage-road to the Harborne-road, and terminating in that road by a junction with Tramway No. 8 at a point 1 chain or thereabouts west of the intersection of the centre lines of Vicarage-road and Harborne-road.

Tramway (No. 9) will be a single-line, except at its commencement for a distance of 1·8 chains or thereabouts, where it will be a double line.

Tramway (No. 10) commencing near the Five Ways by a junction with Tramway No. 8 at a point ·9 chain or thereabouts from the south side of Sturge's Monument, thence proceeding in a south-easterly direction along Calthorpe-road, thence along Greenfield-crescent, thence along the Harborne-road in a south-westerly direction, and terminating in that road by a junction with Tramway No. 8 at a point ·7 chain or thereabouts south-west of the intersection of the centre lines of Greenfield-crescent and Harborne road. Tramway No. 10 will be a single line, except at its commencement for a distance of 1 furlong 5·60 chains, where it will be a double line.

Tramway (No. 11) commencing in Harborne-road by a junction with Tramway No. 8 at its termination, thence proceeding in a south-westerly direction along Harborne-road, and terminating in that road at the intersection of the centre lines of Metchley-lane and Heath-road. Tramway No. 11 will be a single line, except at its commencement, for a distance of 2 chains or thereabouts, and from the intersection of the centre lines of Richmond-hill-road and Harborne-road for a distance of 2 chains or thereabouts in a southerly direction, and from a point where the brook crosses under Harborne-road for a distance of 2 chains or thereabouts in a southerly direction, and from the termination of the tramway for a distance of 1 chain or thereabouts in a north-easterly direction, where it will be a double line.

Tramways Nos. 6 to 11 inclusive, are in the borough or Birmingham, parish of Edgbaston, and county of Warwick.

Which said intended tramways will pass or be made from, in, through, or into, or be situate within the parishes and places following or some of them (that is to say), the parishes or places of Birmingham and Edgbaston, in the county of Warwick.

To provide that the said tramways shall be constructed on a gauge of 3 ft. 6 in., 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 passengers, goods, and animals, or other traffic upon the same.

To prohibit the running on the proposed tram-

ways 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 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 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 and 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 and along the same.

It is intended to employ for moving carriages and trucks upon the authorised tramways of the Promoters, and on the proposed new tramways, animal power or steam or other mechanical power. And also to empower the Promoters and their lessees to work such tramways by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines, and for this purpose to lay down on and under the surface of any street 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 Promoters and their lessees to acquire and hold patent and other rights and licences, and to use patent rights in relation to any such mechanical or other motive power or any of them.

To incorporate and, so far as may be necessary, repeal, alter, amend, or extend, all or some of the provisions of "The Tramways Act, 1870."

To authorise the Promoters to grant or accept leases of the said tramways or any of them, or any part or parts thereof, or grant or accept 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.

To extend the time limited for the commencement and completion of the tramways authorised by the Edgbaston and Harborne Tramways Order, 1883, and to alter, extend, amend, or repeal, so far as may be necessary or expedient, all or some of the provisions of the said Order of 1883.

To confer on the Promoters running power

over the whole or part or parts of the following tramways authorised by the Birmingham and Western Districts Tramways Order, 1883, viz.:—Tramways No. 3, No. 6, No. 8, No. 9, No. 10, and No. 15; and also running powers over so much of the tramways belonging to or used by the Birmingham Tramway and Omnibus Company, Limited, as lies between a point in Colmore-row opposite the end of Livery-street and the commencement of Tramway No. 5 before described.

To enable the Promoters to enter into contracts or agreements with any person or persons, Corporation or Company, for facilitating the conveyance of passengers, goods, animals, or other traffic over the said tramways and any tramways now or hereafter to be made in the said parishes or places.

To enable the Promoters to make junctions or connections of the proposed tramways with any tramways now or hereafter to be made in the said parishes or places.

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 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 Clerk of the Parliaments, in the Private Bill Office of the House of Commons, and in the Office of the Board of Trade, Whitehall, London; and for public inspection 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; with the Parish Clerk of each of the said parishes, and of the parish of Harborne, at their respective offices; and with the Town Clerk of the borough of Birmingham, and the Clerk to the Local Board of Harborne, at their respective offices.

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 a 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 Messrs. 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 22nd day of November, 1884.

Mathews, Smith, and James, 29, Waterloo-street, Birmingham, Solicitors for the proposed Provisional Order.

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

In Parliament.—Session 1885.

Worcester and Broom Railway.

(Incorporation of Company; Construction of Railways from Worcester to the Evesham, Redditch, and Stratford-upon-Avon Junction Railway at Broom, with Junctions with Great Western and Midland Railways; Compulsory Purchase of Lands and Powers as to same to East and West Junction Railway Company and Company; Tolls; Payment of Interest out of Capital; Running Powers against and Agreements with other Railway Companies; Provisions as to Mutual Use by Company and other Companies of their respective Undertakings; and as to Granting of Facilities, &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 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 railways hereinafter mentioned, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith respectively, that is to say:—

Railway (No. 1), commencing in the parish of Saint Peter the Great, in the county of the city of Worcester, in a field on the east side of the Bath-road at a point about 35 yards measured in a south-easterly direction from the Albion-inn, and terminating in a field in the parish of Saint Peter the Great, in the county of Worcester, occupied by Frederick Coney, on the south side of and adjoining the Rough Meadow, at a point about 420 yards measured in a south-easterly direction from the farmhouse known as Middle Battenhall.

Railway (No. 2), commencing by a junction with Railway No. 1, at the termination thereof, as above described, and terminating in the parish of White Ladies' Aston, in the county of Worcester, in a field known as Lower Flats, at a point about 360 yards measured in an easterly direction from the post on the Midland Railway denoting 26½ miles from Birmingham, which intended Railway No. 2 will be made, or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say: Saint Peter the Great, Wittington, Norton Juxta Kempsey, Stoulton, and White Ladies' Aston, all in the county of Worcester.

Railway (No. 3), wholly in the parish of Saint Peter the Great, in the county of Worcester, commencing by a junction with Railway No. 2, at the above-described commencement thereof, and terminating by a junction with the Great Western Railway at a point opposite the post thereon denoting 118½ miles from London.

Railway (No. 4), commencing in the parish of White Ladies' Aston, in the county of Worcester, at the point of termination as above described of Railway (No. 2), and terminating in the parish of Saint Peter the Great, in the county of Worcester, by a junction with the Midland Railway, at a point about 420 yards, measured in a south-westerly direction along that railway, from the post thereon denoting 26½ miles from

Birmingham, which intended Railway (No. 4) will be made or be situate in the parishes, townships, and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Norton Juxta Kempsey, Wittington, and Saint Peter the Great, in the county of Worcester.

Railway (No. 5), commencing by junctions with Railway (No. 2) at its termination as above described, and with Railway (No. 4) at its commencement as above described, 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 a point about 200 yards, measured in an easterly direction along that railway, from the centre of the bridge carrying that railway over the River Arrow, which intended Railway (No. 5) will be made or pass from, in through, or into the parishes, townships, and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Churchill, Upton, Snodsbury, Grafton, Flyford, North Piddle, Kington, Flyford Flavell, Inkberrow, Rouse Lench, and Abbots Morton, in the county of Worcester, and Salford Priors, and Bidford, in the county of Warwick.

Railway (No. 6), wholly in the parish of Salford Priors aforesaid, commencing by a junction with Railway (No. 5), in a field known as King's-lane, in the occupation of Heming James Bomford, and belonging to the Marquis of Hertford, at a point about 80 yards, measured in a northerly direction, from the farm buildings known as Hilloky Barn, and terminating by a junction with the Evesham and Redditch Railway of the Midland Railway Company, at a point about 350 yards, measured in a southerly direction along that railway, from the bridge at Broom Junction, carrying the public road from Dunnington to Broom over the said railway.

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, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, gas, water, and other pipes and telegraphic apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, 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, and of the Bill, and easements or rights in, over, or affecting the same, 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 in addition to the land so purchased and taken, to empower the Company and the East

and West Junction Railway Company jointly, or either of them separately, to purchase and acquire, compulsorily or otherwise, a portion of the premises in the town of Stratford-upon-Avon and parish of Old Stratford, in the county of Warwick, known as No. 13, New-street.

To empower the Company, notwithstanding anything contained in the 92nd section of "The Lands Clauses Consolidation Act, 1845," to take, compulsorily or otherwise, a part or parts only of any land, house, building, manufactory, or premises, without being required to purchase the whole thereof.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works (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 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.

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 and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company, and of the East and West Junction Railway Company, and of the Northampton and Banbury Junction Railway Company, and of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, 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 railways respectively.

To empower the Company on the one hand, and the Great Western, the Midland, the London and North-Western, the Evesham Redditch and Stratford-upon-Avon Junction, and the East and West Junction, the Northampton and Banbury Junction, and the Stratford-upon-Avon Towcester, and Midland Junction Railway Companies, or any 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 of them, of their respective railways and works, or any or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, charges, income and profits arising from

the respective railways and works of the contracting Companies, or any of them, or any part thereof, and the employment of officers and servants, and the appointment of a joint committee or 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 such matters.

To provide for the mutual and equal use, with their respective engines, carriages, and servants, and for the purposes of all kinds of traffic, by the Railway Companies hereinafter mentioned of their respective undertakings, upon such pecuniary and other terms and conditions as the Bill shall prescribe or as shall be settled by arbitration, or as the joint committee hereinafter mentioned shall determine, so that the undertakings of the said Companies may for the purposes of through traffic of all kinds constitute a continuous uninterrupted route, equally open for the purposes of such traffic to all the said Companies, and to make provision with respect to the services and duties to be performed by all or any of the said Companies in that behalf, and also to provide that all or any of the said Companies shall afford all proper facilities by through booking, through rates, and otherwise, and upon such terms and conditions as may be prescribed, settled, or determined, as aforesaid, for the conveyance of through traffic over all the said undertakings as though they were one undertaking.

The Bill will authorise the appointment and make provision for the constitution of a joint committee or committees composed of directors or other nominees of the said several Companies for the purposes aforesaid, and will vest in the said joint committee power to prescribe the pecuniary and other terms on which such use shall be exercised, and on which through traffic shall be conveyed by the said Companies over each other's undertakings and the facilities and services to be afforded mutually for that purpose; and the Bill will provide for the appointment in case of default by any of the said Companies to appoint members of the said committee of members of the committee on behalf of the Company in default, and also for the settlement of any differences in the Committee touching the said use, or touching the facilities and services to be afforded, or the tolls or rates to be paid, or conditions to be performed, or any other matter relating to the conveyance of such through traffic, or to the use by any of the Companies of the undertaking of any other of the said Companies for the purposes of through traffic, and the Bill will or may for the above purposes, or any of them, vary the rights, powers, and privileges of the said companies, and the tolls, rates, and charges which they are severally authorised to demand, and will or may make provision for the payment by the said Companies, or any of them, of the expenses of the said committee, or for any other matters relating to such committee. The Companies to which this paragraph applies are the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company, the East and West Junction Railway Company, the Northampton and Banbury Junction Railway Company, the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, the Aylesbury and Buckingham Railway Company, the Oxford, Aylesbury, and Metropolitan Junction Railway Company, the Metropolitan Railway Company, and any other railway company or companies to

be incorporated in the next or any future session of Parliament for connecting the East and West Junction Railway, or the Northampton and Banbury Junction Railway with the Aylesbury and Buckingham Railway, and the Company to be incorporated by the Bill.

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.

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 Wm. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company; 36 and 37 Vic., cap. 245, and any other Act or Acts relating to the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company; 27 and 28 Vic., cap. 76; 29 and 30 Vic., caps. 142 and 239; 34 and 35 Vic., cap. 81; 37 and 38 Vic., cap. 198, and any other Act or Acts relating to the East and West Junction Railway Company; 26 and 27 Vic., cap. 220, and any other Act or Acts relating to the Northampton and Banbury Junction Railway Company; and 42 and 43 Vic., cap. 223; 45 and 46 Vic., cap. 209; and any other Act or Acts relating to the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company; "The Metropolitan Railway Act, 1854," and any other Act or Acts relating to the Metropolitan Railway Company or their undertaking. "The Aylesbury and Buckingham Railway Act, 1860," and any other Act or Acts relating to the Aylesbury and Buckingham Railway Company or their undertaking. "The Oxford, Aylesbury and Metropolitan Junction Railway Act, 1883," and all other Acts relating to the Oxford, Aylesbury, and Metropolitan Junction 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 line, situation, and levels thereof, and the lands proposed to be taken, under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of the City of Worcester, at his office at Worcester; with the Clerk of the Peace for the County of Worcester, at his offices at Worcester; and with the Clerk of the Peace for 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 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 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 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.

Merrick and Co., 8, Old Jewry, London, E.C.;

Munns and Longden, 8, Old Jewry, London, E. C.;

Solicitors for the Bill.

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

In Parliament.—Session 1885.

King's Cross, Charing Cross, and Waterloo Subway.

(Incorporation of Company; Construction of Subway from King's Cross, in the county of Middlesex, to Waterloo Railway Station, in the county of Surrey, with Approaches; Compulsory Purchase of Lands and Easements; Bye Laws; Exemptions from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Working and other Agreements, with aid contributions of money by Great Northern Railway Company, Midland Railway Company, Metropolitan Railway Company, and London and South Western Railway Company, or any one or more of those Companies; Incorporation of some of the Provisions of The Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1885, for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):—

A subway, commencing in the parish of St. Mary, Lambeth, in the county of Surrey, at a point in the lands of the London and South Western Railway Company, distant 65 yards or thereabouts, measured in a straight line at right angles to York-road, and in a south-easterly direction from the point of junction of Vine-street with York-road, and terminating in the parish of Saint Pancras, in the county of Middlesex, at or near the north-western corner of Liverpool-street, at the point of junction of that street with the Euston-road.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in, or be made or pass from, through, or into the parishes, townships, and places following, or some of them, that is to say:—Saint Mary, Lambeth, in the county of Surrey, Saint Martin-in-the-Fields, Westminster, Saint-Giles-in-the-Fields, Saint George, Bloomsbury, Saint George the Martyr, Saint Andrew, Holborn, otherwise Saint Andrew, Holborn, above Bars, and Saint Pancras, all in the county of Middlesex.

The gauge to be adopted for the intended subway will be a 4 feet 8½ inches gauge, or such other gauge as the Board of Trade shall from time to time approve, and the motive power to be employed will be a stationary engine or stationary engines by which the traffic of the subway shall be worked by means of carriages propelled by cable, traction, or by such means other than steam locomotives, as the Board of Trade may from time to time approve.

The Bill 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 Bill.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, 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 intended works and other the purposes of the Bill, 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 Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same, or other public or private rights, which it may be necessary or expedient for the purposes of the Bill 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 constructed under the surface thereof, and to appropriate and use the sub-soil 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 Bill.

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 purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of section 92 of "The Lands Clauses Consolidation Act, 1845."

To sell and convey, demise, and lease, or otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill; and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates and duties in respect of the intended subway 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, and all or any of the proposed works.

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 subway, 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 Company on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the Metropolitan

Railway Company, and the London and South-Western Railway Company (hereinafter referred to as the four Companies), 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, use, working, and management, of the intended subway and approaches, and 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 subscribing for and holding of shares and other capital in the Company, 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 such matters, and to confer upon the four Companies or any or either of them, in furtherance of any such agreement, all or any of the powers referred to in this notice, including powers of construction, maintenance, and purchasing lands, and to authorise or provide for the vesting in the four Companies, or any one or more of them, upon terms to be agreed on or prescribed by the Bill, of the intended subway undertaking, approaches and works, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their respective funds, rates and revenues thereto.

And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

And the Bill will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," as the same are amended by the Commonable Rights Compensation Act 1882, and the Lands Clauses (Umpire) Act 1883, and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands and to interference with roads.

Plans and sections defining the lines, situation, and levels of the intended subway 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 Surrey, at his office at the Sessions House, Newington-causeway; and 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 Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows: For the parish of Saint Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.; for the parish of Saint Martin-in-the-Fields, with the vestry clerk of that parish, at his office at the Vestry Hall, Saint Martin's place, W.C.; for the parish of Saint Pancras, with the vestry clerk of that parish, at his office at the Vestry Hall, Pancras-road, Saint Pancras, N.W.; for the parish of Saint George, Bloomsbury, with the clerk of the Saint Giles District Board of Works, at his office at 197, High Holborn, W.C.; for the parish of Saint

Andrew, Holborn, otherwise Saint Andrew, Holborn, above Bars, with the clerk of the Holborn District Board of Works, at his office at the Town Hall, Gray's-inn-road, W.C.; and in the case of each other parish, with the clerk of such parish, at his residence.

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

Dated this 14th day of November, 1884.

In Parliament—Session 1885.

St. Helens and Wigan Junctions Railway.

(Incorporation of Company; Construction of Railway from St. Helens, Lancashire, to Wigan Junction Railway; Compulsory Purchase of Land; Power to take Part of a Property; Power to Underpin; to Provide Houses for Labouring Classes; Levy, and take Tolls and Charges; Interchange of Traffic; Working Agreements with Wigan Junction Railways Company, Cheshire Lines Committee, Manchester, Sheffield, and Lincolnshire Railway Company, or Midland Railway Company; Running Powers over part of Wigan Junction Railways; Payment of Dividend out of Capital; Amendment and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session 1885 for leave to bring in a Bill for the following, or some of the following, amongst other purposes:—

To incorporate a Company (in this notice referred to as the Company), and to enable them to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, sidings, approaches, roads, stations, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A railway commencing in the borough of St. Helens, in the township of Windle and parish of Prescott, commencing on the south-eastern side of Gerard-street, at a point where the north-eastern boundary of Hill-street would, if continued straight across Gerard-street, intersect the south-eastern side of that street, and terminating in the township of Lowton and parish of Winwick by a junction with the railway of the Wigan Junction Railways Company, at a point on that railway 3 chains measured in a north-westerly direction along that railway from the north-western face of the bridge carrying the highway known as the Peel Ditch-lane, leading from Leigh to Newton over the same railway, and which railway will be, pass from, in, through, or into, or be situate, in the following parishes and townships, or some of them, namely, parishes of Prescott and Winwick, and townships of Windle, Parr, Haydock, Ashton-in-Makerfield, Goldborne, and Lowton.

All of which intended railway and works will be situate in the county of Lancaster.

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 intended Act; and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To purchase by compulsion or agreement, lands, houses, and other property situate in the before-mentioned county, parishes, and townships, and to acquire easements in, under, or over lands for the purposes of the intended rail-

way and other works, and also to purchase and take by compulsion or agreement a part of any house, building, manufactory, or premises without being subject to the obligation contained in section 92 of the Lands Clauses Consolidation Act, 1845.

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 railway and works of the Company, and which houses and buildings the Company do not require for the purposes of the undertaking.

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams and rivers within the aforesaid parishes and townships as it may be necessary to stop up, alter, or divert by reason of the construction of the said intended railway and works or any of them.

To provide at suitable places houses for the accommodation of persons belonging to the labouring classes who may be displaced under the powers of the intended Act, to provide or appropriate lands and funds for that purpose, and either to retain and hold such houses when built as part of the property and undertaking of the Company, or to sell and dispose of the same.

To levy tolls, rates, and duties for or in respect of the use of the intended railway and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorise and regulate the intended junction with the railway of the Wigan Junction Railways Company (and which railway is hereinafter referred to as the Wigan Junction Railway), and to provide for the interchange, accommodation, protection, and transmission of traffic passing to, from, or over all or any part of the intended railway of the Company, or to, from, or over the railways of the Wigan Junction Railways Company, the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration or to the Board of Trade the terms and conditions upon which such interchange, accommodation, protection, and transmission and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the intended Act, to alter the tolls and charges which the Wigan Junction Railways Company, the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, are or is now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the Wigan Junction Railways Company, the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, some or one of them, to enter into agreements for the management, use, working, and maintenance of the intended railway or works, or any part thereof, the supply of any rolling and working stock, and of officers and

servants for the conduct of the traffic on the intended railway, the payments to be made, and the conditions to be performed with respect to the matters aforesaid, the interchange, accommodation, conveyance, and delivery of traffic from, or destined for, the railway of the Company and the railway of the Wigan Junction Railways Company, the Cheshire Lines Committee, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, or some or one of them, or any railway leased or worked by them, or any of them, and the fixing and division between the said Companies or Committee of the receipts arising from such traffic.

To empower the Company and all Companies and persons lawfully using the railway of the Company to run over, work, and use with their engines, carriages, and wagons of every description, and their clerks, officers, and servants, and for the purposes of their traffic of every description so much of the Wigan Junction Railway as lies between the junction with the intended railway and the south-eastern end of the Lowton Station on the Wigan Junction Railway, together with all stations, sidings, roads, watering places, water supply platforms, booking-offices, goods sheds, warehouses, approaches, turntables, and other works and conveniences connected with the said portion of the said Wigan Junction Railway, upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon, or as in case of difference shall be settled by the Board of Trade or by arbitration, or defined by the intended Act, and to require and compel the Companies owning or working the said railway to afford all requisite facilities for the purpose and to enable the Company and all other Companies and persons lawfully using the railway of the Company to levy tolls, rates, and duties in respect of traffic conveyed by them over the beforementioned portion of the Wigan Junction Railway or any part or parts thereof, and if need be to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said railway or any parts thereof, and the works and conveniences connected therewith, to enable the Company to pay interest or dividends out of capital on any shares or stock, or calls thereon, of the Company previous to the opening of the intended railway.

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

To incorporate with the Bill all or some of the provisions (with or without amendment) of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Consolidation Acts, 1845, 1860 and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and to alter, amend, extend, and enlarge, and (if need be) to repeal, the powers and provisions of the following Acts, local and personal, that is to say, the 30 and 31 Vic., cap. 207, relating to the Cheshire Lines Committee, and any other Act or Acts relating to the said Committee; the 12 and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 9 and 10 Vic., cap. 71,

and any other Act or Acts relating to the Great Northern Railway Company; the 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; the 37 and 38 Vic., cap. 117, and any other Act or Acts relating to the Wigan Junction Railways Company; the 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company.

And notice is hereby further given, that duplicate plans and sections of the intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, together with an Ordnance or published map, with the line of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston in the said county, and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railway and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, 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 with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that printed copies of the intended Act or 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.

Oppenheim and Mallin, Solicitors, St. Helens.

Darlington and Sons, Solicitors, Wigan.

Sharpe, Parkers, Pritchard and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Shanklin and Chale Railway.

(Incorporation of Company; Power to Make a Railway from Chale to the Isle of Wight Railway, near to the Shanklin Station thereof; Running Powers over portion of Isle of Wight Railway, and use of Shanklin Station; Powers to make Arrangements and Working Agreements with the Isle of Wight Railway Company, and Power for that Company to subscribe to this Undertaking; Alteration of Acts of the Isle of Wight Railway, &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 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 and other works hereinafter mentioned, which will be situate in the Isle of Wight and County of Southampton, 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 Newchurch, by a junction with the Isle of Wight

Railway at a point on that railway 28½ chains or thereabouts, measuring along that railway in a north-eastwardly direction, from the mile-stone denoting 9 miles from St. John's-road Station (Ryde) of that railway, and terminating at or near the southern corner of the field in the parish of Chale numbered 326 on the Ordnance survey map of that parish (scale 1/25,000), which said railway will be made in or pass from, in, through, or into the parishes of Newchurch, Godshill, and Chale, in the Isle of Wight, in the county of Southampton.

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 stop and discontinue for public traffic, or to enclose or otherwise interfere with any streets, roads, passages, footways, and places, the lands on each side of which may be acquired by the Company or which are shown on the plans to be deposited as hereinafter mentioned as intended to be stopped up or interfered with in whole or in part, and to vest in the Company or such other persons as the Bill may define the site and soil of such streets, roads, passages, footways, and places, and to empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpikes or other roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and other apparatus within the parishes 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.

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 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, so much of the railway of the Isle of Wight Railway Company as lies between the point of

junction of the intended Chale Railway with the railway of the Isle of Wight Railway Company and the Shanklin Station of that Company, together with all approach 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 at Shanklin aforesaid.

To empower the Company, and the Isle of Wight Railway 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 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 authorise the Isle of Wight Railway Company to subscribe or contribute funds toward the construction and maintenance of the intended railways and works, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the the moneys expended in the construction thereof, as may be agreed upon between that Company and the Company, and to take and hold shares in the capital of the Company, and to appoint a director or directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their directors, and if they shall think fit to raise additional capital for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority, in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of those means, or by such other means as Parliament shall authorise or direct.

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, 22 and 23 Vic., cap. 162, and all other Acts relating to the Isle of Wight Railway 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 Southampton, at his office, at Winchester, 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 or extra-parochial place in or through which the said railways and works are intended to be made, or will be 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 any 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 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 15th day of November, 1884.

Geo. T. Porter, Solicitor for the Bill.

In Parliament.—Session 1885.

London and North Western Railway.

(Tolls, Rates, and Charges.)

(Consolidation of Tolls, Rates, and Charges; Classification of Traffic; Alteration of existing Tolls, Rates, and Charges; Provisions as to Terminal and Special Charges, and other matters; Amendment of Acts.)

NOTICE is hereby given, that the London and North Western Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885 for an Act for all or some of the following purposes (that is to say):—

To consolidate and to prescribe and declare the tolls, rates, and charges to be demanded and taken by the Company in respect of the railways and steam boats of the Company and all or some of the other railways hereinafter mentioned belonging to, leased to, or worked by the Company solely or jointly with any other company or companies, and the traffic conveyed or that may be conveyed on any such railways, and to classify such traffic, and to vary, alter, increase or reduce all or some of the tolls, rates, and charges which the Company are now authorised to demand and take in respect of such railways or some of them, and the traffic thereon, and to vary, alter, and consolidate the existing classifications of such traffic, and to empower the Company to demand and take new and other tolls, rates, and charges.

The other railways above referred to are the following:—Shropshire Union Railways; West London Railway, West London Extension Railway; North and South Western Junction Railway; Ashby and Nuneaton Railway; Charnwood Forest Railway; Harborne Railway; Shrewsbury and Wellington Railway; Shrewsbury and Welchpool Railway; Shrewsbury and Hereford Railway; Vale of Towy Railway; Ludlow and Cleehill Railway; Tenbury Railway; the railways owned jointly by the Company and the Rhymney Railway Company; the railways owned jointly by the Company and the Brecon and Merthyr Tydfil Junction Railway Company; Cromford and High Peak Railway; Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway; Birkenhead Railway; Wrexham and Minera Railway (owned jointly by Company and Great Western Railway Company); Mold and Denbigh Junction Railway; Manchester, South Junction, and Altrincham Railway; Lancashire Union Railway (owned jointly by

Company and Lancashire and Yorkshire Railway Company); North Union Railway; North Union and Ribble Navigation Branch Railway; Fleetwood, Preston, and West Riding Junction Railway; Preston and Longridge Railway; Preston and Wyre Railway; Blackpool and Lytham Railway; Whitehaven, Cleator, and Egremont Railway; the railways owned jointly by the Company and the Great Northern Railway Company (viz., the Newark and Melton Line, the Melton and Market Harborough Line, and the Bingham Branch); and any other railway owned jointly by the Company and any other company or companies, together with all branches and extensions of such railways, or any of them.

To authorise the Company to demand and take charges and payments in respect of services rendered, and accommodation, conveniences and appliances furnished and provided by them at stations, sidings, wharves, depôts and other places, and in respect of any other services and accommodation provided and supplied by them.

To make other provisions and regulations as to tolls, rates, charges, and payments in respect of traffic conveyed upon the railways hereinbefore referred to, or some of them, and to grant exemptions from tolls, rates, charges, and payments.

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, or repeal all or some of the provisions of the several Acts of Parliament relating to the Company and to the several railways hereinbefore mentioned, or any of them.

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.

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.

Saltash Embankment and Reclamation.

(Incorporation of a Company, with Power to Cultivate and Improve certain Waste Lands in the Parishes of St. Stephens by Saltash, Botusfleming, and Landulph, in the County of Cornwall; Execution of Works; Sale and Lease of Land, Tolls, Rates, and Duties, and other purposes.)

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

To incorporate a Company for the purposes of the said Bill, and to confer upon such Company (in this notice called "the Company") all necessary or convenient powers for the cultivation and improvement of certain waste land in the parishes of St. Stephens by Saltash, Botusfleming, and Landulph, in the county of Cornwall, and the bed and shore of the sea, all in the county of Cornwall, and commonly known as Salt Mill Creek, Skinham, Foreshore, and Kingsmill Creek, and to reclaim and protect such lands from the sea, and to execute all the works following, or some of them, viz.:—

1. An embankment with a carriage road thereon wholly situate in the parishes of

St. Stephens by Saltash and Landulph (with all necessary works and conveniences connected therewith), commencing at or near a point on the north side of the new road from Callington to Saltash Ferry, 147 yards or thereabouts, measured in a south-easterly direction, from opposite the south-east corner of Eva Cottage, in the occupation of Mrs. Wyllys, and proceeding in a northerly direction across the foreshores and creeks known as Salt Mill Creek and Skinham Foreshore and Kingsmill Creek, and terminating at a point 2,283 yards or thereabouts from the point of commencement hereinbefore described, and 267 yards or thereabouts from the eastern corner of the marsh embankment, measured in an easterly direction and towards Nail Point.

2. A swing bridge in the parish of St. Stephens by Saltash at or near a point 328 yards or thereabouts from the commencement of the said embankment (No. 1) hereinbefore described.

3. A swing bridge in the parish of St. Stephens by Saltash at or near a point 2,022 yards from the commencement of the said embankment (No. 1).

4. A cut or canal wholly situate in the parish of St. Stephens, in the county of Cornwall (31 chains in length), commencing at or near a point 60 feet or thereabouts from the north-east corner of the garden wall of Salt Mill, measured in a north-easterly direction, proceeding in a south-easterly direction through Salt Mill Creek, and terminating at low-water mark, opposite the said swing bridge (No. 2).

5. A cut or canal situate in the parishes of St. Stephens by Saltash and Botusfleming (93½ chains in length), commencing at the south-eastern corner of the east side of the quay known as Moditonham Quay, and proceeding thence in an easterly direction through Kingsmill Creek, and terminating at low-water mark, opposite the said swing bridge (No. 2).

6. A carriage road (93 chains in length), commencing by a junction with the lane known as Moditonham Quay-lane, at a point 25 yards or thereabouts from the south-eastern corner of the above-named quay, measured in a westerly direction, and proceeding along the south bank of the said cut or canal (No. 5) to a point on the said embankment and road (No. 1) 20 yards or thereabouts from the south abutment of the said swing bridge (No. 3), measured in a southerly direction.

7. A carriage road (30½ chains in length), wholly situate in the parish of Landulph, commencing by a junction with the said embankment and road (No. 1) at its point of termination hereinbefore described, and proceeding in a north-westerly direction to the parish road leading from Landulph Church to Cross, and joining the said parish road at Hockey's town place.

To authorise the Company for the purposes of the said Bill, to close, stop up, alter, or divert, either temporarily or permanently, the Salters Mill Creek, in the parish of St. Stephens by Saltash, or borough of Saltash, and the Kingsmill Creek, in the parishes of St. Stephens by Saltash, Botusfleming, and Landulph, all in the county of Cornwall, or any part or parts thereof respectively, and any other rivers, cuts, creeks, channels, streams, or drains, and to embank, alter, vary, divert, and stop up, either tempo-

rarily or permanently, drains, sluices, water-courses, streams, banks, ways, and roads.

To enclose, reclaim, warp, drain, improve, and convert to agricultural, building, or any other purposes, so much of the bed and sands of the said creeks and foreshore, and all such other lands, sand, and foreshore, if any, as will be enclosed by the proposed embankment.

To confirm all contracts and agreements already, or which may hereafter be entered into between the owners or other parties interested in the lands to be reclaimed and the Company, or any person or persons on its behalf, and to authorise other contracts and agreements, and to confer upon all persons and corporations, aggregate or sole (including the Duchy of Cornwall, and Rectors of Botusfleming and Landulph), having limited powers, or who but for the provisions of the intended Act, would be incapacitated to convey land, full powers of conveying lands, or any interest therein for the purposes of the intended Act.

To deviate laterally from the lines of the intended embankments, canals, and other works, to the extent shown on the plans to be deposited as hereinafter mentioned, and also to deviate from the levels of the said works as defined on the sections to be deposited as hereinafter mentioned.

To enable the Company to purchase by compulsion, lands and other property within the aforesaid borough, parishes, and places for the purposes of the said embankments, canals, reclamation roads, and other works, and of the Bill, and to vary, repeal, or extinguish all rights and privileges connected with such lands and other property so proposed to be purchased and taken, or which would impede or in anywise interfere with the construction, maintenance, or use of the intended works, or the reclamation of the lands proposed to be reclaimed, and to confer, vary, and extinguish other rights and privileges.

To empower the Company to levy, demand, and recover tolls, rates, dues, and charges, for or in respect of the use of the intended roads, or some of them, and to grant exemption from the payment of such tolls, rates, dues, and charges.

To vary, extinguish, exclude, or modify all rights of foreshore or frontage, and all ferry, wharfage, and quay rights, rights of anchoring and beaching, and other rights, powers, privileges, franchises, and jurisdictions, which will impede or interfere or are inconsistent with the objects and purposes of the Bill, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the said intended embankments, canals, roads, and works, and the lands and other property in or through which the same will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such land 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 Cornwall, at his office at Bodmin, in that county; with the Clerk of the Rural Sanitary Authority of St. Germans Union, at his office at Saltash; with the Clerk to the Plymouth Port Sanitary Authority, at his office in Plymouth; with the Town Clerk of the Borough of Saltash, at his office at Saltash; the same day a copy of the said plans, sections, and books of reference, and a copy of this notice, published as aforesaid, will be deposited with

the parish clerk of each parish, at his residence, in or through which the proposed embankment, canals, roads, and works are to be made, and in case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated the 14th day of November, 1884.

R. L. Batchelor, 11, Frankfort-street, Plymouth, Solicitor for the Bill.

C. J. Hunly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1885.

East Indian Unclaimed Stocks.

(Transfer to the Secretary of State in Council of India of Unclaimed India Stocks and Dividends, and for Transfer of such Stocks to the Bank of England and Bank of Ireland, and other Powers in relation thereto; Provisions for ascertaining rights of Claimants and as to Forfeiture and Unclaimed East Indian Railway Annuities and Railway Debentures; Amendment of East Indian Railway Purchase Act, 1879, and other Acts; Retention and Repayment of Annuities; Repayment by the East Indian Railway Company of portions of Annuities to the Secretary of State; Sinking Fund; Provisions as to Unclaimed Arrears and Application thereof, and for determining Claims and Indemnifying Railway Companies; Exemption from Stamp Duty on Transfer of Stocks or Annuities; Appointment of Deputy Government Directors by the Secretary of State with all necessary powers; Power to Indian Railway Companies to issue Debenture Bonds payable to Bearer or to Order and in Rupee currency or otherwise; Exchange of Debentures; Further provisions as to Annuities of the B Class, created under the East Indian Railway Purchase Act, 1879, and for redemption thereof and of Annuities created under other Acts for purchase of Indian Railways; Alteration, Enlargement, and Amendment of Acts; and other purposes.)

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

1. To make provision for and require payment to the Secretary of State in Council of India (hereinafter called "the Secretary of State") of moneys payable to the holders of India Stock, India Stock Certificates or Transfer Loan (whether capital, dividends, or interest), now or hereafter created, the dividends and interest in respect of which have remained unclaimed for ten years or more, and to apply the same as part of the revenues of India or otherwise, subject to any claims thereto, and to require the transfer of such stocks or transfer loan to be made in the Books of the Governor and Company of the Bank of England or of the Bank of Ireland respectively, as the case may be (hereafter called the Bank of England and the Bank of Ireland), to the account of the Secretary of State, and to provide a list or register of such transfers, and to make further provisions relating thereto.

2. To enable the Governor and Deputy-Governor of the Banks of England and Ireland, or either of them, or other necessary parties, to give directions for the re-transfer of stock to the persons making title thereto, and to pay the dividends thereof to such persons, and to relieve

such Governors and Deputy-Governors from responsibility in respect of second claimants, and to enable claimants by petition to the High Court of Justice (Chancery Division) in a summary way to verify their claims; and to make provisions with respect to notices, and to authorize the Secretary of State to empower the Bank of England or Ireland to investigate claims and to act thereon.

3. To indemnify the Banks of England and Ireland and their respective officers in respect of every such transfer or re-transfer of stock or payment of dividends made or directed under the powers of the Bill.

4. To provide for the repayment by the East Indian Railway Company to the Secretary of State of such portion of the annuity created by the East Indian Railway Purchase Act, 1879, as may have been paid to them in respect of their unregistered share capital, and of any portion of the annuity which has remained or may remain unclaimed, and to authorize the Secretary of State to retain half-yearly the sums payable in respect of any portion of such annuity.

5. To authorize the Trustees of the Sinking Fund mentioned in section 23 of the last-mentioned Act to pay the Secretary of State such parts of such fund as may be attributable to any portions of the annuity unclaimed, and to authorize the Secretary of State to contribute rateably with the annuitants, and to retain moneys towards the expenses and other payments incurred and made in any of the matters aforesaid.

6. To authorize and require every Indian Railway Company (being a railway company owning, working, or leasing railways in India) to repay to the Secretary of State all moneys received by them for the discharge of any debentures issued under his guarantee, of which debentures there is no registered holder, or in respect of which no claim has been made.

7. To make provision for investigating and determining claims made by debenture holders, stock holders, and others in respect of any debentures, India Stock, or dividends of Indian Railway Companies vested in or received by the Secretary of State under the powers of the Bill, and for indemnifying the Secretary of State and the respective railway companies in respect of any such claims.

8. To provide that no stamp duty shall be chargeable in respect of the transfer of any India Stock or annuity to or from the Secretary of State, and to authorize the Secretary of State from time to time to appoint Deputy Government Directors of Indian Railway Companies, and to make regulations in respect thereof, and in relation to the appointment.

9. To authorize any Indian Railway Company, with the sanction of the Secretary of State, and subject to such conditions as he may think fit to impose, to issue debenture bonds payable to bearer and negotiable by delivery, also debenture bonds payable to order, negotiable by endorsement, and such debenture bonds may be payable in rupee currency or otherwise, and to make provision, on the application of any holder thereof, for the exchange of debenture bonds in lieu of debenture bonds of any other form or kind issued by such Railway Company.

10. To vary and extend the provisions of the East Indian Railway (Redemption of Annuities) Act, 1881, to and to make such provisions applicable to the annuities of the B Class, created under the East Indian Railway Purchase Act, 1879, and to make provision for the redemption of such annuities, and also for the redemption

of annuities of a similar character which have been or may be created under other Acts for the purchase of Indian railways by the Secretary of State, and to amend and provide that section 2 of the Redemption Act shall be construed and have effect so as to apply to any annuity which the Secretary of the State has created or may create under any existing contracts made by him with Indian Railway Companies.

11. And powers will be taken by the Bill, if need be, to amend, enlarge, vary, or in part repeal some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and the Companies Act, 1862, and the following Local and Personal Acts, viz., 12 and 13 Vic., cap. 93; 16 and 17 Vic., cap. 226; 18 and 19 Vic., cap. 38; 27 and 28 Vic., cap. 157; 32 and 33 Vic., cap. 80; 22 and 23 Vic., cap. 102; 17 and 18 Vic., cap. 29; 18 Vic., cap. 40; 37 and 38 Vic., cap. 112; the East Indian Railway Company Purchase Act, 1879; and the East Indian Railway Redemption of Annuities Act, 1881; and all other Acts relating to Indian Railways.

And powers will or may be taken by the Bill to alter or vary the respective articles of association, deeds of constitution, or deeds of settlement relating to the Indian Railway Companies Limited following, viz.: The Oudh, Rohilkund, the Rohilkund and Kumaon, the Southern Mahratta, the Bengal and North Western, the Bengal Central, and the Assam Railway Companies Limited, or some or one of them.

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

Dated this 20th day of November, 1884.

By order,

John Jordan, 3, Westminster-chambers,
Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1885.

Islington (Angel) and City Subway.

(Incorporation of Company; Construction of Subway from "The Angel," Islington, in the county of Middlesex, to Moorgate-street, in the city of London, with Approaches; Compulsory Purchase of Lands and Easements; Bye Laws; Exemption from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Incorporation of some of the Provisions of the Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):

A subway, commencing in the parish of St. James, Clerkenwell, in the county of Middlesex, at a point in the City-road, at or near the point of junction of that road with the High-street, Islington, and St. John's-street.

road, and terminating in the parish of St. Margaret, Lothbury, in the city of London, at a point in Moorgate-street, at or near the point of junction of that street with Lothbury.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in or be made, or pass from, through, or into the parishes, townships, and places following, or some of them (that is to say):

St. James, Clerkenwell, St. Mary, Islington, St. Luke and St. Leonard, Shoreditch, all in the county of Middlesex; St. Stephen and St. Margaret, Lothbury, both in the city of London.

The gauge to be adopted for the intended subway will be a 4 feet 8½ inches gauge, or such other gauge as the Board of Trade shall approve, and the motive power to be employed will be a stationary engine or stationary engines, by which the traffic of the subway shall be worked by means of carriages, propelled by cable traction or by such means other than steam locomotives, as the Board of Trade may from time to time approve.

The Bill 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 Bill.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, 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 intended works and other the purposes of the Bill, 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 Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same, or other public or private rights, which it may be necessary or expedient for the purposes of the Bill 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 constructed under the surface thereof, 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 Bill.

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 purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of section 92 of the Lands Clauses Consolidation Act, 1845.

To sell and convey, demise, and lease, or otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill; and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates, and duties in respect of the intended subway 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, and all or any of the proposed works.

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 subway, 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.

And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

And the Bill will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," as the same are amended by "The Commonable Rights Compensation Act, 1882," and "The Lands Clauses (Umpire) Act, 1883," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands, and to interference with roads.

Plans and sections defining the lines, situation, and levels of the intended subway 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 Middlesex, at his office at the Sessions House, Clerkenwell, in the said county of Middlesex; and with the Clerk of the Peace for the city of London, at his office at the Sessions House in the Old Bailey; 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 Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows: for the parish of St. James, Clerkenwell, with the vestry clerk of that parish, at his office at the Vestry Hall, 58, Rosoman-street, Clerkenwell, E.C.; for the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office at the Vestry Hall, Upper-street, Islington, N.; for the parish of St. Luke, Middlesex, with the vestry clerk of that parish, at his office at the Vestry Hall, City-road, E.C.; for the parish of St. Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Shoreditch Town Hall, Old-street, E.C., and in the case of each other parish, with the clerk of such parish at his residence.

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

Dated this 14th day of November, 1884.

In Parliament.—Session 1885.

Brighton and South Coast Tramways.

(Incorporation of Company; Construction of Tramways; Use of Steam, Mechanical or Animal Power; Tolls, Rates and Charges; Agreements with Local Authorities; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in session 1885 for a Bill to incorporate a Company (hereinafter called "the Company") and to enable the Company thereby incorporated to make, form, lay down, and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways, or portions of tramway, in the county of Sussex, hereinafter described, that is to say:—

1. Tramway No. 1 (double line), commencing in the western end of the road fronting the Kemp Town Railway Station, in the borough of Brighton, at a point in line with the eastern side of East Park-road, thence continuing in an easterly direction along the first-mentioned road into Sutherland-street, and thence in a southerly direction into Eastern-road, and terminating at a point in Eastern-road, distant 2·50 chains, or thereabouts, measured in an easterly direction from the east side of Sutherland-street.

2. Tramway No. 2 (single line), commencing at the termination of Tramway No. 1, and continuing in an easterly direction along the Eastern-road, and terminating at a point in said road, distant 2 chains, or thereabouts, measured in an easterly direction from the junction of said road with Abbey-road.

3. Tramway No. 3 (double line), commencing at the termination of Tramway No. 2, and continuing in an easterly direction along Eastern-road, and terminating at a point in that road 2 chains, or thereabouts, from the termination of Tramway No. 2.

4. Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and continuing in an easterly direction along Eastern-road, and terminating at a point 0·50 chains, or thereabouts, from the junction of that road with Chichester-place.

5. Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, and continuing in an easterly direction along Eastern-road, and terminating at a point in that road 2 chains, or thereabouts, from the termination of Tramway No. 4.

6. Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and continuing in an easterly direction along Eastern-road, and terminating at a point in that road 2 chains, or thereabouts, measured in a westerly direction from the junction of that road with the road leading to Arundel-mews.

7. Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and continuing in an easterly direction along Eastern-road, and terminating at a point in that road nearly opposite the eastern side of the road leading to Arundel-mews.

8. Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and continuing in an easterly direction along Eastern-road, and terminating at a point in that road, 2 chains, or thereabouts, eastward of the junction of that road with Arundel-road.

9. Tramway No. 9 (double line), commencing at the termination of Tramway No. 8, and continuing in an easterly direction along Eastern-road, thence in a southerly direction along Arundel-street, and terminating at a point in

Arundel-street, 1·50 chains, or thereabouts, from the junction of that street with Eastern-road.

10. Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and continuing in a southerly direction along Arundel-street to, and terminating at, a point in that street 7 chains, or thereabouts, from the termination of Tramway No. 9.

11. Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and continuing in a southerly direction along Arundel-street to the Brighton and Newhaven main-road, thence continuing in an easterly direction along that main road, and terminating at a point opposite the boundary-stone denoting the parliamentary and municipal boundary of Brighton.

Tramways Nos. 1 to 11 inclusive will be wholly situate in the parish and borough of Brighton.

12. Tramway No. 12 (double line), commencing at the termination of Tramway No. 11, and continuing in an easterly direction along the said main road, situate and terminating at a point in that road 7 chains, or thereabouts, from the termination of Tramway No. 11.

13. Tramway No. 13 (single line), commencing at the termination of Tramway No. 12, and continuing in an easterly direction along the said main road, and terminating at a point in that road, 4 furlongs, or thereabouts, from the termination of Tramway No. 12.

14. Tramway No. 14 (double line), commencing at the termination of Tramway No. 13, and continuing in an easterly direction along the said main road, and terminating at a point in that road, 5 chains, or thereabouts, from the termination of Tramway No. 13.

15. Tramway No. 15 (single line), commencing at the termination of Tramway No. 14, and continuing in an easterly direction along the said main road, and terminating at a point in that road, 1 furlong 3·50 chains, or thereabouts, from the north-east corner of Roodean Cottage.

16. Tramway No. 16 (double line), commencing at the termination of Tramway No. 15, and continuing in an easterly direction along the said main road, and terminating at a point in that road 5 chains, or thereabouts, from the termination of Tramway No. 15.

17. Tramway No. 17 (single line), commencing at the termination of Tramway No. 16, and continuing in an easterly direction along the said main road, and terminating at a point in that road 2 furlong 7 chains, or thereabouts, from the termination of Tramway No. 16.

18. Tramway No. 18 (double line), commencing at the termination of Tramway No. 17, and continuing in an easterly direction along the said main road, and terminating at a point in that road 4 chains, or thereabouts, from the termination of Tramway No. 17.

19. Tramway No. 19 (single line), commencing at the termination of Tramway No. 18, and continuing in an easterly direction along the said main road, and terminating at a point in that road 1 furlong 1·50 chains, or thereabouts, eastward of the north-east corner of Greenway Coastguard Station.

20. Tramway No. 20 (double line), commencing at the termination of Tramway No. 19, and continuing in an easterly direction along the said main road, and terminating at a point in that road 6 chains, or thereabouts, from the termination of Tramway No. 19.

21. Tramway No. 21 (single line), commencing at the termination of Tramway No. 20, and continuing in an easterly direction along the said main road, and terminating at a point in that road

6.50 chains, or thereabouts, measured in a westerly direction from the junction of such road with High-street, Rottingdean.

22. Tramway No. 22 (double line), commencing at the termination of Tramway No. 21, and continuing in an easterly direction along the said main road, and terminating at a point in that road 2.50 chains, or thereabouts, measured in an easterly direction from the junction of such road with High-street, Rottingdean.

23. Tramway No. 23 (single line), commencing at the termination of Tramway No. 22, and continuing in an easterly direction along the said main road, and terminating at a point in that road 2 furlongs 7 chains, or thereabouts from the termination of Tramway No. 22.

24. Tramway No. 24 (double line), commencing at the termination of Tramway No. 23, and continuing in an easterly direction along the said main road, and terminating at a point in that road 8 chains, or thereabouts, from the termination of Tramway No. 23.

25. Tramway No. 25 (single line), commencing at the termination of Tramway No. 24, and continuing in an easterly direction along the said main road, and terminating at a point in that road 3 furlongs, or thereabouts, measured in an easterly direction from the boundary-stone denoting the boundary between the parishes of Rottingdean and Telscombe.

26. Tramway No. 26 (double line), commencing at the termination of Tramway No. 25, and continuing in an easterly direction along the said main road and terminating at a point in that road 8 chains, or thereabouts, from the termination of Tramway No. 25.

27. Tramway No. 27 (single line) commencing at the termination of Tramway No. 26, and continuing in an easterly direction along the said main road and terminating at a point in that road 3 chains, or thereabouts, measured in a westerly direction from the stone denoting the boundary between the parishes of Telescombe and Piddinghoe.

28. Tramway No. 28 (double line), commencing at the termination of Tramway No. 27, and continuing in an easterly direction along the said main road and terminating in that road at a point 2 chains, or thereabouts, measured in an easterly direction from the stone denoting the boundary between the aforesaid parishes.

29. Tramway No. 29 (single line), commencing at the termination of Tramway No. 28, and continuing in an easterly direction along the said main road and terminating at a point in that road 1 furlong 4.50 chains from the termination of Tramway No. 28.

30. Tramway No. 30 (double line), commencing at the termination of Tramway No. 29, and continuing in an easterly direction along the said main road, and terminating at a point in that road 4 chains, or thereabouts, from the termination of Tramway No. 29.

31. Tramway No. 31 (single line), commencing at the termination of Tramway No. 30, and continuing in an easterly direction along the said main road, and terminating at a point in that road 1 furlong 4 chains, or thereabouts, from the termination of Tramway No. 30.

32. Tramway No. 32 (double line), commencing at the termination of Tramway No. 31, and continuing in an easterly direction along the said main road, and terminating at a point in that road 5 chains, or thereabouts, from the termination of Tramway No. 31.

33. Tramway No. 33 (single line), commencing at the termination of Tramway No. 32, and

continuing in an easterly direction along the said main road, and terminating at a point in that road 1 furlong 4 chains, or thereabouts, measured in a westerly direction from the centre of Hoddon Old Turnpike Cottage.

34. Tramway No. 34 (double line), commencing as the termination of Tramway No. 33, and continuing in an easterly direction along the said main road, and terminating at a point in that road 4 chains, or thereabouts, from the termination of Tramway No. 33.

35. Tramway No. 35 (single line), commencing at the termination of Tramway No. 34, and continuing in an easterly direction along the said main road, and terminating at a point in that road 4 furlongs 3 chains, or thereabouts, from the termination of Tramway No. 34.

36. Tramway No. 36 (double line), commencing at the termination of Tramway No. 35, and continuing in an easterly direction along the said main road, and terminating at a point in that road 9 chains, or thereabouts, measured in a westerly direction from the stone denoting the boundary between the parishes of Piddinghoe and Newhaven.

37. Tramway No. 37 (single line), commencing at the termination of Tramway No. 36, and continuing in an easterly direction along the said main road, and terminating at a point in that road 8 chains, or thereabouts, from the termination of Tramway No. 36.

38. Tramway No. 38 (double line), commencing at the termination of Tramway No. 37, and continuing in an easterly direction along the said main road, and terminating at a point in that road 7 chains, or thereabouts, measured in an easterly direction from the said stone denoting the boundary between the parishes of Piddinghoe and Newhaven.

39. Tramway No. 39 (single line), commencing at the termination of Tramway No. 38, and continuing in an easterly direction along the said main road and terminating at a point in that road 3 furlongs 9 chains, or thereabouts, from the termination of Tramway No. 38.

40. Tramway No. 40 (double line), commencing at the termination of Tramway No. 39, and continuing in an easterly direction along the said main road and terminating at a point in that road 4.50 chains, or thereabouts, from the termination of Tramway No. 39.

41. Tramway No. 41 (single line), commencing at the termination of Tramway No. 40, and continuing in an easterly direction along the said main road, and terminating at a point in that road 1 chain, or thereabouts, measured in a westerly direction from the junction of such road with Lewes-road, Newhaven.

42. Tramway No. 42 (double line), commencing at the termination of tramway No. 41, and continuing in an easterly direction along the said main road, through High-street, and thence in a southerly direction into and along Meeching-road, in Newhaven, and terminating at a point in Meeching-road, 2 chains, or thereabouts, from the junction of that road with High-street.

The tramway and works hereinbefore described will be situate in and pass from, through, or into the parishes or places following, or some or one of them (viz.) :—The parish and borough of Brighton, and the parishes of Rottingdean, Telscombe, Piddinghoe, and Newhaven, all in the county of Sussex.

Each of the said tramways hereinbefore described will be constructed on a gauge of 3 feet 6 inches, and it will be provided that so much of section 34, of the Tramways Act, 1870, as limits

the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the proposed tramways.

It is proposed to use steam, mechanical, or animal power on the tramways, but it is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

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.—The portion situate in Sutherland-street and Eastern-road, on both sides of the roadway.

Tramways Nos. 3, 5, 7, and 9, for the whole length of each tramway, on both sides of the roadway.

Tramway No. 12, for the whole length of the tramway, on both sides of the roadway.

Tramways Nos. 13, 14, 15, 16, 17, 18, 19, 20, and 21, on the north side of the roadway, for the whole length of such tramways.

Tramway No. 22, for the whole length of the tramway, on both sides of the roadway.

Tramways Nos. 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, and 41, for the whole length of each tramway, on the north side of the roadway.

Tramway No. 42, for the whole length of the tramway, on both sides of the street or roadway.

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 will enable the Company to exercise the powers granted by that Act, as well as the powers hereinafter mentioned.

To authorize 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, 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 purposes 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 purposes 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 of 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 groove 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.

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 Sussex, at his office at Lewes, 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 parishes 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.

Bird and Bickersteth, 30, Watling-street,
E.C., Solicitors.

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

In Parliament.—Session 1885.

Northampton and Banbury and Metropolitan Junction Railway.

(Incorporation of Company; Power to Construct Railways in Counties of Buckingham and Northampton; Provisions for Repair, &c., of Northampton and Banbury Junction Railway; Powers to Northampton and Banbury Junction Railway Company as to Construction, &c., of Works, &c.; Provisions as to mutual use by the Company and other Companies of their Respective Undertakings, and as to Granting of Facilities, &c.; Running Powers over the Railways of, Agreements with, and other Provisions affecting other Railway Companies; Purchase of Lands; Tolls; Payment of Interest out of Capital; Amendment of Acts.)

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

1. To incorporate a company, and to enable the company to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, respectively, 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 (No. 1), commencing in the parish of East Claydon, otherwise East-cum-Botolph Claydon, in the county of Buckingham, by a junction with the Aylesbury and Buckingham Railway at or near the point at which an occupation road for the Monkomb Farm, occupied by Catherine Ann Hiron, crosses the said Aylesbury and Buckingham Railway on the level, and terminating in the parish of Radclive-cum-Chackmore, in the county of Buckingham, on the south bank of the River Ouse, in a field known as Big Meadow, in the occupation of Alfred Charles Swain, and belonging, or reputed to belong to New College, Oxford, at a point about 180 yards, measured in a northerly direction, from the centre of the bridge carrying the London and North-Western Railway over the River Ouse near Radclive.

A Railway (No. 2), commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating in the parish of Towcester, in the county of Northampton, by a junction with the Northampton and Banbury Junction Railway, at a point about 130 yards measured along that railway in a south-westerly direction from the west signal cabin at Greens Norton Junction on that railway.

Which said intended Railways Nos. 1 and 2, or some part or parts thereof, will pass from, through, or into, or be situated within the parishes, townships, or extra-parochial or other places following, or some of them (that is to say):—East Claydon (otherwise East-cum-Botolph-Claydon), Middle Claydon, Steeple Claydon, Padbury, Lenborough, Bourton, Prebend End, Buckingham, Tingewick, Radclive (otherwise Radclive-cum-Chackmore), Thornborough, Water Stratford, Boycot, Lamport, Stowe, Westbury, Biddlesden and Luffield Abbey, in the county of Buckingham; Luffield Abbey, Saint Peter's Brackley, Syresham, Whitfield, Silverstone, Abthorpe, Towcester, and Wood Burcote, in the county of Northampton.

A Railway (No. 3) (wholly in the said

parish of Radclive-cum-Chackmore); commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating by a junction with the Banbury and Buckingham Branch of the London and North-Western Railway at a point about 583 yards measured in a north-westerly direction along that branch railway from the bridge carrying the public road from Buckingham to Tingewick over the said railway.

A Railway (No. 4), commencing in the parish of Gayton, in the county of Northampton, by a junction with the Northampton and Banbury Junction Railway, at a point thereon distant about 30 chains (measuring north-westwardly along that railway) from the north-west end of the joint booking office at Blisworth Station of the London and North-Western and Northampton and Banbury Junction Railway Companies, and terminating in the parish of Blisworth, in the county of Northampton, by a junction with the Northampton and Peterborough branch of the London and North-Western Railway at a point thereon distant about 23 chains (measuring along the last-mentioned Branch Railway) in a northerly direction from the bridge carrying that Branch Railway over the Grand Junction Canal near Blisworth Station.

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

3. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, and easements, and rights in and over the same 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 take any part or parts of or belonging to any land, house, building, manufactory, or premises, without being compelled to take the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. 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.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works and upon the railways and portions of railway stations and works hereinafter mentioned belonging to other railway companies, and to alter the tolls, rates, and duties which the last-mentioned companies are respectively now authorised to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. 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 purpose whatsoever, and for the purposes of their traffic of every description—(1) So much of the railways of the Northampton and Banbury Junction Railway Company as lie between the junction therewith of the Railway No. 2, to be authorised by the Bill, and the Blisworth Station, including that station. (2) The railways of the Aylesbury and Buckingham Railway Company, 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 and connected with the said railway and portion of railway and station.

7. To empower the Company to repair, alter, improve, and equip the said portion of the Northampton and Banbury Junction Railway Company's railway so proposed to be run over as aforesaid, and if thought fit to lay down additional rails thereon, or on some part or parts thereof, and to fit and adapt the same to the traffic to pass thereover from and to the intended railways, and to do all necessary works in that behalf, and to apply their funds and revenues to such purposes, or any of them.

To make provision for the payment of the expenses incurred by the Company in such repair, alteration, improvement, equipment, or other works by the Northampton and Banbury Junction Railway Company, and if thought fit to require that Company to execute the works necessary for the purposes aforesaid.

8. The Bill will or may also confer upon or make provision for the exercise by the Northampton and Banbury Junction Railway Company, either jointly with the Company or solely, of the powers hereinbefore referred to, and proposed to be conferred upon the Company with reference or in relation to the intended Railway No. 4, including the powers for the compulsory purchase of land and levying of tolls, and, if thought fit, will provide that the said intended railway shall form part of the undertaking of the Northampton and Banbury Junction Railway Company.

9. To provide for the mutual and equal use with their respective engines, carriages, and servants, and for the purposes of all kinds of traffic by the railway companies hereinafter mentioned, of their respective undertakings, upon such pecuniary and other terms and conditions as the Bill shall prescribe, or as shall be settled by arbitration, or as the joint committee hereinafter mentioned shall determine, so that the undertakings of the said companies may, for the purposes of through traffic of all kinds, constitute a continuous uninterrupted route, equally open for the purposes of such traffic to all the said companies, and to make provision with respect to the services and duties to be performed by all or any of the said companies in that behalf, and also to provide that all or any of the said companies shall afford all proper facilities by through booking, through rates, and otherwise, and upon such terms and conditions as may be prescribed, settled, or determined as aforesaid, for the conveyance of through traffic over all the said undertakings as though they were one undertaking. The Bill will authorise the appointment, and make provision for the constitution of a joint committee or

committees composed of directors or other nominees of the said several companies, for the purposes aforesaid, and will vest in the said joint committee power to prescribe the pecuniary and other terms on which such use shall be exercised, and on which through traffic shall be conveyed by the said companies over each other's undertakings, and the facilities and services to be afforded mutually for that purpose; and the Bill will provide for the appointment, in case of default by any of the said companies to appoint members of the said committee, of members of the committee on behalf of the Company in default; and also for the settlement of any differences in the committee touching the said use, or touching the facilities and services to be afforded, or the tolls or rates to be paid or conditions to be performed, or any other matter relating to the conveyance of such through traffic, or to the use by any of the companies of the undertaking of any other of the said companies for the purposes of through traffic; and the Bill will or may, for the above purposes, or any of them, vary the rights, powers, and privileges of the said companies, and the tolls, rates, and charges which they are severally authorised to demand, and will or may make provision for the payment by the said companies, or any of them, of the expenses of the said committee, or for any other matters relating to such committee. The companies to which this paragraph applies are the Eversham, Redditch, and Stratford-upon-Avon Junction Railway Company, the East and West Junction Railway Company, the Northampton and Banbury Junction Railway Company, the Stratford-upon-Avon, Towcester and Midland Junction Railway Company, the Aylesbury and Buckingham Railway Company, the Oxford, Aylesbury, and Metropolitan Junction Railway Company, the Metropolitan Railway Company, and the Company to be incorporated by the Bill.

10. To empower the Company on the one hand, and the Metropolitan Railway Company, the Aylesbury and Buckingham Railway Company, the Northampton and Banbury Junction Railway Company, the East and West Junction Railway Company, the Eversham, Redditch, and Stratford-upon-Avon Junction Railway Company, the Midland Railway Company, the Great Western Railway Company, and the London and North-Western Railway Company, or any one, two, 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 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 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 the tolls, rates, income, and profits arising from the respective railways and works of the contracting companies, or any or either of them, or any part thereof; the employment of officers and servants, the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, the amalgamation of the undertakings, railways, property, rights, powers, and privileges of the contracting companies, or any of them; and the Bill will or may sanction,

confirm, and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

11. 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.

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

13. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to alter, extend, amend, or, if necessary, repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): the following Acts relating to the Metropolitan Railway and bearing its name, passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1884, all inclusive; "The Aylesbury and Buckingham Railway Act, 1860," and all other Acts relating to the Aylesbury and Buckingham Railway Company, or their undertaking; "The Oxford, Aylesbury, and Metropolitan Junction Railway Act, 1883," and all other Acts relating to the Oxford, Aylesbury, and Metropolitan Junction Railway Company, or their undertaking; "The Northampton and Banbury Junction Railway Act, 1863," and all other Acts relating to the Northampton and Banbury Junction Railway Company, or their undertaking; "The East and West Junction Railway Act, 1864," and all other Acts relating to the East and West Junction Railway Company, or their undertaking; "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, or their undertaking; the 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, or their undertaking; the 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company, or their undertaking; and 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company, or their undertaking; 42 and 43 Vic., cap. 223; 45 and 46 Vic., cap. 209; and any other Act or Acts relating to the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, or their undertaking.

14. Notice is hereby also given, that on or before the 29th day of November, 1884, plans and sections of the works proposed to be authorised by the Bill, showing the situation 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 Buckingham, at his office at Aylesbury, in that county; and with the Clerk of the Peace for the County of Northampton, at his office at Northampton 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, 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.

15. 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.

Horwood and James, Aylesbury, Solicitors for the Bill.

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

In Parliament.—Session 1885.

Clapham and City Subway.

(Incorporation of Company; Construction of Subway from Clapham to the Elephant and Castle with Approaches; Compulsory Purchase of Lands and Easements; Bye-Laws; Exemption from some of the Provisions of the Lands Clauses Consolidation Act, 1845; Underpinning; Sale, Lease, or other Disposition of Surplus Lands; Tolls; Lease of Undertaking or of Tolls, &c.; Working and other Agreements with the City of London and Southwark Subway Company; Incorporation of some of the Provisions of The Railways Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session of 1885, for leave to bring in a Bill (hereinafter called "the Bill"), and to pass an Act to incorporate a Company (hereinafter called "the Company"), with power to make and maintain the subway hereafter described, or some part or parts thereof, with all necessary approaches, tunnels, shafts, hydraulic lifts, buildings, works, machinery, and conveniences connected therewith (that is to say):—

A subway, wholly in the county of Surrey, commencing in High-street, Clapham, in the parish of Clapham, at a point in that street opposite the junction of the Clapham-park-road with that street, and terminating by a junction with the authorised City of London and Southwark Subway, in the parish of Saint Mary Newington, at or near the point of junction of Short Street with Newington-butts.

Which intended subway, and the lands and houses to be taken for the purposes thereof, will be situate in the parishes, townships, and places following, or some of them, that is to say:—Clapham, Saint Mary Lambeth, Saint Mary Newington, and Saint George the Martyr, Southwark, all in the county of Surrey.

The gauge to be adopted for the intended subway will be a 4ft. 8½in. gauge, or such other gauge as the Board of Trade may approve; and the motive power to be employed will be a stationary engine or stationary engines by which the traffic of the subway shall be worked by means of carriages propelled by cable traction, or by such means other than steam locomotives, as the Board of Trade may from time to time approve.

The Bill 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 Bill.

To cross, stop up, alter, or divert, either permanently or temporarily, streets, footpaths, wharves, drains, sewers, subways, 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 intended works and other the purposes of the Bill, 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 Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or, in, under, or over the same, or other public or private rights which it may be necessary or expedient for the purposes of the Bill 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 constructed under the surface, thereof, and to appropriate and use the sub-soil 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 Bill.

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 purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845.

To sell and convey, demise, and lease, or otherwise dispose of, any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and if thought necessary or desirable to exempt the Company and their superfluous lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To levy tolls, rates, and duties in respect of the intended subway 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, and all or any of the proposed works.

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 subway, 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 Company on the one hand and the City of London and Southwark Subway 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 subways, 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 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.

And the Bill will vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and will confer other rights and privileges.

And the Bill will or may incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the temporary occupation of lands, and to interference with roads.

Plans and sections defining the lines, situation, and levels of the intended subway 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 Surrey, at his office at the Sessions House, Newington-causeway; 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 Bill are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows:—For the parish of Saint Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.; for the parish of Saint Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road, S.E.; for the parish of Saint George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall, Borough-road, S.E.; for the parish of Clapham, with the Clerk of the Board of Works for the Wandsworth District, at his office at Battersea-rise, Wandsworth, S.W.

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.

Fowler, Christie, and Co., Victoria Mansions, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1885.

Manufacturers' and Millowners' Mutual Aid Association.

(Amendment of Act and Extension of Powers.)
NOTICE is hereby given, that application will be made to Parliament in the session of 1885 for leave to introduce a Bill to alter, amend,

and enlarge the powers and provisions of the Manufacturers' and Millowners' Mutual Aid Association Act, 1881, and to effect the following and other objects and purposes:—

To extend and make applicable the powers of the Association to all sewage and noxious matters, polluting rivers and streams, whether of towns, or houses, buildings, or public or private premises, and to make further provision for securing the costs, charges, and expenses of the Association in respect of work done or advances made upon tolls, rates, rents, duties, or any species of property.

To require and empower the Enclosure Commissioners, mentioned in the 19th section of the said Act, upon the application of any manufacturer or millowner, or the Association, after the completion of the purification works referred to in the said section to the satisfaction of the said Commissioners, and with or without the certificate referred to in the said section, to execute to and deliver to the Association the order in the form in the Schedule A to the said Act annexed, or to make such provision for the execution and delivery of the said order as may be mentioned in the said Bill, to enable the Association to guarantee the sufficiency of all such purification works as may be made by or under agreement with the Association, and indemnify and hold harmless all corporations, owners, manufacturers, millowners, and persons against any proceedings under the Rivers Pollution Prevention Act, 1876, or from a nuisance at common law, or otherwise.

To make such provision and confer such powers upon the Association as may be found requisite to enable them to carry into operation any enactments of the said Rivers Pollution Prevention Act, 1876, or any Act repealing, or amending the same, which may be passed in the said session of 1885.

To vary or extinguish all existing rights or privileges which might impede 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 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, 27th November, 1884.

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

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

In Parliament.—Session 1885.

Tower Floating Bridge.

(Construction of Bridge over the River Thames with Approaches; Power to raise Capital; Compulsory Purchase of Lands, Tolls, &c.; Sale or Lease of Undertaking; Agreements with and Powers to Corporation of London and Metropolitan Board of Works; Power to Local Authorities to make Bye-laws and regulate Traffic; Agreements with Local Authorities; Amendment of Acts.)

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

To incorporate a Company, or make provision for the formation or incorporation of a Board of Commissioners or Trustees, with all necessary powers for carrying out the objects of the intended Act.

To authorize the construction and maintenance of the following works, or some of them, together with all necessary and proper works, approaches, and conveniences connected therewith respectively, that is to say:—A floating drawbridge over the River Thames, with roadways and approaches thereto, for the passage of vehicles, foot-passengers, animals, and general traffic, with all necessary works and conveniences connected therewith, to commence in the county of Middlesex, at or near Irongate Stairs, at the south end of Little Tower-hill, in the precinct of St. Katharine-by-the-Tower, and in the district of the Tower, otherwise the precincts and liberty of the Tower, thence crossing the River Thames, and to terminate in the county of Surrey, at or near Horselydown Old Stairs, nearly opposite the northern end of Horselydown-lane, in the parish of St. John, Horselydown, which bridge, roadways, approaches, works, and conveniences will be made or pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, that is to say:—St. Botolph Without, Aldgate, the district of the Tower, otherwise St. Peter-at-Vincula, liberty of the Tower Within, liberty of Her Majesty's Tower of London, precinct of the Tower, Old Tower Without, and St. Katharine-near-the-Tower, in the county of Middlesex, and St. John, Horselydown, in the county of Surrey, or some of them, and the bed and foreshore of the River Thames, with all necessary and proper drawbridges or other mechanical appliances in, upon, or near the said bridge hereinbefore described, for admitting the passage of ships and vessels up and down the River Thames, together with all necessary piers, cylinders, abutments, foot-bridges, toll-houses, toll-gates, stairs, playing-places, landing-places, platforms, and other buildings, works, and conveniences connected with the said bridge, roadways, and approaches respectively.

The intended Act will confer upon the Company, or such Board of Commissioners or Trustees, the several powers following, that is to say:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be provided by the intended Act.

To cross, stop up, alter or divert, whether temporarily or permanently, roads, highways, foot-paths, towing-paths, streams, watercourses, drains, sewers, pipes, telegraph wires and posts, ways, and approaches within the parishes and places aforesaid, or any of them, which it may be necessary or convenient to cross, stop up, alter, or divert for the purposes of any of the intended works.

To purchase by compulsion or agreement for the purposes of the intended works and other purposes of the intended Act, lands, houses, and hereditaments and easements in, over, or under any lands, houses, and hereditaments, and on or over the foreshore, bed, banks, and soil of the River Thames; and the intended Act will vary or extinguish any rights or privileges connected with such lands, houses, hereditaments, foreshore, bed, banks, or soil which it may be necessary or convenient for the purposes of the intended Act to vary or extinguish.

To extinguish or vary all or any rights of ferry, wharfage, or other public or private rights on, across, or affecting the River Thames, and the banks thereof, which it may be necessary or advisable to extinguish or vary for any of the purposes of the intended Act.

To levy tolls, rates, and duties in respect of the said bridge, roadways, and other works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To sell or demise and lease from time to time the undertaking or any part thereof, and the tolls, rates, and charges authorized to be taken by the intended Act for the use of the bridge and works, or any of them, to any Company, or to the Corporation of the City of London, or the Metropolitan Board of Works, or to any other corporate body, person, or persons, upon and subject to such terms and conditions as may be authorized or prescribed by the intended Act.

To authorize the Company, Trustees, or Commissioners on the one hand, and the Mayor, Aldermen, and Commonalty of the City of London (hereinafter called "the Corporation"), the Metropolitan Board of Works (hereinafter called "the Metropolitan Board"), the Saint Olave's District Board of Works, or any of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, management, and maintenance of the proposed bridge and works, or any of them, and to subscribe and contribute funds towards the making and maintaining of the said bridge and works, or any of them, and to take and hold shares in the undertaking, and to guarantee interest, dividends, annual or other payments on shares or stocks, and the principal and interest of any loans; and for all or any of the purposes aforesaid to apply their respective funds and revenues, and to raise further moneys by rates and on mortgage, on bond, or otherwise.

To provide for the transfer to and vesting in the Corporation and the Metropolitan Board, or one of them, of the undertaking, powers, rights, and privileges, or some part or parts thereof respectively, or to enable the Corporation and the Metropolitan Board, or one of them, to exercise all or some of the powers, rights, and privileges proposed to be conferred by the intended Act, including the power of compulsory purchase of lands and property and of making and maintaining the bridge and other works upon such terms (pecuniary or otherwise) and conditions as may be prescribed or sanctioned by the intended Act, and to empower the Corporation and the Metropolitan Board respectively for any such purposes to apply their corporate funds and revenues, and to raise further moneys by rates and on mortgage, on bond, and otherwise.

To authorize and empower the Corporation, or the Commissioners of Sewers of the City of London, or the Metropolitan Board, or the Police authorities of the city or of the metropolis, or some other public body, to make, vary, and rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended bridge and approaches, and to enforce the observance of such bye-laws, rules, and regulations, and impose and recover penalties for the breach or non-observance thereof.

The intended Act will vary or extinguish all rights and privileges inconsistent with the objects thereof, and will confer other rights and privileges.

The intended Act may confer all or some of the powers mentioned in this notice upon the Metropolitan Board and the Corporation, or one of them, and either or both of such bodies may promote or adopt the Bill for the intended Act and assume the control of the undertaking upon such terms and conditions as may be mutually agreed upon.

The intended Act will or may incorporate all or some of the provisions of "The Companies

panies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845," with regard to the temporary occupation of lands.

And it is intended, so far as may be requisite or desirable for any of the purposes of the intended Act, to amend, enlarge, or repeal some of the provisions of the several Acts of Parliament following, that is to say: 3 and 4 Vic., cap. 131 (local and personal), and all other Acts relating to and affecting the Corporation; 18 and 19 Vic., cap. 120 (public), and all other Acts relating to or affecting the Metropolitan Board of Works and the local management of the metropolis.

Plans and sections defining the lines, situation, and levels of the intended bridge, approaches, and other works, and the lands, houses, and other property which may be taken for the purpose 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 30th 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 Middlesex, at his office at the Sessions-house, Clerkenwell Green, and 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; and that on or before the 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places in or through which the intended works, or any part of them, are or is intended to be made, or in which any property intended to be taken is situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—For the parish of St. John, Horselydown, above-mentioned, with the Clerk of the District Board of Works for St. Olave District, at his office at No. 36, Queen Elizabeth-street, St. John's, Southwark; and for the other parishes and places mentioned in this notice, with the Clerk of the District Board of Works for the Whitechapel District, at his office at No. 15, Great Alie-street, Whitechapel.

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

Dated this 13th day of November, 1884.

John Rae, No. 9, Mincing-lane, London,
Solicitor for the Bill.

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

Board of Trade.—Session 1885.

Rickmansworth Gaslight and Coke Company,
Limited.

(Maintenance and Continuance of Gasworks;
Acquisition of Lands; Manufacture, Purchase
and Sale, &c., of Gas Engines and Apparatus;
Increase of Capital; Debenture Stock; Amend-
ment of Acts, &c.)

NOTICE is hereby given, that the Rickmansworth Gaslight and Coke Company, Limited (hereinafter referred to as "the Company"), intend to apply to the Board of Trade pursuant to "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order for the following purposes, that is to say:

To empower the Company to maintain and continue, alter and enlarge their present gas-

works, and works connected therewith, and to manufacture and store gas and residual products arising in the manufacture of gas on certain land now belonging to and in the occupation of the Company, that is to say, all that piece of freehold land situate in the parish of Rickmansworth, in the county of Hertford, at or near the town wharf close to the town of Rickmansworth aforesaid, bounded on the north and east by land belonging to the trustees of James Grover, deceased, and on the south and west by land belonging to the trustees of William Capel, deceased.

To empower the Company, for the general purposes of their undertaking, to acquire by agreement and hold other lands.

To empower the Company to supply gas to and within all or any part of the parish of Rickmansworth, in the county of Hertford.

To enable the Company to manufacture, purchase, sell, hire, or let on hire, and contract for work in connection with gas engines, meters, fittings, and apparatus of every description in which gas is used as a motive, lighting, or heating power, or which are in any way connected with gasworks or the storage, use, or supply of gas, and whether for public or private purposes, and to take payment and remuneration in respect thereof.

To authorise the Company to acquire, hold, and work patent rights and licenses in relation to the manufacture, storage, and distribution of gas, or the manufacture and utilisation of residual products arising in the manufacture of gas.

To empower the Company to raise additional capital for the purposes of their undertaking, to such amount, in such manner, and by such means as may be prescribed and authorised by the intended Order, and to attach to any new shares or stock to be created for that purpose, or to part thereof, a preference or priority in the payment of interest or dividend, and other rights and privileges, and to create and issue debenture stock.

The intended Order will, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of any Act of Parliament which would interfere with its objects, and it will, or may, alter, amend, and enlarge the provisions, or some of the provisions, of the Rickmansworth Gaslight and Coke Company's Deed of Settlement, and confer on the Company all necessary powers for carrying into effect the aforesaid objects and purposes, and vary or extinguish all rights and privileges which would impede or interfere with such objects and purposes, and confer other rights and privileges.

A copy of this advertisement and a map showing the lands used and to be used for the manufacture and storage of gas, and of residual products arising in the manufacture of gas, 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 Hertford, at his office at St. Albans, in the said county, and also at the Office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order can be obtained on and after the 23rd day of December next, at the offices of Harvey Winson Fellows, Solicitor, Rickmansworth, and at the offices of Messrs. C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents, on payment of one shilling for each copy. Copies of the Provisional Order when made may also be had at either of the

above-mentioned offices on payment of the like sum 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 that Board any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 15th day of January, 1885, and copies of such representations or objections must at the same time be sent to Harvey Winson Fellows, solicitor, Rickmansworth, or to Messrs. C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, Parliamentary Agents, as agents for the Promoters, and in forwarding such representations or objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded to the Promoters or their agents.

Dated this 21st day of November, 1884.

Harvey Winson Fellows, Solicitor, Rickmansworth.

C. J. Hanly and Co., 2, Princes-street, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade—Session 1885.

St. Leonard's Pier.

(Application for Provisional Order for power to erect a Promenade Pier and Jetty at St. Leonards-on-Sea, in the County of Sussex; to Levy Tolls and Charges for the Use of the Pier; and for 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, by a Company to be incorporated for the purpose, or by certain persons, to be named in the Provisional Order (such Company or persons being hereinafter referred to as "the Promoters"), pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and to confer upon the Promoters the following, or some of the following, powers, viz. :—

To construct and maintain a pier, jetty, and landing and shipping place, with all proper seawalls, groynes, terraces, approaches, toll-houses, turnstiles, toll-gates, and other buildings, erections, works, and conveniences for the accommodation of steam and other vessels, and the embarking and landing of passengers, goods, and merchandise, and also for a promenade and other purposes, in the parish of St. Leonard, otherwise Hastings St. Leonard, in the county of Sussex, and on the foreshore and bed of the sea adjoining that parish, such pier or jetty commencing at a point on the sea-wall or embankment on the southern side of the Marina at St. Leonards, 100 yards, or thereabouts, westward of the Baths opposite the Royal Victoria Hotel, thence extending in a southerly and seaward direction across the foreshore and into the sea, and terminating there at a distance of 1,000 feet, or thereabouts, from the aforesaid point of commencement.

To erect turnstiles, toll-houses, baths, saloons, pavilions, and waiting, refreshment, and other rooms, with all necessary and proper conveniences and appliances upon the intended pier and works, and on the land to be acquired for the purposes thereof, with suitable approaches thereto.

To purchase, take on lease, or otherwise acquire by agreement the lands or hereditaments necessary for the construction of the said pier and other works, and the approaches thereto.

To demand, take, and recover tolls, rents, dues and charges upon or in respect of the use of the said pier, and accommodation and conveniences connected therewith, from all persons using the same, and in respect of all vessels using the pier, and from passengers and luggage embarked or disembarked at or from the pier, and from time to time to alter such tolls, rates, dues and charges, to confer, vary, or extinguish exemptions therefrom, and to compound and agree with any person or persons with respect to the periodical or other payment of tolls, rates, dues and charges, and to confer, vary, or extinguish other rights and privileges.

To make bye-laws, rules, and regulations for the management, use, and protection of the pier, works, and property, and the control and regulation of vessels, persons, goods and vehicles using the same, and the conduct of officers and servants, and to impose penalties for the breach or non-observance of any such bye-laws, rules and regulations.

To vary or extinguish any existing regulation, right, or privilege, as to the use or enjoyment by any Corporation, Commissioners, person or persons of so much of the sea-beach and foreshore, and the land adjoining thereto, as may be occupied by, or be necessary for, the said pier, works, and approaches.

To incorporate with the Provisional Order the whole or parts of "The Harbours, Docks and Piers Clauses Act, 1847," and such of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869," as relate to the purchase of land by agreement, and to confer upon the promoters the powers and facilities contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and such other powers and provisions as may be deemed necessary.

To empower the Promoters to lease or let the whole or any part of the undertaking, or the tolls, rates, and duties to be levied in respect thereof, to any person or persons willing to take a lease thereof.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the proposed pier and 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 Sussex, at his office at Lewes, at the Custom House at Hastings, and at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will, on or before the 23rd December next, be deposited at the office of the Board of Trade aforesaid, and on and after that date printed copies thereof will be furnished, at the price of one shilling each, to all persons applying for the same, at the office of the undersigned Solicitors and Parliamentary Agent.

All persons desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the application for the Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Harbour Department of the said Board, on or before the 15th day of January, 1885; and a copy of such representation or objection must at the same time be sent to the Solicitors or Agent for the Promoters, and the objectors or their agents are to state to the Board of Trade that this has been done.

Dated this 19th day of November, 1884.

Norris and Carless, 14, Warrior-square,
St. Leonards-on-Sea, Solicitors.

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

In Parliament.—Session 1885.

Woking Water and Gas Company.

(Extension of Limits of Water Supply to include parishes of Stoke and St. Nicholas, Guildford, in the County of Surrey; Additional Capital and alteration of Existing Capital; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1885, by or on behalf of the Woking Water and Gas Company, (in this Notice called the Company) for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To extend the limits within which the Company are authorised to supply water, so as to include the parishes of Stoke and St. Nicholas, Guildford, in the county of Surrey, or one of them, or some part or parts thereof respectively.

To enable the Company to have and exercise within such extended limits of supply, all or some of the powers and authorities in reference to or in connection with the supply of water or otherwise, which the Company now have or may exercise within their existing limits of supply, or any parts thereof, and to demand, take, and levy, rates, rents, and charges, for and in respect of the supply of water within such extended limits, and to confer, vary, and extinguish exemptions from the payment of such rates, rents, and charges respectively.

To empower the Company to lay down, maintain, take up, alter, or repair mains, pipes, culverts, and other works for the distribution of water within such extended limits of supply, and for that purpose and other purposes of the Bill from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, water courses, drains, railways, and tramways, within all or any part of such extended limits of supply.

To alter, define, and regulate the capital of the Company, and to enable the Company for all or any of the purposes of the Bill to apply their corporate funds and revenues, and for those purposes and for the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential, or both), and debenture stock, and by borrowing on mortgage or otherwise, upon such terms and conditions as the Company may determine or as may be prescribed by the Bill.

To empower the Company on the one hand, and any sanitary, local, or other authority, and any railway or other company, corporation, persons or person, jointly or severally, on the other hand, 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 respective limits of supply of the Company, and to vary, suspend, or rescind any such contracts or agreements, and if thought fit to confirm any such contract or agreement which may have been or may be entered into.

To enable the Company to purchase and acquire mains, pipes, culverts and other works for the distribution of water within such extended limits of supply, and to enable the persons, authority or other body owning such mains, pipes, culverts and other works, to sell and transfer and vest the same to and in the Company, for such price or consideration, and upon such terms (pecuniary or otherwise) and

conditions as the Company and the contracting parties may agree upon.

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

To alter, amend, enlarge or repeal, so far as may be necessary or expedient for any purposes of the Bill, the provisions, or some of the provisions, of the "Working Water and Gas Act, 1881," and any other Act or Acts relating to the Company or their undertaking.

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.

Charles A. Bannister, 70, Basinghall-street, London, E.C., Solicitor for the Bill;

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

Board of Trade.—Session 1885.

Barnet District Gas and Water Company.
(Application to the Board of Trade for a Provisional Order for Extension of Limits of Water Supply, to include Parishes of South Mimms, Middlesex, and Ridge and Shenley, Herts, or parts thereof; Amendment of Company's Acts of 1872 and 1883.)

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, by or on behalf of the Barnet District Gas and Water Company (in this notice hereinafter called "the Company") for a Provisional Order, under "The Gas and Waterworks Facilities Act, 1870," to extend their limits of supply of water, so as to include so much of the parishes of South Mimms, in the county of Middlesex, and Ridge and Shenley, in the county of Herts, as is not already under the provisions of "The Barnet District Gas and Water Act, 1883," comprised within the Company's limits for the supply of water, or some part or parts of the said respective parishes, and to enable the Company within those extended limits to take, demand, and levy rents, rates, and charges for the supply of water, and to have and exercise all such rights, powers, and privileges as they have or may exercise within their existing district for the supply of water.

And the intended Provisional Order will vary or extinguish all rights and privileges which would interfere or are inconsistent with its objects, and will confer other rights and privileges, and will, so far as may be necessary, alter, repeal, or extend the provisions or some of the provisions of the Barnet District Gas and Water Acts, 1872 and 1883.

And notice is hereby given, that on or before the 30th day of November instant, copies of this notice 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 Peace for the county of Herts, at his office at St. Albans, and at the offices of the Board of Trade, Whitehall-gardens, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of Mr. Charles A. Bannister, Solicitor, 70, Basinghall-street, in the city of London, at which place such copies when deposited, and also copies of the Provisional Order when made will be obtainable by all per-

sons applying for the same, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January now next ensuing, and such persons must at the same time send copies of their objections to the Company, whose office is at New Barnet, in the county of Herts, or to Mr. Charles A. Bannister, at his offices aforesaid; and in forwarding to the Board of Trade such objections, the objectors or their agent should state that a copy of the same has been sent to the Promoters or their agent.

Dated the 21st day of November, 1884.

Charles A. Bannister, 70, Basinghall-street, E.C., Solicitor for the Provisional Order.

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

Board of Trade—Provisional Order, 1885.

Dover Gas.

(Purchase of Land and Increase of Capital.)
NOTICE is hereby given, that an application is intended to be made in the ensuing Session of Parliament to the Board of Trade by the Dover Gas Light Company (hereinafter called "the Company"), for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," and "The Gas and Water Works Facilities Act, 1870, Amendment Act, 1873," or one of them, for all or some of the following purposes (that is to say):—

1. To empower the Company to purchase and take by agreement and hold the lands hereinafter described, that is to say: a piece of land marked A. on the map hereinafter referred to and situated in the parish of Buckland, in the town and borough of Dover, in the county of Kent, containing 2a. 0r. 4p., and bounded on the north-west by a road called Union-road, on the north-east partly by cottages called Delhi-cottages, partly by the rear of cottages which front to Edgar-road and partly by Edgar-road; on the south-east by Prospect-place, and on the south-west by the land next hereinafter described, and also a piece of land marked B on the same map and situated in the parish of Buckland, in the town and borough of Dover aforesaid, containing 4a. 2r. 4p. bounded on the north-west by the said road called Union-road on the north-east partly by the land hereinbefore described, partly by Prospect-place, and partly by land of Robert Hesketh Jones; on the south-east by land of Edward Ferrand Astley, and on the south-west by other land of the said Robert Hesketh Jones.

2. To empower the Company to erect and maintain works for the storage of gas and of residual products on the pieces of land before mentioned, which are situated in the parish of Buckland in Dover aforesaid.

3. To empower the Company to raise more money by creation and issue of additional shares, in their undertaking and by borrowing on mortgage, debenture, or otherwise.

4. To incorporate with the intended Order the provisions of the Lands Clauses Acts (except with respect to the purchase and taking of land otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking), and of "The Gas Works Clauses Acts, 1847 and 1871."

5. To apply the provisions of "The Dover Gas

Works Act, 1860," to the new shares, mortgages, or debentures, to be created and issued under the intended Order, and to alter and amend that Act in other respects.

6. And notice is hereby further given, that on or before the 30th day of November, 1884, a map showing the above-mentioned pieces of land, a copy of this advertisement, and a plan of the proposed works, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Kent, situate at Maidstone, in the county of Kent, and with the Clerk of the Peace for the borough of Dover, at his office in Dover aforesaid, in the county of Kent, and also at the office of the Board of Trade, Whitehall, the Parliament Office, and the Private Bill Office of the House of Commons.

7. And notice is hereby further given, that printed copies of the Draft Provisional Order when deposited, and of the same Order when made, will be obtainable at the office of Mr. George Fielding, Secretary of the Company, 14, Snargate-street, Dover, and of Messrs. Sherwood and Company, 7, Great George-street, Westminster, Parliamentary Agents, at the price of 1s. for each copy.

8. Every Company, Corporation, or person desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing; copies of the said objections must at the same time be sent to the Company, and in forwarding such objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded to the Company.

Dated this 1st day of November, 1884.

Fielding and Son, Dover, Solicitors for the proposed Order.

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

In Parliament—Session 1885.

Northern Railway of Buenos Ayres Company, Limited.

(Provisions as to Arrears of Dividend and Future Dividends on Guaranteed Shares, and as to Conversion and Exchange of those and other Shares into Shares or Stock of other denominations, and as to Application of Profits and of Moneys to be Received from Sale of the Company's Undertaking; Change of Name; Alteration of Memorandum and Articles of Association, and other matters.)

NOTICE is hereby given that the Northern Railway of Buenos Ayres Company, Limited (hereinafter called "the Company") intend to apply to Parliament in the Session of 1886, for an Act for the following purposes, or some of them (that is to say):—

To make provision with reference to the arrears of dividend on the guaranteed preference shares of the Company, and the cancellation and extinction thereof in consideration of the increase of the rate of dividend payable on such shares, or on and subject to such other terms and conditions as may be prescribed or authorised by the intended Act.

To make provision with reference to the conversion or exchange of the said shares, and of the deferred preference shares of the Company, or any of them, into or for shares or stock of other denominations, and having and conferring the same or such other rights, privileges, and advantages as may be prescribed or provided by

the intended Act, and to authorise and provide for the creation and issue of such new shares and stock to such amounts, and bearing such rates of interest or dividend, and either guaranteed or otherwise, as may be prescribed or provided as aforesaid.

To make further and other provision as to the application and distribution of the revenues or profits of the Company, and of the moneys to be received by the Company in the event of a sale or transfer of their undertaking, and to empower the Company to raise further capital for the purposes of their undertaking in such manner as may be authorised by the intended Act.

To change the name of the Company.

To alter, amend, and (if need be) repeal to such an extent, and in such respects as may be necessary for giving effect to the purposes of the intended Act, or as may be thereby prescribed, the provisions contained in the Memorandum and Articles of Association of the Company, and the regulations applying to and affecting the Company, and also to alter, vary, or extinguish all existing rights and privileges which would or might impede or interfere with the objects or purposes of the intended Act, or which it may be necessary to alter, vary, or extinguish in giving effect thereto, 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 24th day of November, 1884.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C., Solicitors for the Bill.

Sherwood and Co., 7, Great George Street, S.W., Parliamentary Agents.

In Parliament—Session 1885.

Evesham, Redditch, and Stratford-upon-Avon Junction Railway.

(Creation of New Debenture Stock; Compulsory Acceptance thereof by Creditors; Funding and Capitalization of Debts; Amendment of Acts.)

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

1. To authorize and empower or require the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company (hereinafter called "the Company") to create and issue debenture stock, perpetual or otherwise, subject to such terms and conditions, and bearing interest, with such priorities in the payment thereof, as may be deemed expedient or prescribed by the Bill.

2. To require and compel the acceptance, upon such terms and conditions as may be defined in or provided for by the Bill, of such debenture stock by any creditors of the Company, in lieu and discharge of the debts due to them, or rights or claims of them against the Company, other than the principal moneys to become due on any debentures of the Company, and to make all necessary provisions in that behalf, and for the funding and capitalization of the aforesaid debts by converting the same into debenture stock or otherwise.

3. The Bill will vary or extinguish any existing rights inconsistent with, or which would interfere with its objects, and confer other rights and privileges, and will, so far as may be necessary, amend or repeal the provisions, or some of the provisions, of the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Act, 1873, and any other Acts relating to the Company.

* Printed copies of the intended 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.

Merrick and Co., 8, Old Jewry, E.C.,
Solicitors for the Bill.

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

In Parliament—Session 1885.

Skipton and Kettlewell Railway.

(Abandonment of Railway; Release of Deposit; Winding up and Dissolution of the Company; and Repeal of Act.)

NOTICE is hereby given, that the Skipton and Kettlewell Railway Company (hereinafter called "the Company") intend to apply to Parliament in the session of 1885 for leave to bring in a Bill to authorize and require the abandonment of the railway and works authorized by "The Skipton and Kettlewell Railway Act, 1880," and to release the Company from all liabilities, penalties, forfeitures and obligations for the non-completion thereof.

The Bill will repeal and cancel all contracts and agreements entered into by or on behalf of the Company with reference to the said railway, and provide for the repayment or transfer 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 railway, together with all interest or dividends which may have accrued on such money 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 it will repeal or alter all or some of the provisions of "The Skipton and Kettlewell Railway Act, 1880."

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.

Percy K. Longdale, 50, Holborn Viaduct, and 6, Serle-street, London, Solicitor for the Bill.

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

Board of Trade.—Session 1885.

North Sunderland Harbour Extension.

(Extension of Harbour and Construction of New Harbour; Levying of Tolls; Bye-laws.)

THE Trustees of the Will of the late Nathaniel Lord Crewe, Bishop of Durham, intend to make application to the Board of Trade for a Provisional Order under the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for the following or some of the following among other objects, that is to say:—

1. To empower the said Trustees to apply their trust funds to the purposes of the Order.

2. To enable the said Trustees to extend and improve the existing harbour at North Sunderland, in the county of Northumberland, by the construction and maintenance of the following new works, wholly in the township of Sunderland, in the parish of Bamborough, in the said county.

The enlargement of the present harbour, the formation of a new harbour by the construc-

tion of two sea piers, and the excavation of rock within the same.

3. To enable the said Trustees to levy and recover tolls, rates, and duties in respect of the said new works, and to lease such tolls, rates, and duties.

4. To enable the Trustees from time to time to make and enforce bye-laws for regulating the use of the harbour, and for ensuring the safety and convenience of vessels and persons using the same.

5. The Order will vary and extinguish all rights and privileges which will or may interfere with its objects, and confer other rights and privileges, and will incorporate with itself the necessary provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

6. Plans and sections of the proposed new works, together with copies of this advertisement, will be deposited on or before the 29th day of November, 1884, at the office of the Clerk of the Peace for the county of Northumberland, at the Moot Hall, Newcastle-upon-Tyne, and at the offices of the Board of Trade, Whitehall-gardens, London, and at the Custom House, if any, of North Sunderland aforesaid.

7. Copies of the draft Provisional Order will be deposited on or before the 23rd December next, at the offices of Messrs. Warrens, 99, Great Russell-street, Bloomsbury-square, London, and at the offices of Messrs. Dickson, Monnington, and Archer, Narrowgate House, Alnwick, and may be obtained at the price of one shilling each.

Dated this 21st day of November, 1884.

Warrens, 99, Great Russell-street, W.C.,
Solicitors; Agents for
Dickson, Monnington, and Archer, Alnwick.

In Parliament—Session 1885.

Eastbourne and Pevensy Tramways.

(Incorporation of Company; Construction of Tramways between Eastbourne and Pevensy, in the County of Sussex; Use of Steam, Mechanical, or Animal Power; Tolls, Rates, and Charges; Agreements with Local Authorities; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in Session 1885, for a Bill to incorporate a Company (hereinafter called "the Company"), and to enable the Company thereby incorporated to make, form, lay down and maintain, with all proper rails, plates, sleepers, works and conveniences connected therewith, the tramways, or portions of tramway, in the county of Sussex, hereinafter described, that is to say:—

Tramway No. 1 (double line), situate in Langney-road, in the parish and township of Eastbourne, in the county of Sussex, commencing at a point in the road fronting the south-west corner of the junction of Langney-road with Terminus-road, and terminating at a point in the said road 5 chains or thereabouts measured in a north-easterly direction from the commencement of said tramway.

Tramway No. 2 (single line), commencing at the termination of Tramway No. 1, and terminating in the road at the junction of Langney-road with Marine-drove at a point in the road 1-50 chains or thereabouts measured in a north-easterly direction from the centre of Bourne-street.

Tramway No. 3 (double line), commencing at the termination of Tramway No. 2, and terminating in Sea Side at a point in the said road 3-50 chains or thereabouts measured in a north-easterly direction from a point in said road

fronting the centre of the drinking fountain situate at the junction of Sea Side and Pevensey-road.

Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and terminating at a point in the road leading to Pevensey 1 chain or thereabouts from a point in said road fronting the south corner of the front of the "Archery Tavern" in Pevensey-road.

Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, and terminating at a point in the road aforesaid 3 chains or thereabouts measured in a north-easterly direction from the termination of Tramway No. 4.

Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and terminating at a point in the road aforesaid 1 furlong 8 chains or thereabouts measured in a south-westerly direction from the centre of Langney-bridge, situate in the Pevensey-road.

Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and terminating at a point in the road aforesaid 3 chains or thereabouts measured in a north-easterly direction from the termination of Tramway No. 6.

Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and terminating in the road aforesaid 1 chain or thereabouts measured in a southerly direction from the centre of the Langney Bridge aforesaid.

Tramway No. 9 (double line), commencing at the termination of Tramway No. 8, and terminating at a point in the road aforesaid 4 chains or thereabouts measured in a north-westerly direction from the centre of the Langney Bridge aforesaid.

Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and terminating at a point in the road aforesaid 2 furlongs 2 chains or thereabouts measured in a north-westerly direction from the centre of the Langney Bridge aforesaid.

Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and terminating at a point in the road aforesaid 3 chains or thereabouts, measured in a north-westerly direction from the termination of Tramway No. 10.

Tramway No. 12 (single line), commencing at the termination of Tramway No. 11, and terminating at a point in the road aforesaid, 5·50 chains or thereabouts, measured in a south-easterly direction from the centre of the road leading to the Eastbourne New Cemetery.

Tramway No. 13 (double line), commencing at the termination of Tramway No. 12, and terminating at a point in the road aforesaid 6·50 chains or thereabouts, measured in a north-westerly direction from the centre of the road leading to the New Cemetery aforesaid.

Tramway No. 14 (single line), commencing at the termination of Tramway No. 13, and terminating at a point in the road aforesaid 1 furlong 4 chains or thereabouts, measured in a north-westerly direction from the termination of Tramway No. 13.

Tramway No. 15 (double line), commencing at the termination of Tramway No. 14, and terminating at a point in the road aforesaid, 6 chains or thereabouts, measured in a north-westerly and north-easterly direction from the termination of Tramway No. 14.

Tramway No. 16 (single line), commencing at the termination of Tramway No. 15, and terminating at a point in the road aforesaid, 4 furlongs 1·50 chains or thereabouts, measured in a south-westerly direction from the centre of Mountney Bridge, situate in the Pevensey-road aforesaid.

Tramway No. 17 (double line), commencing at
No. 25418.

the termination of Tramway No. 16, and terminating at a point in the road aforesaid, 2 furlongs 6 chains or thereabouts, measured in a south-westerly direction from the centre of the Mountney Bridge aforesaid.

Tramway No. 18 (single line), commencing at the termination of Tramway No. 17, and terminating at a point in the road aforesaid, 2 chains or thereabouts, measured in a northerly direction from the centre of the London, Brighton and South Coast Railway, St. Leonards and Hastings lines, at the level crossing by the Pevensey station.

Tramway No. 19 (double line), commencing at the termination of Tramway No. 18, and terminating at a point in the road aforesaid, 6 chains or thereabouts, measured in a northerly and north-easterly direction from the termination of Tramway No. 18.

Tramway No. 20 (single line), commencing at the termination of Tramway No. 19, and terminating at a point in the road aforesaid, 2 chains or thereabouts, measured in a north-easterly direction from a point in the road fronting the east end of St. Mary's church, in the parish and township of Westham, in the county of Sussex.

Tramway No. 21 (double line), commencing at the termination of Tramway No. 20, and terminating at a point in the road or main street of the township of Pevensey 2·50 chains or thereabouts, measured in a north-easterly direction from a point in the road fronting the north-west corner of the Royal Oak Hotel.

Tramway No. 22 (single line), commencing at the termination of No. 21, and terminating at a point in the said road or main street in Pevensey aforesaid 4·50 chains or thereabouts, measured in a south-westerly direction from the centre of Pevensey Bridge.

Tramway No. 23 (double line), commencing at the termination of Tramway No. 22, and terminating at a point in the road leading to Wallsend, 7 chains or thereabouts, measured in a north-easterly and southerly direction from the termination of Tramway No. 22.

Tramway No. 24 (single line), commencing at the termination of Tramway No. 23, and terminating at a point in the road at Wallsend, 4 furlongs or thereabouts, measured in a south-easterly direction from the centre of the London, Brighton and South Coast Railway, St. Leonards and Hastings lines, at the level crossing on the road leading from the township of Pevensey to Wallsend aforesaid.

Tramway No. 25 (double line), commencing at the termination of Tramway No. 24, and terminating at a point in the roadway at Wallsend 5 chains or thereabouts, measured in a south-easterly and south-westerly direction, from the termination of Tramway No. 24.

Tramway No. 26 (single line), commencing at the termination of Tramway No. 25, and terminating at a point in the roadway leading from Wallsend to Eastbourne, 4 furlongs 4 chains or thereabouts, measured in a south-westerly direction from the termination of Tramway No. 25.

Tramway No. 27 (double line), commencing at the termination of Tramway No. 26, and terminating at a point in the roadway next aforesaid, 3 chains or thereabouts, measured in a south-westerly direction from the termination of Tramway No. 26.

Tramway No. 28 (single line), commencing at the termination of Tramway No. 27, and terminating at a point in the roadway aforesaid 1 furlong 2·50 chains or thereabouts, measured in a south-westerly direction from a point in the roadway fronting the centre of the gateway leading to Langney Coastguard Station.

Tramway No. 29 (double line), commencing at the termination of Tramway No. 28, and terminating at a point in the roadway aforesaid 3 chains or thereabouts, measured in a south-westerly direction from the termination of Tramway No. 28.

Tramway No. 30 (single line), commencing at the termination of Tramway No. 29, and terminating at a point in the roadway aforesaid 3 furlongs 7-50 chains or thereabouts, measured in a south-westerly direction from the termination of Tramway No. 29.

Tramway No. 31 (double line), commencing at the termination of Tramway No. 30, and terminating at a point in the road aforesaid 3 chains or thereabouts, measured in a south-westerly direction from the termination of Tramway No. 30.

Tramway No. 32 (single line), commencing at the termination of Tramway No. 31, and terminating in the Pevensey-road by a junction with Tramway No. 8, at a point in the said Pevensey-road 9 chains or thereabouts, measured in a southerly direction from the centre of Langney Bridge aforesaid.

The tramways and works hereinbefore described will be situate in, and pass from, through, or into the parishes or places following, or some or one of them, (viz.), Eastbourne, Willingdon, Westham, and Pevensey, all in the county of Sussex.

In the following instances the tramways will be so laid that for 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. 3, in Marine-drove, situate in Eastbourne, from about the commencement to the end of said Marine-drove, on both sides of the road.

Tramway No. 9, in Pevensey-road, in the parish of Westham, commencing at Langney Bridge, and continuing on the west side of the road to the end of the said tramway.

Tramways Nos. 10, 11, 12, 13, and 14, from the commencement to the end of the said tramways, on the west side of the road.

Tramway No. 15, from the commencement to the end of the said tramway, on the west and north sides of the road.

Tramways Nos. 16 and 17, from the commencement to the end of said tramways, on the north side of the road.

Tramway No. 18, from the commencement to the end of the said tramway, on the north and west sides of the road.

Tramways Nos. 19 and 21, on both sides, from commencement to the end of said tramways.

Tramway No. 24, from the commencement to the end of said tramway on the east, north, and east side of the road.

Tramways Nos. 25, 26, 27, 28, 29, 30, 31, and 32 will be laid on the north-west or inland side of the roadway.

Each of the said tramways hereinbefore described will be constructed on a gauge of 3 feet 6 inches, and it will be provided that so much of Section 34 of the "Tramways Act, 1870," as limits the extent of the carriages used on the tramways beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the proposed tramways.

It is proposed to use steam, mechanical, or animal power on the tramways, but it is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

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 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, 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 purposes 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 purposes 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 passenger 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 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 con-

nected therewith, and for facilitating the passage of carriages and traffic over or along the same.

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 Sussex, at his office at Lewes, 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 parishes, 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.

Bird and Bickersteth, 30, Watling-street, E.C., Solicitors.

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

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Dominion of Canada Land and Colonization Company Limited.

BY an Order made by his Lordship Vice-Chancellor Bacon in the above matters, dated the 22nd day of November, 1884, on the petition of Henry Whitten, of Edenwood House, Wetheral, near Carlisle, in the county of Cumberland, Tea Merchant, a contributory of the Company, and on the petition of Henry Charles Barker, of Union-court, Old Broad-street, in the city of London, Solicitor, it was ordered that the above-named Dominion of Canada Land and Colonization Company Limited be wound up by this Court, under the provisions of the Companies Acts, 1862 and 1867.—Dated this 26th day of November, 1884.

Snell, Son, and Greenip, 1, George-street, Mansion House, London, E.C., Solicitors for Henry Whitten, the Petitioner having the carriage of the said Order.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of M. W. Ovens and Company Limited.

NOTICE is hereby given, that Mr. Justice Chitty has fixed Monday, the 8th day of December, 1884, at twelve o'clock at noon, at his chambers, Room 319, Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 25th day of November, 1884.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Patent Medicines Proprietary Limited

THE creditors of the above named Company 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; and the names and addresses of their Solicitors (if any) to Edward Llewellyn Ernest, of 4, Queen-street-place, in the city of London, 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 the said debts, at the chambers of Mr. Justice Pearson, situate at the Royal Courts of Justice, London, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 16th day of January, 1885, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated the 21st 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.

THE 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.

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.

Bank of England, November 27, 1884.

THE Court of Directors of the Governor and Company of the Bank of England give notice,

That they have appointed Samuel Rogers, to be one of their Cashiers; and he is hereby empowered to sign Bills and Notes for the Governor and Company of the Bank of England.

Hammond Chubb, Secretary.

SOLDIERS' BALANCES UNCLAIMED.

IN pursuance of the "Regimental Debts Act, 1863," notice is hereby given, that Her Majesty's Principal Secretary of State for the War Department has available, for distribution amongst the Next of Kin or others entitled, the sum of money set opposite to the name of each of the deceased soldiers named in the list which is published with this notice in the London Gazette, and the "Army List," and is also to be seen at the Regimental Districts and at the Quarters of the several Staff Officers for the Pension Service throughout the United Kingdom.

Applications from persons supposing themselves entitled as Next of Kin should be addressed by letter to "The Under Secretary of State, War Office, London, S.W.," and marked outside "Soldier's Effects."

No application can be attended to which does not state the date and place of the soldier's birth, enlistment, and death, and the name of his regiment; his regimental number should also be stated if known.

Should these particulars furnished by the applicant not agree with the facts recorded on the War Office documents relating to the deceased soldier, the applicant will be so informed; but should they agree therewith, then within three calendar months the Secretary of State will furnish the applicant with the usual requirements needed for the proof of the alleged relationship.

The application must be authenticated by the signature of the applicant, and his name should be affixed in the presence of the clergyman, or one of the churchwardens of the parish, or a Justice of the Peace; the applicant's address, with the name of the post town, must also be clearly stated. No personal application can receive attention.

Further lists will from time to time be published, and therefore it will facilitate the applicant's inquiries to give the number and date of the notice in which the deceased soldier's name appeared.

By order of the said Principal Secretary,

RALPH THOMPSON.

NOTE.—A copy of this Notice is to be seen at the Regimental Districts and at the Quarters of the several Staff Officers for the Pension Service throughout the United Kingdom.

LIST CLXIX, of the Names of Soldiers deceased since 1865, whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1883-84.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Briggs, Joseph	Private	11th Hussars	26 12 0
Carter, John	In-Pensioner ..	76th Foot	0 11 0
Crawley, John	In-Pensioner ...	26th Foot	0 2 8
Dunne, Timothy	Army Reserve ...	13th Foot	3 18 6
Grant, John	Gunner	Royal Artillery	26 14 7
Hall, Edward	Private	3rd Battalion South Yorkshire Regt. ...	0 8 7
Harniety, Patrick ... ..	... ..	Royal Sussex Militia	0 2 0
Kelly, Robert	Army Reserve ...	13th Foot	3 7 0
Neill, Richard	Private	1st Battalion 1st Foot	13 18 7
Staunton, James	Private	1st Battalion 10th Foot	5 19 4

1ST RE-PUBLICATION under the Regimental Debts Acts, 1863, of List CLIX, of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1882-83.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Adams, James	Private	75th Regiment	1 6 4
Bailey, H.	Private	1st Battalion 24th Regiment	0 4 8
Brown, Charles	Private	37th Regiment	2 11 9
Burke, James'	Private	2nd Battalion 12th Regiment	30 11 2
Caruthers, James ... ..	... ..	59th Regiment	10 8 6
Coombs, Charles	Private	2nd Battalion 17th Regiment	6 8 6
Darvell, S.	Sergeant	Royal Artillery	1 10 6
Dempsey, Thomas	Private	Kildare Rifles	0 8 0
Edwards, J.	Private	1st Battalion 24th Regiment	0 2 1

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Flagherty, Thomas ...	Private ...	Royal Longford Militia...	0 2 6
Gardiner, — ...	Private ...	1st Battalion 24th Regiment ...	0 16 6
Harris, G. ...	Private ...	1st Battalion 24th Regiment ...	1 5 0
Kirk, — ...	Private ...	1st Battalion 24th Regiment ...	0 2 6
Lynch, — ...	Trumpeter ...	Dublin Artillery Militia ...	0 1 4
Markland, — ...	Private ...	1st Battalion 24th Regiment ...	0 4 6
McDermott, Francis ...	Pensioner...	Royal Artillery ...	0 14 1
Richards, R. ...	Private ...	1st Battalion 24th Regiment ...	1 4 10
Scaplehorn, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	11 5 5
Sherry, Robert ...	Private ...	44th Regiment ...	4 4 8
Sopp, Edward ...	Driver ...	Royal Artillery ...	1 6 9
Stantz, — ...	Ox Driver ...	... ..	2 1 7
Strain, Thomas ...	... ..	1st Battalion 12th Regiment ...	0 8 0
Thirkell, — ...	Private ...	1st Battalion 24th Regiment ...	0 1 5
Wicks, — ...	Private ...	1st Battalion 24th Regiment ...	0 15 6
Wilson, William ...	Private ...	66th Regiment ...	17 8 1

2ND RE-PUBLICATION under the Regimental Debts Act, 1863, of List CXLIX, of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1881–82.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Allen, George ...	Pensioner ...	... ..	0 18 1
Atkin, Thomas ...	Corporal ...	75th Regiment ...	6 4 6
Atkinson, T. B. ...	Private ...	100th Regiment...	1 10 1
Atkinson, John ...	Private ...	70th Regiment ...	9 1 8
Barry, James ...	Gunner ...	Royal Artillery ...	34 0 4
Bennett, Henry ...	Gunner ...	Royal Artillery ...	22 5 4
Brain, William ...	Private ...	2nd Battalion Leicestershire Regiment	2 6 6
Byrne, James ...	Gunner ...	Royal Horse Artillery ...	19 13 6
Doss, Jeven ...	Private ...	China Gun Lascars ...	5 18 6
Forrest, James ...	Private ...	1st Battalion Border Regiment	11 5 10
Grey, George ...	Bombardier ...	Royal Artillery ...	24 10 3
Hatch, William ...	Pensioner...	... ..	2 4 6
Hern, James ...	Pensioner...	... ..	1 17 1
Hiro, John ...	Pensioner...	... ..	0 9 9
Hulme, Richard ...	Pensioner...	... ..	0 17 0
Jackson, William ...	Pensioner ..	... ..	0 16 11
Keating, Owen ...	Pensioner...	... ..	0 1 6
Kelly, Christopher ...	Gunner ...	Royal Artillery ...	32 18 4
Orr, Joseph ...	Gunner ...	Royal Artillery ...	12 18 2
O'Callaghan, James ...	Gunner ...	Royal Artillery ...	2 2 2
Porter, John ...	Gunner ...	Royal Artillery ...	26 3 6
Roberts, Thomas ..	Driver ...	Royal Artillery ...	23 15 9
Savage, Thomas ...	Pensioner...	... ..	0 6 11
Smith, Edward ...	Private ...	1st Battalion Connaught Rangers	11 2
Wade, Thomas ...	Private ...	1st Battalion Worcestershire Regiment	16 4 7
Wybury, John ...	Pensioner...	... ..	0 7 2

3RD RE-PUBLICATION, under the Regimental Debts Act, 1863, of List CXXXIX, of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1881-81.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Atterwell, James	Private	59th Regiment	9 13 2
Ashley, John	Private	2nd Battalion 8th Regiment	1 1 11
Baldwin, Alfred	Private	72nd Regiment	28 1 7
Bangs, Henry	Private	51st Regiment	1 10 5
Baske, Charles	Private	2nd Battalion 8th Regiment	5 4 7
Barry, John	Gunner	15-8th Brigade Royal Artillery	2 11 8
Bell, John	Private	72nd Regiment	3 13 5
Bedwell, William	Private	9th Lancers	23 13 11
Brennan, Thomas	Private	2nd Battalion 8th Regiment	1 5 2
Cassidy, Patrick	Private	68th Regiment	12 18 8
Crane, Richard	Private	2nd Battalion 8th Regiment	0 12 6
Dawes, Robert	Private	2nd Battalion 9th Regiment	12 15 10
Douglas, John	Private	72nd Regiment	34 19 2
Dewar, William	Private	72nd Regiment	10 10 6
Driscoll, John	Private	2nd Battalion 9th Regiment	3 17 7
Francis, John	Private	2nd Battalion 8th Regiment	0 16 5
Fraser, John	Private	72nd Regiment	22 13 11
Poster, Thomas	Gunner	Royal Artillery	17 11 7
Guyton, George	Private	70th Regiment	13 17 7
Headcock, Walter	Private	2nd Battalion 5th Regiment	16 13 0
Hickey, William	Private	63rd Regiment	19 15 8
Hughes, Rowland	Private	63rd Regiment	13 6 9
Jackon, George	Gunner	6-11th Brigade Royal Artillery	12 3 1
Jones, James	Private	65th Regiment	29 3 4
Jones, John	Private	85th Regiment	2 9 4
Keane, Michael	Private	1st Battalion 18th Regiment	27 8 11
Keefe, Robert	Private	1st Battalion 18th Regiment	24 3 3
Kerr, James	Private	72nd Regiment	22 14 5
Key, William	Private	2nd Battalion 9th Regiment	19 9 9
Kitto, Frederick	Private	72nd Regiment	10 9 2
Lee, Robert	Private	2nd Battalion 9th Regiment	16 15 11
Lennon, Joseph	Gunner	G-A Brigade Royal Horse Artillery	25 1 8
Leishman, James	Private	72nd Regiment	19 16 3
Lewis, William	Paymaster Sergeant	2nd Battalion 22nd Regiment	29 4 10
Longbottom, Henry	Private	2nd Battalion 14th Regiment	12 15 3
McGregor, John	Sergeant	51st Regiment	59 12 0
McGowan, James	Private	72nd Regiment	41 11 6
McLean, John	Private	72nd Regiment	21 5 5
McKay, Thomas	Private	2nd Battalion 9th Regiment	20 0 8
McQueen, John	Private	72nd Regiment	31 3 9
McMenanim, Anthony	Gunner	12th-9th Brigade Royal Artillery	22 16 6
Mackins, John	Sergeant	51st Regiment	2 16 5
Madden, Michael	Private	68th Regiment	14 3 5
Magee, John	Private	1st Battalion 25th Regiment	10 2 6
Maguire, James	Private	68rd Regiment	30 15 10
Moore, James	Private	1st Battalion 18th Regiment	25 17 1
Morris, William	Private	2nd Battalion 22nd Regiment	17 11 11
Nixon, John	Private	2nd Battalion 8th Regiment	4 19 1
Petifer, Richard	Driver	1-5th Brigade Royal Artillery	11 3 7
Phillips, Joseph	Private	72nd Regiment	24 14 8
Raby, James	Private	2nd Battalion 9th Regiment	20 9 10
Reid, John	Private	72nd Regiment	12 14 4
Robinson, John	Private	2nd Battalion 8th Regiment	4 17 9
Sealey, George	Sergeant	65th Regiment	5 5 8
Seft, Luke	Gunner	9-11th Brigade Royal Artillery	4 2 7

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Smith, George ...	Private ...	2nd Battalion 8th Regiment ...	0 16 8
Stewart, John ...	Private ...	2nd Battalion 14th Regiment ...	16 9 3
Taylor, John ...	Private ...	72nd Regiment ...	19 8 7
Taylor, William ...	Private ...	72nd Regiment ...	8 17 8
Tilson, Robert ...	Private ...	85th Regiment ...	2 15 2
Watson, Robert ...	Private ...	68th Regiment ...	5 12 0
Whelan, Michael...	Private ...	1st Battalion 18th Regiment ...	20 3 5
Whitly, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	16 9 5
Williams, John ...	Gunner ...	F-4th Brigade Royal Artillery...	16 1 1
Wright, William...	Gunner ...	12-9th Brigade Royal Artillery	1 8 9
Youngman, Richard ...	Gunner ...	E-4th Brigade Royal Artillery	20 13 9

4TH RE-PUBLICATION, under the Regimental Debts Act, 1863, of List CXXIX, of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1879–80.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Adams, T. ...	Private ...	4th Battalion Rifle Brigade ...	26 0 3
Beaumont, W. ...	Private ...	4th Battalion Rifle Brigade ...	8 4 5
Bryan, Michael ...	Gunner ...	9-11th Brigade Royal Artillery	2 19 3
Clee, D. ...	Private ...	4th Battalion Rifle Brigade ...	5 4 1
Cox, J. ...	Private ...	1st Battalion 5th Regiment ...	0 4 9
Connors, William ...	Private ...	2nd Battalion 8th Regiment ...	1 18 9
Cox, Charles ...	Corporal ...	51st Regiment ...	44 13 3
Crawford, C. ...	Private ...	4th Regiment ...	17 9 9
Dennis, J. ...	Private ...	4th Battalion Rifle Brigade ...	11 5 11
Donoghue, John ...	Private ...	59th Regiment ...	2 2 3
Everett, T. J. ...	Private ...	4th Battalion Rifle Brigade ...	7 4 3
Evans, John ...	Sergeant ...	54th Regiment ...	38 1 0
Hynes, M. ...	Private ...	1st Battalion 5th Regiment ...	56 2 5
Hanlon, John ...	Private ...	2nd Battalion 21st Regiment ...	0 16 7
Kitchen, G. ...	Private ...	4th Battalion Rifle Brigade ...	11 16 9
Kavanagh, F. ...	Private ...	4th Battalion Rifle Brigade ...	5 8 5
Knight, F. E. ...	Private ...	2nd Battalion 8th Regiment ...	1 13 6
Lloyd, Walter ...	Private ...	9th Lancers ...	24 0 4
Looney, Daniel ...	Driver ...	C-4th Brigade Royal Artillery	23 17 1
Mabon, Thomas ...	Private ...	9th Lancers ...	22 4 11
Patterson, William ...	Gunner ...	10-8th Brigade Royal Artillery	1 14 8
Stevens, George ...	Private ...	67th Regiment ...	13 14 1
Sherratt, C. ...	Private ...	4th Regiment ...	14 17 3
Simmons, George ...	Private ...	85th Regiment ...	21 18 6
Thompson, Alexander ...	Private ...	85th Regiment ...	11 17 4
Thomas, Wm. Alexander	Private ...	67th Regiment ...	124 13 8
Vernon, C. ...	Private ...	4th Regiment ...	12 11 0
Walters, Thomas...	Lance-Sergeant ...	1st Battalion 12th Regiment ...	51 13 10

5TH RE-PUBLICATION, under the Regimental Debts Act, 1863, of List CXIX, of the Names of Soldiers whose Personal Estate is held by the Secretary of State for War for distribution amongst the Next of Kin or others entitled.—Effects 1878-79.

Name.	Rank.	Regiment.	Amount.
			£ s. d.
Allie, S. H. ...	Gun Lascar ...	... ..	13 7 5
Armstrong, W. ...	Private ...	108th Regiment ...	0 3 3
Baker, John ...	Gunner ...	N-2nd Brigade Royal Artillery ...	5 15 2
Barton, J. W. ...	Private ...	2nd Battalion 24th Regiment ...	7 11 4
Bowen, Denis ...	Private ...	1st Battalion 13th Regiment ...	20 2 5
Brady, James ...	Gunner ...	Depôt 5th Brigade Royal Artillery ...	0 3 7
Broderick, M. ...	Private ...	2nd Battalion 24th Regiment ...	9 6 5
Byard, A. ...	Private ...	2nd Battalion 24th Regiment ...	2 19 1
Carneron, Colin ...	Private ...	3rd Battalion 60th Regiment ...	7 5 4
Cassey, Patrick ...	Gunner ...	7-11th Brigade Royal Artillery ...	24 3 1
Chambers, John ...	Corporal ...	94th Regiment ...	0 12 0
Chick, J. ...	Private ...	2nd Battalion 24th Regiment ...	7 4 11
Connolley, John ...	Private ...	1st Battalion 24th Regiment ...	16 10 7
Davis, J. ...	Private ...	2nd Battalion 24th Regiment ...	4 12 2
Davis, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	2 14 7
Farist, John ...	Gunner ...	6-8th Brigade Royal Artillery ...	5 3 3
Finn, T. ...	Private ...	2nd Battalion 24th Regiment ...	2 4 8
Fitton, G. ...	Private ...	2nd Battalion 24th Regiment ...	10 13 4
Fitzgerald, G. G. ...	Ord. Room Sergt. ...	1st Battalion 24th Regiment ...	15 15 7
Gurney, John ...	Private ...	2nd Battalion 24th Regiment ...	10 8 11
Harvey, Arthur ...	Gunner ...	6-8th Brigade Royal Artillery ...	13 2 7
Healey, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 1
Hehir, Patrick ...	Private ...	104th Regiment ...	1 0 0
Holbrow, Joseph ...	Driver ...	N-5th Brigade Royal Artillery ...	2 2 10
Hughes, F. ...	Private ...	2nd Battalion 24th Regiment ...	9 0 6
Jones, E. ...	Private ...	2nd Battalion 24th Regiment ...	8 13 1
Jones, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 17 6
Kelly, J. ...	Private ...	2nd Battalion 24th Regiment ...	1 18 4
Kennedy, T. ...	Private ...	2nd Battalion 24th Regiment ...	9 5 5
Kitson, Edward ...	Private ...	3rd Battalion 60th Regiment ...	7 9 7
Knight, Frederick ...	Private ...	19th Hussars ...	6 10 8
Lingley, Henry ...	Gunner ...	N-4th Brigade Royal Artillery ...	1 11 8
Male, Albert ...	Private ...	89th Regiment ...	14 3 7
Moore, F. ...	Private ...	2nd Battalion 24th Regiment ...	12 6 4
McCaffery, F. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 11
McCormack, J. ...	Private ...	2nd Battalion 24th Regiment ...	20 19 10
McDoon, G. ...	Private ...	2nd Battalion 24th Regiment ...	8 8 2
Neal, John ...	Private ...	5th Lancers ...	4 13 0
Nobes, R. ...	Private ...	2nd Battalion 24th Regiment ...	10 0 10
O'Keefe, T. ...	Private ...	2nd Battalion 24th Regiment ...	5 0 1
Price, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 3 9
Reeve, Frederick ...	Driver ...	K-3rd Brigade Royal Artillery ...	0 5 11
Reid, — ...	Sergeant ...	5-10th Brigade Royal Artillery ...	0 12 4
Richard, Edward ...	Private ...	2nd Battalion 24th Regiment ...	6 7 7
Saunders, T. ...	Private ...	2nd Battalion 24th Regiment ...	9 14 10
Shaw, William ...	Private ...	2nd Battalion 24th Regiment ...	3 5 6
Smith, D. ...	Private ...	2nd Battalion 24th Regiment ...	8 7 2
Smith, James ...	Private ...	2nd Battalion 14th Regiment ...	0 11 11
Smith, John ...	Private ...	3rd Battalion 60th Regiment ...	0 6 0
Smith, M. ...	Private ...	2nd Battalion 24th Regiment ...	15 9 7
Smith, R. ...	Private ...	2nd Battalion 24th Regiment ...	5 6 8
Spurgeon, Joseph ...	Private ...	1st Battalion 24th Regiment ...	17 9 6
Tinker, Thomas ...	Private ...	2nd Battalion 24th Regiment ...	2 18 6
Watkins, J. ...	Private ...	2nd Battalion 24th Regiment ...	8 1 1
White, J. ...	Private ...	2nd Battalion 24th Regiment ...	4 15 0
Whittaker, R. ...	Private ...	2nd Battalion 24th Regiment ...	1 4 3
Williams, T. ...	Lance-Sergeant ...	2nd Battalion 24th Regiment ...	8 0 10

South Australian Company.
(Incorporated by Royal Charter).
London, 4, New Broad-Street,
November 28, 1884.

NOTICE is hereby given, that in accordance with the Resolution passed at the Annual General Meeting, held on the 12th June last, and confirmed at a Special General Meeting, held on the 3rd July last, the Directors have decided that the repayment of £5 per share on account of Capital shall be made on the 15th January, 1885, to those Shareholders who are registered in the Company's books on the 31st December, 1884. A notice of the amount due and the arrangements for the exchange of Certificates, &c., will be forwarded to the Proprietors on 1st January next.

The Transfer Books will be closed from the 1st to 15th January, 1885, inclusive, for the preparation of the new Certificates and the Dividend, and no applications for transfers will be received during that time. By order of the Board,

James Hutchison, Secretary.

The Companies Acts, 1862 to 1882.

The Chilé Gold Mining Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at Cannon-street Hotel, Cannon-street, in the City of London, on the 18th day of November, 1884, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of the Company that it cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same.

2. "That the Company be accordingly wound up voluntarily.

3. "That Samuel Gray, Esq., of 3, Upper Avenue-road, South Hampstead, be and is hereby appointed to be Liquidator of the Company, with power to continue to carry on the business of the Company in so far as he may consider requisite or necessary for utilizing and realizing to the best advantage the assets of the Company or any part thereof.

4. "That in the opinion of this Meeting it is not desirable that the Company should be wound up by the Court, but that it be left to the discretion of the Liquidator to apply for an order that the voluntary winding up be continued under the supervision of the Court, if he shall consider it desirable so to do."

Dated this 26th day of November, 1884.

Hugh Watt, Chairman.

The New Battersea Park Laundry Company Limited.

AT an Extraordinary General Meeting of the above-named Company, held at the offices of Messrs. Street and Shead, No. 14, Queen Victoria-street, in the City of London, on Saturday the 22nd day of November, 1884, the following Extraordinary Resolution was duly 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 under the provisions of the Companies Acts, 1862 to 1880.

2. "That Mr. Oscar Gerard Ladelle be, and he is hereby appointed Liquidator for the purposes of such winding up." E. Clayton, Chairman.

Birmingham and Dudley Tramways Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 25418.

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33, Waterloo-street, Birmingham, in the county of Warwick, on the 9th 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 Great Western Hotel, Colmore-row, Birmingham, in the county of Warwick, on the 7th day of November, 1884, the said Special Resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily.
2. "That Edward Harold Carter, Chartered Accountant, 33, Waterloo-street, Birmingham, be and is hereby appointed Liquidator for the purpose of winding up and distributing the property of the Company."

Arthur Keen, Chairman.

City Club Limited.—In Liquidation.

AT an Extraordinary General Meeting of the Shareholders of the above-named Company, duly convened and held at the Club Premises, Ludgate Circus, in the City of London, on Tuesday, the 18th day of November, 1884, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of this meeting that the 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 Brock Keen, Accountant, of No. 15, King-street, Cheapside, in the city of London, and Mr. John Manger, Watch Manufacturer, of Bartlett's Buildings, Holborn, in the City of London, be appointed the Liquidators of the Company." James Judd, Chairman.

The Minera Mountain Lead Mining Company Limited.—In Voluntary Liquidation.

NOTICE is hereby given, that an Extraordinary and Final General Meeting of the Members of this Company will be held pursuant to section 142 of the Companies Act, 1862, at the office of the Leadworks, in the City of Chester, on Tuesday the 13th day of December, 1884, at 2.15 o'clock in the afternoon precisely, for the purpose of having the accounts of the final winding up laid before them by the Liquidator, showing the manner in which such winding up has been conducted, and the property of the Company disposed of, and hearing any explanation that may be given to them by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of. Alfred Osten Walker, Liquidator.

Elterwater Green Slate Company Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at the Salutation Hotel, Ambleside, in the county of Westmorland, on the 31st day of December, 1884, at twelve o'clock at noon, for the purpose of having the Liquidators' accounts laid before such Meeting, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators.—Dated this 24th day of November, 1884.

Charles Henry Charlesworth, } Liquidators.
Isaac Williams, }

The Companies Acts, 1862 and 1867.

In the Matter of the Lishornig Silver Mining Company Limited.—In Liquidation.

THE creditors of the above-named Company are required, on or before the 28th 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 Henry Spain, of 76, Coleman-street, in the City of London, Chartered Accountant, the Liquidator of the said Company, and if so required, by notice in writing from the said Liquidator are to 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 26th day of November, 1884.

Brook and Chapman, Wool Exchange,
Basinghall-street, London, E.C., Soli-
citors for the said Liquidator.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, George William Shaw and Frederick William Bentley, of Huddersfield, in the county of York, Stock and Share Brokers on the one part, and Benjamin Schofield, of Bradford, in the county of York, Stock and Share Broker on the other part, as Stock and Share Brokers and Insurance Agents, at Dewsbury, in the county of York, under the style or firm of Shaw, Bentley, and Schofield, is this day dissolved by mutual consent; and the business of the said last-mentioned firm, at Dewsbury aforesaid, is discontinued.—Dated this 24th day of November, 1884.

Geo. Wm. Shaw.

F. W. Bentley.

B. Schofield.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Chapman Marshall and Alfred Broughton Lamb, carrying on business as Tea Brokers, under the style or firm of Marshall and Co. at No. 39, Mincing-lane, in the city of London, has been dissolved as from the 18th day of October, 1884. All debts due to and from the said late firm of Marshall and Co. will be received and settled by James Ford, of No. 31, Queen, Victoria-street, in the city of London, Chartered Accountant.—Dated this 27th day of November, 1884.

Chapman Marshall.

A. B. Lamb.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Charles Francis George Clark the elder and Charles Francis George Clark the younger, carrying on the business of Wholesale and Retail Chemists and Druggists, at Dudley, in the county of Worcester, under the style or firm of C. F. G. Clark and Son, was dissolved, on the 14th day of November instant, by the retirement of the said Charles Francis George Clark the elder therefrom; and that such business will hereafter be carried on by the said Charles Francis George Clark the younger alone, in the name of the old firm, but at and for his own risk and benefit, and that he will receive the assets and pay the liabilities of the old firm.—Dated this 14th day of November, 1884.

C. F. G. Clark.

C. F. G. Clark, junr.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by George Beavis and Rosa Gould Harris, under the style or firm of Harris and Co., at 17 and 18, Upper George-street, Edgware-road, Middlesex, in the trade or business of Pastry Cooks and Confectioners, was this day dissolved by mutual consent.—Dated this 22nd day of November, 1884.

R. G. Harris.

Geo. Beavis.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edwin Byron Dean and Edward Price, carrying on business as Opticians, at No. 4, Parsonage, Blackfriars-street, in the city of Manchester, under the style or firm of Dean and Price, has been dissolved, by mutual consent, as and from the 24th day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said Edward Price.—As witness our hands this 25th day of November, 1884.

Edwin Byron Dean.

Edward Price.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Joseph Edmund Sheppard King and Robert Mossop, under the firm of King and Mossop, at 16, North-buildings, Finsbury-circus, and 3, North-buildings, South-place, Finsbury-circus, in the city of London, in the business of Solicitors, was this day dissolved by mutual consent.—Dated this 24th November, 1884.

Joseph E. S. King.

Robert Mossop.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alphonse Motet and George Barker, at 103, Greengate, Salford, in the county of Lancaster; as Bottlers' Engineers and Syphon and Seltzogene Makers, under the style or firm of Motet and Barker, has been this day dissolved by mutual consent. All debts due to or owing by the said firm will be received and paid by the said Alphonse Motet, at the above address, where the business of a Syphon and Seltzogene Maker will in future be carried on by him alone. The business of a Bottlers' Engineer will in future be carried on by the said George Barker alone, at 7, Grosvenor-square, Lower Broughton, Salford aforesaid.—Dated the 20th day of November, 1884.

Alphonse Motet.

George Barker.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frank Grafton Wignall and Thomas Crosby Peers, at Mobberley, in the county of Chester, under the style of the Mobberley Bone Manure Company, was this day dissolved by mutual consent.—Dated the 24th day of November, 1884.

Frank Grafton Wignall.

Thos. C. Peers.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Stockings and Samuel Mealing Mills, carrying on business as Auctioneers, Valuers, and Estate Agents, at the city of Norwich, under the style or firm of Stockings and Mills, has been dissolved, by mutual consent, as and from the 25th day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said Samuel Mealing Mills, who will in future carry on the business on his own account.—Dated this 25th day of November, 1884.

Geo. Stockings.

Saml. M. Mills.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Tarbet, William Dempsey Tarbet, and John Spratley, carrying on business as Merchants, in the city of Liverpool, under the style of William Tarbet and Son, was this day amicably dissolved so far as concerns the said John Spratley.—Dated this 24th day of November, 1884.

W. Tarbet.

W. D. Tarbet.

John Spratley.

NOTICE is hereby given, that the Partnership heretofore subsisting between John Hellawell, David Hellawell, Ben Hellawell, and James Hellawell, trading under the style or firm of J. and J. Hellawell, Millwrights and Machine Makers, at Linthwaite, near Huddersfield, was mutually dissolved, so far as regards the said John Hellawell, on the 28th day of October, 1884. As witness our hands hereunto subscribed.

John Hellawell.

David Hellawell.

Ben Hellawell.

James Hellawell.

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, Benjamin Bartle, James Brown, and William Wilson, in the trade or business of Coal Merchants, at Wyke, near Bradford, Yorkshire, under the style or firm of Bartle, Brown, and Wilson, has been this day dissolved by mutual consent.—Dated the 22nd day of November, 1884.

Benjn. Bartle.

James Brown.

William Wilson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Freeman Wade and Thomas John Dennis, carrying on business as Grocers and Cheesemongers, at 155, York-road, Battersea, has been dissolved, by mutual consent, as and from the 11th day of March, 1884. All debts due to and owing by the said late firm will be received and paid by the said Freeman Wade.—Dated this 25th day of November, 1884.

Freeman Wade.

Thomas John Dennis.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Erskine Sandilands Home and Daniel Hewson Hewitt, carrying on business as Woollen Merchants, at 5, New Bond-street, London, under the style or firm of E. S. Home and Co., has been dissolved, by mutual consent, as and from the 26th day of November, 1884. All debts due to and owing by the said late firm will be received and paid by the said E. S. Home.—Dated this 26th day of November, 1884.

E. S. Home.

D. H. Hewitt.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Cuthbert Bainbridge, George Harrison Snowball, Thomas Emerson Fenwick, Emerson Muschamp Bainbridge, William Thomas Marshall, and George Pears, carrying on business as Colliery Owners, at East Castle, in the county of Durham, under the style or firm of the East Castle Coal and Coke Company, has, as to George Harrison Snowball, been dissolved, by mutual consent, as from the 12th day of October, 1884. All debts due to and owing by the said late firm will be received and paid by the said Cuthbert Bainbridge, Thomas Emerson Fenwick, Emerson Muschamp Bainbridge, William Thomas Marshall, and George Pears.—Dated this 22nd day of November, 1884.

*C. Bainbridge. E. M. Bainbridge.
G. H. Snowball. W. T. Marshall.
Thos. E. Fenwick. George Pears.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Smith, Frederick William Drake, and Reginald Crook Mount, Corn Merchants, at Maidenhead, in the county of Berks, under the style of John Smith and Co., was this day dissolved by mutual consent. The said business will be henceforth carried on by the said John Smith and Herbert Dodwell, under the firm of John Smith and Co., who will pay and receive all debts owing from and to the late firm of John Smith and Co.—Witness our hands this 21st day of November, 1884.

*John Smith.
F. W. Drake.
R. C. Mount.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Sydney Lawson and Joseph Stevens, carrying on business at Wainwright-street, Aston, near Birmingham, in the county of Warwick, as Coach Axletree Manufacturers, under the style or firm of Sydney Lawson and Co., has been this day dissolved, by mutual consent, by the retirement of the said Joseph Stevens. All debts due and owing to and by the said firm will be received and paid by the said Sydney Lawson, who will continue to carry on the business at the above address.—Dated the 22nd day of November, 1884.

*Sydney Lawson.
Joseph Stevens.*

NOTICE is hereby given, that the Partnership heretofore existing between the undersigned, John Douglas Close and John Terrington Gibson, carrying on business under the style or firm of Close, Gibson, and Co., as Tar Distillers, Agricultural, and Manufacturing Chemists, at Wilmington, in the borough of Kingston-upon-Hull, at Huddersfield, in the West Riding of the county of York, has been this day dissolved by mutual consent. All moneys owing to or by the said firm will be received and paid by the said John Douglas Close, who will continue the business on his own account under the style of J. D. Close.—Dated this 26th day of November, 1884.

*J. D. Close.
J. Terrington Gibson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Francis Keller, Thomas Wallis, and Thomas Postlethwaite, carrying on business as Shipping and Forwarding Agents, at 3, Oriental-place, Southampton, 69, Piccadilly, Manchester, and 5 and 7, Fenchurch-street, London, under the firm of Keller, Wallis, and Postlethwaite, was this day dissolved, by mutual consent, so far as the said Thomas Postlethwaite is concerned, who retires from the firm. The business will in future be carried on by Francis Keller and Thomas Wallis, under the firm of Keller, Wallis, and Company, at the above mentioned addresses, who will receive and pay all claims and demands by and against the late firm.—Dated the 25th day of November, 1884.

*F. Keller.
T. Wallis.
T. Postlethwaite.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Allnutt and Henry Harris, carrying on business as Accountants and Marine Surveyors, at No. 17, Lime-street, in the city of London, under the style or firm of Allnutt, Harris, and Co., has been dissolved, by mutual consent, as from the 29th day of September, 1884. All debts due to or owing by the said late firm will be received and paid by the said Walter Allnutt, by whom the business of an Accountant will be carried on alone, at the above-mentioned place of business.—Dated this 26th day of November, 1884.

*Walter Allnutt.
H. Harris.*

NOTICE is hereby given, that the Partnership subsisting between us the undersigned, Timothy Hartley and Jonas Gregson Roper, carrying on business together under the style or firm of Hartley and Roper, as Wool Merchants and Extractors, at Low Fold Mills, Leeds, in the county of York, has been dissolved, by mutual consent, as from the 24th day of November, 1884. All debts due to and owing by the said firm will be received and paid by the said Jonas Gregson Roper, by whom the said business will henceforth be carried on.—Dated this 25th day of November, 1884.

*Timothy Hartley.
Jonas Gregson Roper.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Albert Smith Pearson and John Edward Cowie, carrying on business as Coal Merchants, at Hanley, in the county of Stafford, under the style or firm of Pearson and Cowie, has this day been dissolved by mutual consent. All amounts owing to the said firm to be paid to the said Albert Smith Pearson, by whom in future the business will be carried on.—Dated this 21st day of November, 1884.

*Albert S. Pearson.
John Edward Cowie.*

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Henry John Burrows and Edward Packer, under the style of E. Packer and Co., at 7, Paul-street, St. Paul's, in the city of Bristol, as Chocolate and Cocoa Manufacturers, has been dissolved, by mutual consent, as and from the 25th day of November, 1884; and all debts due and owing by the said firm will be received and paid by the said Henry John Burrows, who will in future carry on the said business as heretofore.—Dated this 25th day of November, 1884.

*H. J. Burrows.
Edward Packer.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, George Leighton Hynd and Joseph Lambert, as Retail Tobacconists, at No. 14, Snow-hill, Birmingham, in the county of Warwick, under the firm of Hynd and Lambert, was this day dissolved by mutual consent. All debts due and owing to or by the late firm will be received and paid by the said George Leighton Hynd, by whom in future the business will be carried on.—As witness our hands this 26th day of November, 1884.

*Geo. L. Hynd.
J. Lambert.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Frederick Conrath and Marlborough Conrath, in the business of Upholsterers, carried on by us at Nos. 15 and 40, North Audley-street, in the county of Middlesex, under the style of Conrath and Sons, has been dissolved, by mutual consent, as from the 1st day of January, 1883. The business will be henceforth carried on by the said Marlborough Conrath, who will discharge all debts owing by and receive all moneys payable to the said firm.—Dated this 26th day of November, 1884.

*Edward Frederick Conrath.
Marlborough Conrath.*

NOTICE is hereby given, that the Partnership hitherto existing between the undersigned, Aaron Mellor, William Goldie, and Robert Wright Cooper, under the firm of Mellor, Goldie, and Cooper, at Sutton Works, Sutton-in-Ashfield, in the county of Nottingham, as Hosiery Manufacturers, was this day dissolved, by mutual consent, as regards the said Robert Wright Cooper. The business will be continued by the said Aaron Mellor and William Goldie, under the style of Mellor and Goldie.—As witness our hands this 22nd day of November, 1884.

*Aaron Mellor.
Wm. Goldie.
Robert Wright Cooper.*

NOTICE is hereby given that the Partnership business formerly subsisting and carried on between and by the undersigned, Edward Henry and Henry Ison, at Barton-arcade and Deansgate, in the city of Manchester, as Music Sellers and Dealers in Musical Instruments, under the style of E. Henry and Ison, was dissolved, by mutual consent, on the 29th day of September last. All debts due to and owing by the late partnership will be received and paid by the said Henry Ison, by whom the business will be carried on under the style of Henry Ison and Co.—Dated this 26th day of November, 1884.

*E. Henry.
Henry Ison.*

Re JOHN BAYLEY, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Bayley, late of Armitage, in the county of Stafford, Journeyman Miller, deceased (who died on the 14th day of September, 1871, and to whose estate letters of administration were granted by the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice to Ann Derry, of Junction-street, Caldmore, Walsall, in the county of Stafford, Widow, the lawful sister and one of the next of kin of the said deceased, on the 15th day of July, 1884), are required to send in the particulars of such claims and demands to us, the undersigned, the Solicitors for the said Ann Derry, on or before the 7th day of January next, after which date the said Ann Derry will proceed to distribute the assets of the said deceased, having regard only to such claims which shall have been sent in as aforesaid.—Dated the 19th day of November, 1884.

HINCKLEY, HODSON, and CO., Lichfield, Solicitors.

Re ANN BAYLEY, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Ann Bayley, late of Chorley, in the county of Stafford, Widow, deceased (who died on the 7th day of February, 1876, and to whose estate letters of administration were granted by the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice to Ann Derry, of Junction-street, Caldmore, Walsall, in the county of Stafford, Widow, the lawful daughter and one of the next of kin of the said deceased, on the 16th 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 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.

JUDAH PHILIP BENJAMIN, 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 Judah Philip Benjamin, formerly of Lincoln's-inn, in the county of Middlesex, but late of No. 41, Avenue d'Jéna, Paris, in France, Esq., one of Her Majesty's Counsel, deceased (who died on the 6th day of May, 1884, at No. 41, Avenue d'Jéna, Paris aforesaid, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 28th day of June, 1884, by John George Witt, of No. 1, King's Bench-walk, Temple, in the city of London, Esq., Barrister-at-Law, and Lindsey Middleton Aspland, of No. 4, Elm-court, Temple aforesaid, Esq., Barrister-at-Law, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors of the said executors, on or before the 31st day of December, 1884; after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 24th day of November, 1884.

PRITCHARD and SONS, 9, Gracechurch-street, London, E.C., Solicitors for the said Executors.

Miss MARY HANNAH HILDITCH, Deceased.

ALL persons having claims against the estate of Miss Mary Hannah Hilditch, late of Belmont, Shrewsbury, in the county of Salop, Spinster, deceased (who died on the 7th day of June, 1884), must, on or before the 2nd day of February, 1885, send particulars of such claims to us, the undersigned, the Solicitors for Thomas Pidduck, Esq., of Shrewsbury aforesaid, Surgeon, one of the surviving executors of the will of the deceased.—Dated this 25th day of November, 1884.

HAND and CO., Stafford, Solicitors for the said Executor.

ROBERT RYAN, 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 debts, claims, or demands against the estate of Robert Ryan, late of No. 10, Colville-road, Bayswater, in the county of Middlesex, Gentleman, deceased (who died on the 21st day of August last, and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by Edward Thompson and Walter Colman, the executors therein named, on the 20th day of October last), are required to send in particulars of their debts, claims, or demands to the undersigned, the Solicitors for the said executors, on or before the 12th day of January, 1885, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims and demands only of which they shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 24th day of November, 1884.

BOWMAN and CRAWLEY-BOEVEY, 21, Bedford-row, London, W.C., Solicitors for the said Executors.

JOHN THOMAS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 35, entitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Thomas, late of the New Inn, Silver-street, in the parish of Trowbridge, in the county of Wilts, Licensed Victualler, deceased (who died on the 23rd day of May, 1884, and whose will was proved by Bartholomew Thomas, of Sherborne Villa, Alma-road, Clifton, Bristol, Woollen Draper, Isaac Thomas, of No. 90, Stoke's-croft, Bristol, Printer and Stationer, and George Snailum, of Trowbridge aforesaid, Auctioneer, the executors therein named, on the 6th day of August, 1884, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Salisbury), are hereby required to send in the particulars of their claims or demands to the said George Snailum, on or before the 31st day of December next; and notice is hereby also given, that after that day the said exe-

cutors 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 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 the 24th day of November, 1884.

MANN and RODWAY, Trowbridge, Wilts, Solicitors for the said Executors.

NANCY RYDER, Deceased.

ALL persons having claims against the estate of Miss Nancy Ryder, of Preston Brook, in the county of Chester, Spinster (who died on the 21st day of October, 1884), are required to send in particulars of such claims to the undersigned, or to Henry Linaker, of Frodsham, in the said county, Estate Agent, the sole executor under the will of the deceased, which was proved in the District Registry at Chester on the 25th day of November, 1884, on or before the 12th day of December next, after which date the said executor will proceed to distribute the estate amongst the persons entitled thereto.—Dated this 26th day of November, 1884.

LINAKER and LINAKER, Runcorn, Cheshire, Solicitors for the Executor.

HANNAH LENG, 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 Hannah Leng, late of Houghton-le-Side, in the parish of Gainford, in the county of Durham, Widow, deceased (who died on the 30th day of November, 1882, intestate, and letters of administration of whose personal estate and effects were on the 8th day of March, 1883, granted by the District Registry at Durham of the Probate Division of Her Majesty's High Court of Justice to Jonathan Leng and Robert Harrison Leng, the administrators therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said administrators, on or before the 30th day of December, 1884, after which date the said administrators 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 25th day of November, 1884.

TODD and HARRISON, 8, Church-street, West Hartlepool, Solicitors for the Administrators.

THOMAS OVERBURY, 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, entitled "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 Thomas Overbury, late of Cheltenham, in the county of Gloucester, Plasterer, deceased (who died on the 15th day of July, 1884, and whose will was proved by William Cooper, of Cheltenham aforesaid, Upholsterer, the surviving executor therein named, on the 7th day of August, 1884, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Gloucester), are hereby required to send in the particulars of their claims and demands to the said William Cooper, or to the undersigned, his Solicitor, on or before the 20th day of December next; 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 the said executor shall then have notice; and that he will not be liable for the assets, or any parts thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 24th day of November, 1884.

DANL. MALLORY, Essex-place, Cheltenham, Solicitor for the said Executor.

ROBERT SPEAR HUDSON, Deceased.

NOTICE is hereby given, that all creditors and others having any debt, claim, or demand upon or against the estate of Robert Spear Hudson, late of Bache Hall, in the county of Chester, and who carried on business as a Manufacturing Chemist at Bank Hall, Liverpool, and at West Bromwich, in the county of Stafford (who died on the 6th day of August last, and whose will was proved by William Creed, Arnold Thomas, and Edward Caddick, the executors therein named, on the 8th day of November instant in the Principal Registry of the Probate Division of the High Court of Justice), are hereby

required to send in particulars, in writing, of their debts, claims, and demands to the said executors, at the office of Edward Caddick, their Solicitor, New-street, West Bromwich, in the county of Stafford, on or before the 30th day of December next.—Dated this 25th day of November, 1884.

EDWARD CADDICK, Solicitor for the said Executors.

JOHN WISE, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having debts or claims against the estate of John Wise, late of Cranes Farm, Elstree, in the county of Hertford, Farmer (who died on the 18th September, 1884, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice by William Henry Wise and George King, the executors therein named, on the 29th October, 1884), are requested to send, in writing, the particulars of their claims and demands to me, the undersigned, the Solicitor for the said executors, on or before the 7th January next, after which date the said executors will distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice.—Dated this 26th November, 1884.

T. H. MEYNELL, 37, Castle-street, Holborn, London, Solicitor.

CHRISTOPHER LEGGE LORDAN, 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 Christopher Legge Lordan, late of Luzboro', and the Abbey, Romsey, in the respective parishes of Romsey, Extra and Infra, in the county of Southampton, deceased (who died on the 21st of December, 1883, and whose estate was administered to by Jane Fryer Lordan, of Romsey, on the 14th of May, 1884, at the District Registry of the Probate Division of the High Court of Justice), are required to send in the full particulars of their claims and demands addressed to the said administratrix, at the Market-place, Romsey, Hampshire, on or before Saturday, the 27th December, 1884; and notice is hereby also given, that after that date the said administratrix will proceed to administer the estate in due course of law, having regard only to such claims that she shall then have had notice.—Dated this 22nd November, 1884.

JANE FRYER LORDAN, Market-place, Romsey

JAMES EDWARD CANDY, Deceased.

NOTICE is hereby given, that all persons having any claims or demands against the estate of James Edward Candy, late of No. 10, Colfe-road, Forest Hill, in the county of Kent, Bankers' Messenger, deceased (who died on the 23rd day of October, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th day of November, 1884, by Mary Lee Candy, of No. 10, Colfe-road, Forest Hill aforesaid, the executrix), are hereby required to send written particulars of such claims or demands to us, the undersigned, Solicitors for the said executrix, on or before the 28th day of December, 1884, after which date the said executrix will distribute the assets of the said deceased, having regard only to the claims or demands of which she shall then have had notice.—Dated this 26th day of November, 1884.

FOORD and EDWARDS, 16, Philpot-lane, London, E.C., Solicitors for the Executrix.

FRANCIS FLETCHER, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claims against the estate of Francis Fletcher, late of the Grapes Hotel, Shrewsbury, Innkeeper (who died on the 6th day of October, 1882), are required to send particulars thereof to us, the undersigned, on or before the 31st day of December next, 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 26th day of November, 1884.

CLARKE and SONS, 17, Swan-hill, Shrewsbury, Solicitors for the Executors.

JOSEPH SHAW WEIR, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Joseph Shaw Weir, late of Merthyr

Tydfil, in the county of Glamorgan, Druggist, deceased (who died on or about the 12th day of October, 1884, and administration to whose personal estate and effects was granted to Alexander Thomson Weir, on the 20th day of November, 1884, by 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, as Solicitors and Agents for the said administrator, on or before the 23rd day of January, 1885; and notice is hereby also given, that after that day the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said administrator 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 25th day of November, 1884.

GREENWAY and BYTHWAY, Pontypool, Solicitors.

EDMUND BENTLEY FRITH, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of Edmund Bentley Frith, formerly of 16, Old Burlington-street, but late of 11, Barclay-road, Walham Green, Middlesex, a Lieutenant-Colonel in Her Majesty's 13th Dragoons (who died on the 21st October, 1884, at 11, Barclay-road aforesaid, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th November, 1884, by the Reverend John Brien Frith, William Elhanan Gascoyne, and Robert Mares, the executors therein named), are hereby required to send the particulars, in writing, of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 31st December, 1884, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and will not be liable for the assets so distributed to any persons of whose claim or demand they shall not then have had notice.—Dated this 25th November, 1884.

KEARSEY, SON, and HAWES, 35, Old Jewry, London, Solicitors for the said Executors.

JAMES HENRY PORTER, Deceased.

Pursuant to 22nd and 23rd Victoria, c. 35.

NOTICE is hereby given, that all creditors and other persons having claims against the estate of James Henry Porter, late of No. 811, Old Kent-road, in the county of Surrey, Wholesale Tobacconist (who died on the 25th day of September, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st day of November, 1884, by Henry Gillham and Phineas Cohen, executors thereof), are required to send, in writing, the particulars of their claims to the undersigned, on or before the 31st day of December, 1884, after which date the executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 24th day of November, 1884.

WILLIAM STURT, 14, Ironmonger-lane, London, E.C., Solicitor for the said Executors.

HARRIET SOPHIA GILPIN, Deceased.

Pursuant to the Statute 22 and 23 Vict., c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Harriet Sophia Gilpin, late of Cannock, in the county of Stafford, Spinster (who died on the 4th day of June, 1884, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 29th day of August, 1884, by Mr. Bernard Gilpin, one of the executors therein named), are hereby required to send written particulars of such claims to the undersigned, Solicitors for the said executor of the deceased, on or before the 31st day of December, 1884, after which date the said executor will distribute the assets of the deceased, having regard only to the claims of which he shall then have received notice.—Dated this 19th day of November, 1884.

BARLOW, SMITH, and PINSENT, 39, Waterloo-street, Birmingham, Solicitors for the said Executor.

General RANDAL RUMLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., c. 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of General Randal Rumley, late of Queen Anne Mansions, Westminster (who died on the 13th day of September, 1884, and whose will, with a codicil thereto, was proved in the Principal Registry by Ralph Burch, of 29, Spring-gardens, in the county of Middlesex, the sole executor therein named), are hereby required to send written par-

ulars of such claims to the undersigned, Solicitors for the said executor, before the 22nd day of December next, after which the executor will proceed to distribute the assets of the said deceased, having regard only to the claims of which he shall have had notice.—Dated this 27th day of November, 1884.

DAVIDSON, BURCH, WHITEHEAD, and DAVIDSON, 29, Spring-gardens, S.W., Solicitors for the said Executor.

JOHN CRISPE HILLMAN, 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 others having any claims or demands upon or against the estate of John Crispe Hillman, late of No. 7, Belitha-villas, Islington, in the county of Middlesex, Gentleman, deceased (who died on the 13th day of October, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 13th day of November, 1884, by Elizabeth Hillman, of 7, Belitha-villas aforesaid, Widow, and Samuel Price and John Armitage Price, both of 38, Walbrook, in the city of London, Gentlemen, the executors therein named), are hereby required to send particulars, in writing, of their claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 10th day of January, 1885, after which day the said executors will proceed to distribute the estate and 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 that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 21st day of November, 1884.

SAML. PRICE and SON, 38, Walbrook, in the city of London, Solicitors for the above-named Executors.

ROBERT AVERY, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that creditors and all other persons having any claims or demands upon, against, or to the estate of Robert Avery, late of 2, Higham-place, and 118, Grey-street, both in the city and county of Newcastle-upon-Tyne, Bookseller and Hotel Proprietor, deceased (who died on the 18th day of October, 1884, and whose will was proved in the Newcastle-upon-Tyne District Registry of the Probate Division of the High Court of Justice on the 24th day of November, 1884, by Eleanor Avery, Widow, the relict of the said deceased, and George Hudson, of Bedlington, in the county of Northumberland, Tailor, the executors therein named), are required to send particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said executors, on or before the 26th day of December, 1884, after which day the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have notice.—Dated this 26th day of November, 1884.

ROB. SCOTT HOPPER, of 18, Grainger-street, Newcastle-upon-Tyne, Solicitor for the said Executors.

BENJAMIN HIRST, Deceased.

Pursuant to the 22nd and 23rd Victoria, chapter 35.

ALL creditors and other persons having any claims or demands against the estate of Benjamin Hirst, late of Hollins-lane, Sowerby Bridge, and of Salterhebble Mill, near Halifax, in the county of York, Cotton Spinner, deceased (who died on the 12th of May, 1884, and whose will was proved on the 4th of October last), are requested to send particulars of such claims or demands to us, the undersigned, the Solicitors for the executors, on or before the 1st of January, 1885, after which date the said executors will distribute the assets of the deceased, and will not be liable for the same to any persons of whose claim they shall not then have had notice.—Dated this 25th of November, 1884.

J. P. and J. T. SUTCLIFFE, Hebden Bridge, Solicitors.

WILLIAM HAYNES, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claims, or demands against the estate of William Haynes, late of Wildwood House, Hampstead Heath, in the county of Middlesex, and of Vernon-chambers, Southampton-row, in the county of Middlesex, Esq. (who died on the 19th day of September, 1884, and whose will, with a codicil thereto, was proved in the Principal Registry of the Probate, Divorce, and Admiralty Division of the High Court of

Justice on the 15th day of November, 1885, by William Haynes, George Haynes, and James Adams Hewitt, the executors named in the said will), are hereby required to send in particulars of their debts, claims, and demands to the said executors, at the offices of their Solicitors, Messrs. Pontifex, Hewitt, and Pitt, Saint Andrew's-street, Holborn-circus, in the city of London, on or before the 20th day of January, 1885, after the expiration which time the said executors will proceed to distribute the assets of the said William Haynes, deceased, among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 26th day of November, 1884.

PONTIFEX, HEWITT, and PITT, Saint Andrew's-street, Holborn-circus, E.C., Solicitors for the said Executors.

FREDERIC SEWALLIS GERARD, 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 Frederic Sewallis Gerard, late of Aspull House, in the county of Lancaster, Esq., deceased (who died on the 7th day of May, 1884, and whose will, with three codicils annexed, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of November, 1884, by Frederic Gerard and Sir John Lawson, Bart, two of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the executors, on or before the 31st day of December, 1884, after which date the 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 claim they shall not then have had notice.—Dated the 26th day of November, 1884.

MEYNELL and PEMBERTON, 20, Whitehall-place, S.W., Solicitors for the Executors.

GEORGE SOUTHERN, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claims upon the estate of George Southern, late of Top Lock, Aspull, in the county of Lancaster, Beerseller (who died on the 7th of April, 1871, and whose will was proved in the Manchester District Registry of Her Majesty's Court of Probate on the 20th of April, 1871), are hereby required to send in particulars, in writing, of their claims to us, the undersigned, Solicitors for the surviving executor, on or before the 24th of December, 1884, after which date the said surviving 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 24th day of November, 1884.

WOODCOCK and WALMESLEY, 36, King-street, Wigan, Solicitors for the said surviving Executor.

JANE SOUTHERN, Deceased.

*Pursuant to the Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims upon the estate of Jane Southern, late of Top Lock Inn, Aspull, in the county of Lancaster, Widow, deceased (who died on the 8th of June, 1884, and whose will was proved in the Manchester District Registry of the Probate Division of the High Court of Justice on the 28th of July, 1884), are hereby required to send in particulars, in writing, of their claims to us, the undersigned, Solicitors for the executors, on or before the 24th of December, 1884, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 24th day of November, 1884.

WOODCOCK and WALMESLEY, 36, King-street, Wigan, Solicitors for the Executors.

JOHN LOOK, 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 persons having any claims or demands upon or against the estate of John Look, late of Ash, in the parish of Martock, in the county of Somerset, Yeoman, deceased (who died on the 27th day of July, 1884, and to whose personal estate

and effects letters of administration were, on the 29th day of September, 1884, granted to Emeline Look, therein named, by the District Registry at Taunton attached to the Probate Division of Her Majesty's High Court of Justice), are hereby required to send, in writing, the particulars of their claims or demands to Emeline Look, of Ash aforesaid, the administratrix of the deceased, or to us the undersigned as her Solicitors, on or before the 31st day of December, 1884; and notice is also hereby given, that after that day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said administratrix shall then have notice, and that she will not be liable for the assets, or any part thereof, to any person of whose debt or claim she shall not then have had notice.—Dated this 24th day of November, 1884.

H. S. and S. WATTS, Yeovil, Somerset, Solicitors for the said Administratrix.

BENJAMIN CHAFFEY, 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 persons having any claims or demands upon or against the estate of Benjamin Chaffey, late of Yeovil, in the county of Somerset, Wool Stapler, deceased (who died on the 2nd day of September, 1884, and whose will was proved in the Taunton District Registry of the Probate Division of the High Court of Justice on the 19th day of November, 1884, by Lucy Chaffey, of Yeovil, aforesaid, Widow, the executrix named in the said will), are hereby required to send, in writing, the particulars of their claims or demands to the said executrix, or to us, the undersigned, as her Solicitors, on or before the 28th day of December, 1884. And notice is hereby also given that after that day the said executrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said executrix shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim she shall not then have had notice.—Dated this 24th day of November, 1884.

H. S. and S. WATTS, Yeovil, Somerset, Solicitors for the said Executrix.

WILLIAM TERRELL GRIBBELL, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of William Terrell Gribbell, late of 48, Millbank-street, Westminster, in the county of Middlesex (who died on the 19th day of October, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 10th day of November, 1884, by Thomas Bransden, of Brentford, in the county of Middlesex, Builder, the executor named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executor, at the office of his Solicitors, Messrs. Denton, Hall, and Burgin, at 15, Gray's Inn-square, in the county of Middlesex, on or before the 31st day of December, 1884, after 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 and demands of which the said executor shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 27th day of November, 1884.

DENTON, HALL, and BURGIN, Solicitors for the said Executor.

MARGARET FENOULHET, Spinster, 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 debts, claims, or demands upon or against the estate of the above named Margaret Fenoulhet, late of No. 16, Kensington-crescent, Kensington, in the county of Middlesex, Spinster, deceased (who died on the 24th day of October, 1884, at No. 16, Kensington-crescent aforesaid, and probate of whose will, with a codicil thereto, was granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th day of November, 1884, to Philip Cadby, George Jones, and Edward Cooper Fenoulhet, the executors therein named), are required to send in particulars of their debts, claims,

or demand to us, the undersigned, as Solicitors for the said executors, at our offices, situate at No. 15, Bedford-row, in the county of Middlesex, on or before the 16th day of December, 1884; and notice is hereby given, that after the said 16th day of December, 1884, the executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard to the debts, claims, or demands only of which they shall then have had notice, and that they will not be liable for the assets so distributed to any person of whose debt, claim, or demands they shall not then have had notice as aforesaid.—Dated this 24th day of November, 1884.

SMILES, BINYON and OLLARD, 15, Bedford-row, London, W.C., Solicitors for the said Executors.

GEORGE HAY WHITEHEAD, Deceased.

Pursuant to an 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 debts, claims, or demands upon or against the estate of George Hay Whitehead, late of 284, Old Ford-road, Bow, in the county of Middlesex, Silk Manufacturer, deceased (who died on the 30th day of October, 1884, and whose will was duly proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 20th day of November, 1884, by Thomas Baddeley, of 98, Leman-street, in the county of Middlesex, Solicitor, and Arthur Sheldon, of 5, Union-court, Old Broad-street, in the city of London, Silk Merchant, the executors therein named), are hereby required to send, in writing, the particulars of their debts, claims, or demands against the estate of the said George Hay Whitehead, deceased, to the executors, at the offices of their Solicitors, Messrs. T. and F. P. Baddeley, 98, Leman-street, in the said county of Middlesex, on or before the 15th day of January, 1885, after which date the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part or parts thereof, to any person or persons whomsoever of whose debts, claims, or demands they shall not then have had notice.—Dated this 25th day of November, 1884.

T. and F. P. BADDELEY, 98, Leman-street, London, E., Solicitors for the said Executors.

WILLIAM COULTON, Deceased.

Pursuant to the 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 persons having any claims or demands upon or against the estate of Mr. William Coultou, late of Rock Villa, in the parish of Buckfastleigh, in the county of Devon, Gentleman, deceased (who died on or about the 14th day of June, 1884, and whose will was proved by Charles Elliott, of Ermington, in the county of Devon, Land Agent, and Henry Jardine Presswell, of Totnes, in the said county, Solicitor, the executors therein named, on the 8th day of September, 1884, in the District Registry at Exeter 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 the said Charles Elliott and Henry Jardine Presswell, or to the undersigned, Messrs. Presswell and Son, the Solicitors of the said executors, at their offices in South-street, Totnes, on or before the 31st day of December next, after which day the said executors will proceed to apply or distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have notice; and will not be answerable or liable for such assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 17th day of November, 1884.

PRESSWELL and SON, Solicitors for the said Executors.

SARAH JANE BUTTON, Deceased.

Pursuant to the 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 persons having any claims or demands against or affecting the estate of Sarah Jane Button, late of Handley, in the county of Dorset, Widow, deceased (who died on the 11th day of November, 1884, and whose will was proved in the District Registry of the Probate Division of the High Court of Justice at Blandford on the 22nd day of November, 1884, by William Reynolds Neave, of Bickton, in the county of Hants, Miller, the executor therein named), are hereby required to send in written particu-

lars of their respective claims or demands to us, the undersigned, his Solicitors, at Salisbury, on or before the 1st day of January, 1885, at the expiration of which time the said William Reynolds Neave will proceed to administer the estate and distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which he shall then have had notice; and for the assets, or any part thereof, so administered or distributed the said William Reynolds Neave will not be liable to any person of whose claim or demand he shall not then have had notice.—Dated this 25th day of November, 1884.

WHATMAN, FULTON, and PYE-SMITH, Salisbury, Solicitors for the said Executor.

Re THOMAS DAVIS GREGORY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Thomas Davis Gregory, late of Bideford, in the county of Devon, Veterinary Surgeon, deceased (who died on the 19th day of September, 1884), of which letters of administration, with the will of the said Thomas Davis Gregory annexed, were, on the 8th day of November, 1884, granted by the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice to Joseph Whittle Fudge and James Balsdon Laramy, the trustees named in the said will, are hereby required to send the particulars of their claims or demands to me, the undersigned George Turner, the Solicitor for the said administrators, on or before the 31st day of December next, after which day the said administrators will proceed to distribute the assets of the said deceased amongst the parties legally entitled thereto, having regard only to the claims of which they shall then have had notice; and the said administrators 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 21st day of November, 1884.

GEO. TURNER, Bideford, North Devon, Solicitor for the Administrators.

JOSEPH PEPPER, Deceased.

Pursuant to the 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 debts, claims, or demands upon or against the estate of Joseph Pepper, formerly of No. 11, Tintern-street, Ferndale-road, but late of No. 9, Brailsford-road, both in Brixton, in the county of Surrey, Gentleman (who died on the 10th day of October, 1884, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November, 1884, by James Bewers, of No. 41, Seven Sisters'-road, Holloway, in the county of Middlesex, Draper, and George William Jabez Trinder, of No. 238, Kennington Park-road, in the said county of Surrey, Gentleman, the executors therein named), are hereby required to send the particulars, in writing, of such debts, claims, or demands to the said executors, at the offices of the undersigned, Daniel Stock, the Solicitor for the said executors, on or before the 10th day of January, 1885, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 27th day of November, 1884.

DANIEL STOCK, Bridge-chambers, 171, Queen Victoria-street, London, Solicitor for the said Executors.

The Reverend HENRY WIGHTWICK, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of the Reverend Henry Wightwick, late of Codford St. Peter, Wilts, Clerk in Holy Orders, deceased (who died on the 28th day of June, 1884, and whose will was proved by Henry King Wightwick and Sir Robert Hawthorn Collins, K.C.B., two of the executors therein named, on the 8th day of September, 1884, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in particulars of their debts or claims to the said executors, at the offices of the undersigned, their Solicitors, on or before the 31st day of December next; and notice is also hereby given, that after that day the said executors will proceed to distribute the

assets of the said Reverend Henry Wightwick, deceased, amongst the parties entitled thereto, having regard only to the claims which the said executors 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, claim, or demand they shall not then have had notice.—Dated this 24th day of November, 1884.

JONES and FORRESTER, Malmesbury, Solicitors for the said Executors.

To Robert Jones Roberts, now or late of Middlesbrough, in the county of York.

TAKE notice, that on the 22nd May, 1884, a writ was issued against you in the Chancery Division of the High Court of Justice in a certain action of Peat v. Roberts, 1884, P., 1266, claiming (1.) That an account may be taken of what is due to the plaintiffs for principal, interest, and fines under and by virtue of an indenture of mortgage, dated the 9th day of November, 1876, and made between the defendant of the one part, and the then Trustees of the plaintiff Society of the other part, and for mortgagees, costs, charges, and expenses in any wise properly incurred, or to be incurred in relation to the hereditaments, messuages, and premises comprised in and subject to the said indenture of mortgage; (2.) That the defendant may be ordered to pay to the plaintiffs, William Barclay Peat and John Vernon Cooper, as Official Liquidators of the plaintiff Society, the amount which shall be found due to the plaintiffs on taking the said account, together with the plaintiffs' costs of this action, by a short day to be appointed for that purpose; and that in default thereof the defendant and all persons claiming through or under him may be absolutely foreclosed of all right and equity of redemption in or to the hereditaments, messuages, and premises comprised in and subject to the said indenture of mortgage; (3.) Further accounts, enquiries, and directions, together with other incidental relief as the nature of the case may require; and also take notice, that by an Order of Mr. Justice Kay, the Judge of the said Division to whom the said action is assigned, dated the 11th June, 1884, it was ordered that service of the said writ by serving a copy of the same, together with a copy of this Order, upon Peter Collin, of Middlesbrough, in the county of York, and by attaching a copy of the said writ to the property referred to therein, and by inserting this advertisement once in the London Gazette, once in the Times newspaper, and once in the Middlesbrough Gazette, should be deemed good service of the said writ upon you; and take notice, that in default of your causing an appearance to be entered for you at the Central Office in the Royal Courts of Justice, Strand, London, within eight days after the last of such advertisements, the plaintiffs may proceed in the said action, and Judgment may be given in your absence.—Dated this 24th day of November, 1884.

JACKSON and EVANS, 81, Gracechurch-street, London, E.C.; Agents for JACKSON and JACKSON, Middlesbrough, Plaintiffs' Solicitors.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action re Hout (otherwise Holt) deceased, Blythe v. Price, 1884, B., 172, with the approbation of Mr. Justice Pearson, by Mr. William Harvey, the person appointed by the said Judge, at the Auction Mart, Bank-street, Sheffield, on Tuesday, the 16th day of December, 1884, at four o'clock P.M. precisely, in one lot:—

Certain leasehold properties, situate in Sussex-street and Effingham-street, Sheffield, in the county of York, comprising Nos. 99, 101, 103, and 105, Sussex-street, and Nos. 1, 2, 4, and 5, in 15 Court, Sussex-street, and Nos. 64 and 68, Effingham-street, and a file cutters' and joiners' workshop in the court in rear of 101 and 103, Sussex-street, let at weekly rentals, producing £2 2s. 3d. per week, held for a term of 99 years from Michaelmas, 1850, at a ground rent of £6 6s.

Particulars and conditions of sale may be had (gratis) of Messrs. Binney, Sons, and Wilson, Solicitors, Bank-street, Sheffield; Messrs. Edward Doyle and Sons, 48, Chancery-lane, London; Messrs. Burdekin and Co., Solicitors, Norfolk-street, Sheffield; Messrs. Johnson and Weatherall, 7, King's Bench-walk, Temple, London; and of the Auctioneer, the Mart, Bank-street, Sheffield.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Henry Stoakes, deceased, Stoakes against Read, the creditors of Henry Stoakes, late of the Manor House Tavern, Upper Westbourne-terrace, Paddington, in the county of Middlesex, Licensed Victualler, who died in or about the month of October,

No. 25418.

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1877, are, on or before the 29th day of December, 1884, to send by post, prepaid, to Roland Horatio Ward, of 37, Walbrook, in the city of London, the Solicitor for the defendant, John Read, one of 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 Chitty, at his chambers, the Royal Courts of Justice, London, on Monday, the 12th day of January, 1885, at eleven o'clock in the forenoon, being the time appointed for adjudication on the claims.—Dated this 25th day of November, 1884.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Thomas Keetley, deceased, and in a cause Charles Bell Keetley against Thomas Bell Keetley, 1884, K., 360, the creditors of Thomas Keetley, late of Cleethorpes, in the county of Lincoln, Master Mariner, who died in or about the month of July, 1876, are, on or before the 1st day of January, 1885, to send by post, prepaid, to Thornton Toogood, of 16, St. Swithin's-lane, London, the Solicitor of the plaintiff, the executor of the deceased, their Christian and surname, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice 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 adjudicating on the claims.—Dated this 21st day of November, 1884.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Richard Bright, deceased, and an action Charles Smith, on behalf of himself and all other the creditors of the late Richard Bright, deceased, against Anne Druce, the administratrix, and heiress at law of the estate of the late Richard Bright, deceased, the creditors of Richard Bright, late of Baker-street, Orsett, in the county of Essex, Farmer, deceased, who died in or about the month of March, 1884, are, on or before the 5th day of January, 1885, to send by post, prepaid, to Messrs. Ley and Lake, of 61, Carey-street, Lincoln's-inn, in the county of Middlesex, the Solicitors of the defendant, Anne Druce, the administratrix of the deceased, their Christian and surname, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Kay, at his chambers, the Royal Courts of Justice, London, on the 13th day of January, 1885, at one o'clock in the afternoon, being the time appointed for adjudication on the claims.—Dated this 20th day of November, 1884.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in an action re Johnson, deceased, Tiplady v. Johnson, the creditors of Joseph Johnson, late of Hallgarth-street, in the city of Durham, Brewer and Wine and Spirit Merchant, and also of the Hamsteels Collieries and Whitworth Park Colliery, in the county of Durham, Colliery Proprietor, who died in or about the month of May, 1884, are, on or before the 12th day of January, 1885, to send by post, prepaid, to Messrs. Patrick and Son, of the said city of Durham, the Solicitors of the defendant, Jane Johnson, the administratrix of the estate and effects of the said deceased, their Christian and surname, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Kay, at his chambers, the Royal Courts of Justice, London, on the 2nd day of February, 1885, at twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 21st day of November, 1884.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, made in the matter of the estate of Edward Hill, deceased, and in an action of Calvert v. Hill, the persons claiming to be creditors of Edward Hill, late of 63, Spotland-road, Rochdale, in the county of Lancaster, who died in or about the

month of June, 1884, are, by their Solicitors, on or before the 2nd day of January, 1885, to come in and prove their claims at the office of the Registrar of the Manchester District of the said Court of Chancery of the County Palatine of Lancaster, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Friday, the 9th day of January, 1885, at twelve of the clock at noon, is appointed for the hearing and adjudicating upon the said claims.—Dated this 22nd day of November, 1884.

In the Matter of an Assignment to Trustees for the General Benefit of his Creditors, made by Richard Owen, late of Queen-street, in the city of Chester, Retired Postmaster, Deceased.

ALL persons who, on the 16th day of December, 1867, were creditors of the above-named Richard Owen, or the legal personal representatives of any of such persons whose claims at that date are now wholly or in part unsatisfied, are required to send to us, the undersigned, full particulars of their respective claims on or before the 31st day of December, 1884, and all of such persons who, since the said 16th day of December, 1867, have sued or taken proceedings against the said Richard Owen, in respect of their claims then owing, are also required to furnish us with the dates and particulars of what they have respectively done in the premises. And notice is hereby given, that after the said 31st day of December, 1884, Mr. Thomas Quellyn Roberts, of the city of Chester, formerly Draper, and now Wine Merchant, the surviving trustee, under an indenture, dated the 31st day of May, 1873, and made between the said Richard Owen, of the one part, and the said Thomas Quellyn Roberts and John Brown, of Eastgate-street, in the said city, Cabinet Manufacturer, of the other part (being an assignment of estate by the said Richard Owen for the benefit of his creditors generally), will proceed to pay, distribute, and divide the trust-moneys to be received by him, under and by virtue of the said indenture, among the parties entitled thereto, having regard only to the claims of which he shall then have had notice. And notice is hereby further given, that the said Thomas Quellyn Roberts will not be liable for the said trust moneys, or any part thereof, so paid, distributed, or divided to any person or persons of whose claim he shall not then have had notice.—Dated this 26th day of November, 1884.

BRIDGMAN, WEAVER, and JONES, Westminster-buildings, Newgate-street, Chester, Solicitors for the said Thomas Quellyn Roberts.

In the Matter of an Assignment by William Simpson Oliver, of West Auckland, in the county of Durham, Colliery Manager, to Edward Nichols, of Bishop Auckland, in the county of Durham, Accountant, for the Benefit of the Creditors of the said William Simpson Oliver.

NOTICE is hereby given, that all creditors and persons having any claim or demand against the estate of the said William Simpson Oliver, of West Auckland, in the county of Durham, Colliery Manager, who, by deed of assignment, dated the 11th day of August, 1884, assigned the whole of his estate to me, the said Edward Nichols, as Trustee for the benefit of his creditors, are hereby required to send in particulars of their claims to me, the undersigned, Edward Nichols, on or before the 23rd day of December, 1884; and notice is hereby also given, that after that day, I, the said Trustee, will proceed to distribute the assets of the said William Simpson Oliver among the parties entitled thereto, having regard only to the claims of which I shall then have notice; and that I will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim I shall not then have had notice.—Dated this 26th day of November, 1884.

EDWARD NICHOLS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Godfrey Hirst, of Whitby, in the county of York, Jet Ornament Manufacturer.

A GENERAL Meeting of the Creditors of the above-named Godfrey Hirst will be held at the offices of Messrs. Woodwark and White, Solicitors, Flowergate, Whitby, in the county of York, on Monday, the 15th day of December, 1884, at eleven o'clock in the forenoon precisely, for the following purposes:—1st. To audit the accounts of the Trustee, and fix his remuneration; 2nd. To declare a First and Final Dividend; 3rd. To fix the close of the liquidation; 4th. To grant the release of the Trustee; 5th. To pass any other resolution or any

resolutions relating and incidental to the object or objects of the meeting which the creditors may deem expedient.—Dated this 25th day of November, 1884.

WILLIAM HARRISON, 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 Matthew Smith, of Hexham, in the county of Northumberland, Draper.

NOTICE is hereby given, that a General Meeting of the Creditors in the above matter will be held at my offices, 16, Market-street, Newcastle-upon-Tyne, on Friday, the 5th day of December, 1884, at two o'clock in the afternoon precisely, for the purpose of considering an application made by the debtor for his discharge, and, if approved of, to grant the same.—Dated this 20th day of November, 1884.

JOHN M. WINTER, 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 William James Spurge and Henry Triggs, of No. 48, Friday-street, in the city of London, trading under the style or firm of Spurge and Triggs, as Warehousemen, the said William James Spurge residing at No. 2, Holmdale-road, Stamford Hill, in the county of Middlesex, and the said Henry Triggs formerly residing at Bridge House, Upminster, in the county of Essex, and now residing at Plasket, in the said county of Essex.

THE creditors of the above-named William James Spurge and Henry Triggs 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, Trayton Pagden Child, of 42, Poultry, in the city of London, 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 24th day of November, 1884.

T. P. CHILD, Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Rogers, trading as S. Rogers and Son, of 15, Sackville-street, Piccadilly, in the county of Middlesex, Warehouseman.

THE creditors of the above-named George Rogers who have not already proved their debts, are required, on or before the 9th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Frederick Henry Collison, of No. 99, Cheapside, in the city of London, 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 24th day of November, 1884.

F. H. COLLISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Green, previously of 92, but now of 34 and 36, St. Paul's-road, Tranmere, Birkenhead, in the county of Chester, Grocer and Provision Dealer.

THE creditors of the above-named Richard Green 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, George James Leeming, of 9, Duncan-street, Birkenhead, in the county of Chester, 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.

G. J. LEEMING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by the Reverend Frederick Aimé Lallemand, of St. Matthew's Rectory, 18, Devonshire-street, Ardwick, in the city of Manchester, in the county of Lancaster, Clerk in Holy Orders, and Rector of St. Matthew's Church, in Ardwick aforesaid.

THE creditors of the above-named the Reverend Frederick Aimé Lallemand 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, John Kerr, of 14A, Faulkner-street, Manchester, in the county of Lancaster, 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.

JOHN KERR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Gaskell, of 60 and 61, Stafford-street, Birmingham, in the county of Warwick, and residing at 3, Westminster-road, Handsworth, in the county of Stafford, Pewterer and Beer Machine Manufacturer.

THE creditors of the above-named Peter Gaskell who have not already proved their debts, are required, on or before the 15th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Augustus Harrison, of 22, Waterloo-street, Birmingham, aforesaid, 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 26th day of November, 1884.

CHAS. A. HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Frank Henry Whitlock, of Middleton Farm, in the parish of Winterslow, in the county of Wilts and of Trinity Mews, in the town and county of the town of Southampton, Farmer, and Hay, Straw, and Corn Merchant.

THE creditors of the above-named Frank Henry Whitlock 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, James Edward Rawlence, of Salisbury, in the county of Wilts, 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 26th day of November, 1884.

JAMES E. RAWLENCE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Margaret Milward, of Dudley, in the county of Worcester, Widow, Benjamin Milward, of the same place, Builder and Contractor, and John Napier, of High-street, Dudley aforesaid, Newspaper Editor and Stationer, Executrix and Executors of the late William Milward, and as such carrying on the business of Builders and Contractors, at Oxford-street, Dudley aforesaid, under the style of the Executors of the late William Milward.

THE creditors of the above-named Margaret Milward, Benjamin Milward, and John Napier who have not already proved their debts, are required, on or before the 8th day of December, 1884, to send their names and addresses, and the particulars of their debts or claims, to Benjamin Bellingham, at the offices of Warmington and Thompson, Solicitors, 265, Castle-street, Dudley, 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 25th day of November, 1884.

WARMINGTON and THOMPSON, Solicitors for the Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds, by transfer from the County Court of Yorkshire, holden at Wakefield.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Sugden, of Wheldale-lane, in Castleford, in the county of York, Grocer.

THE creditors of the above-named James Sugden 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, Matthew Lumb Fearnside, of Garden-street, Leeds, in the said county of York, Corn Miller, 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 26th day of November, 1884.

MATTHEW LUMB FEARNSIDE, Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy, transferred from the County Court of Kent, holden at Canterbury. In the Matter of Edward Hassard Short, late of No. 14, Chester-street, Belgrave-square, in the county of Middlesex, but now of 19, Castle-hill-avenue, Folkestone, in the county of Kent, Gentleman, adjudicated a Bankrupt on the 19th day of October, 1883.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Edward Hassard Short will be held at the St. James' Hall Restaurant, No. 26, Piccadilly, in the county of Middlesex, on Tuesday, the 9th day of December, 1884, at three of the clock in the afternoon, for the purpose of considering the propriety of confirming the conditional agreement, of which the following is a copy:—Memorandum of Agreement, made the 25th day of November, 1884, between John Hassard Short, of Edlington, Horncastle, in the county of Lincoln, Esq., and Charles James Singleton, of No. 8, Staple-inn, in the county of Middlesex, Trustee of the estate of the said bankrupt, whereby it is agreed as follows:—In consideration of (1.) An Order annulling the order of adjudication against the above-named bankrupt; (2.) The consent of the said Charles James Singleton to the dismissal of the action in the Chancery Division of this Court, entitled Singleton v. Blagrove, 1884, S. No. 3300, without costs; (3.) The assignment to the said John Hassard Short by the said Charles James Singleton of the assets or proceeds of assets of the bankrupt come to the hands of the said Charles James Singleton, free of all deductions for costs of Trustee and his Solicitor, and of all the estate and interest of the said Charles James Singleton in the present or future property of the bankrupt not yet come to the hands of the said Charles James Singleton, the said John Hassard Short will pay to the said Charles James Singleton, as such Trustee, on the approval and confirmation of this agreement by this Court, and an Order being made for the annulment of the order of adjudication, the sum of £1,804, and withdraw all claim to prove against the estate of the bankrupt; (4.) The said Charles James Singleton shall proceed in due course and conformity to the requirements of the statute, to lay this agreement before the creditors of the bankrupt, other than the said John Hassard Short, and on their approval of it shall cause an application to be made to this Court for the confirmation of this agreement, and the annulment of the order of adjudication; (5.) The costs of the said Charles James Singleton of and incident to the bankruptcy, this agreement, and of the annulment of the bankruptcy thereunder and consequent thereon, including therein his remuneration as Trustee, shall be borne and paid rateably by the creditors other than the said John Hassard Short. If the agreement be not accepted by the creditors, confirmed by this Court, and an Order annulling the adjudication obtained on or before the 25th day of March, 1885, this agreement shall become void. (Signed) JOHN HASSARD SHORT.

Dated this 27th day of November, 1884.

C. J. SINGLETON, Trustee.

In the High Court of Justice, in Bankruptcy.

A FIRST and Final Dividend of 1d. in the pound has been declared in the matter of Leopold Goldschmidt, now or lately trading in copartnership with Gustav Goldschmidt, at No. 16, Old Change, in the city of London, Mantle Warehouseman and Dealer in Mantles, adjudicated bankrupt on the 27th day of January, 1883, and in the matter of Gustav Goldschmidt, of 2, Lordship Park, Stoke Newington, in the county of Middlesex, formerly trading in copartnership with Nathan Meyer, at 18, Lawrence-lane, in the city of London, under the style of Meyer and Goldschmidt, afterwards trading alone at the same address, under the same style, subsequently carrying on business in copartnership with Leopold Goldschmidt, at the same address, and since at 16, Old Change, in the city of London aforesaid, and also at 13, Wicklow-street, in the city of Dublin, Ireland, under the style of Goldschmidt and Co., and now carrying on business alone at 16, Old Change aforesaid, and also at 13, Wicklow-street, in the city of Dublin aforesaid, under the same style, Warehouseman and Dealer in Mantles, adjudicated bankrupt on the 6th day of April, 1883, and which said adjudications of bankruptcy have been amalgamated, and will be paid by me, at the offices of Messrs. Collison and Viney, No. 99, Cheapside, in the city of London, on and after the 27th day of November, 1884.—Dated this 26th day of November, 1884.

J. D. VINEY, Trustee.

In the County Court of Gloucestershire, holden at Bristol. **S**ECOND Dividend of 1s. in the pound has been declared in the matter of 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 25th day of October, 1883, and will be paid by me, at Caledonian-chambers, Saint Stephen's-avenue, Bristol, on and after the 1st day of December, 1884.—Dated this 24th day of November, 1884.
JAMES MILNE, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Scott, of 165, Huddleston-road, Tufnell Park, in the county of Middlesex, Builder and Ironmonger, carrying on business at 253, Junction-road, Holloway, in the county of Middlesex, also in copartnership with George Jolley, of 21, Stamford-terrace, May-grove-road West, Hampstead, in the said county, at No. 253, Junction-road aforesaid, at Tufnell Park-road, and at Brondesbury, both in the county of Middlesex, as Builders, adjudicated Bankrupt on the 28th day of February, 1883.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named William Scott will be held at the offices of Henry Bourn, 182, Upper Thames-street, in the city of London, on Friday, December 5th, 1884, at three o'clock in the afternoon, to transact the following business:—To appoint a Committee-man in the place of Mr. Edwin Aspinall.—Dated this 26th day of November, 1884.

HENRY BOURN, Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

In the Matter of Edward Prockter, of 1, Elizabeth-villas, Steele-road, Leytonstone, in the county of Essex, adjudicated a Bankrupt on the 27th day of December, 1883.

NOTICE is hereby given, that a Meeting of Creditors of the above-named bankrupt will be held at the offices of Mr. George John Batters, Crown-court-buildings, Old Broad-street, in the city of London, on Friday, the 12th day of December, 1884, at two o'clock in the afternoon, for the purpose of considering an application of the bankrupt to give him his discharge.—Dated this 26th day of November, 1884.

MICHAEL ULLMER, Trustee.

In the High Court of Justice, in Bankruptcy.

A Dividend is intended to be declared in the matter of Ezekiel Albert Benjamin, formerly of No. 119, Petherton-road, Canonbury, in the county of Middlesex, and of Chatham House, Chislehurst, in the county of Kent, Mercantile Clerk, subsequently of the Grand Hotel, Charing Cross, in the county of Middlesex, and of the Avenue Theatre, Charing Cross aforesaid, known also by the name of Edmund Burke, Lessee and Manager of the said Avenue Theatre, afterwards of Stafford House, Sydenham Park, Sydenham, in the county of Kent, and now of No. 44, Oakley-road, near Southgate-road, in the county of Middlesex, of no occupation, adjudicated bankrupt on the 28th day of November, 1882. Creditors who have not proved their debts by the 13th day of December, 1884, will be excluded.—Dated this 27th day of November, 1884.

Herbert J. Pratt, Trustee.

In the High Court of Justice, in Bankruptcy.

A Dividend is intended to be declared in the matter of Edward Hassard Short, late of No. 14, Chester-street, Belgrave-square, in the county of Middlesex, but now of 19, Castle Hill-avenue, Folkestone, in the county of Kent, Gentleman, adjudicated bankrupt on the 19th day of October, 1883. Creditors who have not proved their debts by the 9th day of December, 1884, will be excluded.—Dated this 27th day of November, 1884.

C. J. Singleton, Trustee.

In the High Court of Justice, in Bankruptcy.

A Second and Final Dividend is intended to be declared in the matter of Richard Walker Turner, of No. 6, Wigmore-street, Cavendish-square, No. 9A, Bolton-road and No. 21, Circus-road, Saint John's Wood, No. 38, Lad-broke Grove-road, Nos. 48 to 55, Walmer-road, Notting Hill, No. 10, Pont-street, Belgrave-square, Railway-arches, Latimer-road Station, Turnham Green, High-street, Ealing, High-street, Acton, and No. 44, Churton-street, Pimlico, all in the county of Middlesex, Dyer, Cleaner,

Bleacher, and Upholsterer, trading under the style or firm of Turner and Company, the said Richard Walker Turner residing at Gothic Lodge, the Green, Ealing, Middlesex, adjudicated bankrupt on the 18th day of December, 1883. Creditors who have not proved their debts by the 13th day of December, 1884, will be excluded.—Dated this 25th day of November, 1884.

Jas. Jno. Deller, Trustee.

In the County Court of Kent, holden at Greenwich.

A Dividend is intended to be declared in the matter of Savile Arundel Tucker, of Cambridge House, High-road, Lee, in the county of Kent, and of Pettaugh, High-road, Lee aforesaid, Solicitor, adjudicated bankrupt on the 14th day of December, 1883. Creditors who have not proved their debts by the 19th day of December, 1884, will be excluded.—Dated this 26th day of November, 1884.

James Ford, Trustee.

In the County Court of Warwickshire, holden at Birmingham.

A Dividend is intended to be declared in the matter of Alfred Antill, of No. 53, Osborn-place, Soho Hill, in the county of Stafford, Manufacturing Jeweller, General Factor, and Jet Dealer, adjudicated bankrupt on the 31st day of December, 1883. Creditors who have not proved their debts by the 13th day of December, 1884, will be excluded.—Dated this 26th day of November, 1884.

John Lewis, Trustee.

The Bankruptcy Act, 1861.

Notice of Dividend Meeting.

A Meeting of the Creditors of the Bankrupt hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:—

At the County Court of Lancashire, holden at the County Court Office, East-street, St. Helens, before a Registrar:

Mary Birchall, of Widnes Dock, in the county of Lancaster, Chemist and Druggist, Widow and Administratrix of William Birchall, late of the same place, Chemist and Druggist, deceased, adjudicated bankrupt on the 6th day of November, 1862. A Dividend Meeting will be held on the 17th day of December, 1884, at two o'clock in the afternoon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit statement of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

In the Matter of John Goodall Simkins, of 3, Eton-villas, Alexander-grove, North Finchley, in the county of Middlesex, Lighterman, carrying on business at 2, Catherine-court, Seething-lane, in the city of London, and 20, Wharf-road, City-road, in the said county of Middlesex, adjudicated a Bankrupt on the 12th day of July, 1883.

A GENERAL Meeting of the Creditors of the above-named bankrupt is hereby summoned to be held at Lonsdale-chambers, No. 27, Chancery-lane, in the county of Middlesex, on Tuesday, the 9th day of December, 1884, at three o'clock in the afternoon precisely. The objects of such meeting and the business proposed to be transacted thereat, being:—To determine as to the future prosecution of the action against Mr. Preston; to vote the Trustee's remuneration; and to pass any resolutions as to the proceedings in the bankruptcy which may be necessary.—Dated this 24th day of November, 1884.

C. J. SINGLETON, Trustee.

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.
Addison, George Barnabas	Late 4, Park-village West, Middlesex, now 3, Adam's-court, Old Broad-street, London	Broker	High Court of Justice in Bankruptcy	916	Nov. 25, 1884 ...	Nov. 4, 1884 ...	Jan. 14, 1885, 11 A.M., 34, Lincoln's-inn-fields
Atkinson, Edward James ...	41, Michael's-grove, South Kensington, Middlesex ...	Gentleman	High Court of Justice in Bankruptcy	623	Nov. 25, 1884 ...	July 30, 1884 ...	Jan. 14, 1885, 11 A.M., 34, Lincoln's-inn-fields
Buttenshaw, Samuel Edward	Conway Villa, Granville-road, Saint Albans, Hertfordshire, and 2, Finsbury-square, Middlesex	Secretary to the Peabody Permanent Benefit Building Society and Accountant	High Court of Justice in Bankruptcy	1012	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Jan. 14, 1885, 12 noon, 34, Lincoln's-inn-fields
Clarke, Henry Alfred ...	35, New Park-road, Brixton Hill; and 22, Streatham-place, Brixton Hill, Surrey	Grocer and Cheesemonger ...	High Court of Justice in Bankruptcy	967	Nov. 25, 1884 ...	Nov. 15, 1884 ...	Jan. 14, 1885, 11 A.M., 34, Lincoln's-inn-fields
Corelli, Armand Henry ...	Late Lisbon-buildings, Victoria-street, Liverpool, and Oxtou, Cheshire	Wine and Spirit Merchant ...	High Court of Justice in Bankruptcy	636	Nov. 25, 1884 ...	Aug. 1, 1884 ...	Jan. 14, 1885, 11 A.M., 34, Lincoln's-inn-fields
Eberhard, John (trading as J. Eberhard and Co.)	15 and 17, Edward-street, 165, Hampstead-road, and 17, Roberts-mews, London, Middlesex	Parquet Floor Manufacturer and Cabinet Joinery Worker	High Court of Justice in Bankruptcy	1015	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Jan. 16, 1885, 11 A.M., 34, Lincoln's-inn-fields
Gibson, Adam Halliday ...	7, Mincing-lane, London, and 38, Rue d'Enghien, Paris, France	Merchant	High Court of Justice in Bankruptcy	988	Nov. 24, 1884 ...	Nov. 18, 1884 ...	Jan. 16, 1885, 11 A.M., 34, Lincoln's-inn-fields
Grimbly, Samuel ...	66, Ball's Pond-road, Islington, Middlesex, and 98, Shacklewell-lane, Shacklewell, Middlesex	Grocer	High Court of Justice in Bankruptcy	1014	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Jan. 16, 1885, 11 A.M., 34, Lincoln's-inn-fields
Holland, Alfred ...	The City Conservative Club, George-yard, Lombard-street, London	Club Proprietor	High Court of Justice in Bankruptcy	904	Nov. 22, 1884 ...	Oct. 31, 1884 ...	Jan. 16, 1885, 11 A.M., 34, Lincoln's-inn-fields
Lewis, Robert (trading as Lewis and Co.)	10, Dyer's-buildings, Holborn, Middlesex ...	Electro Plate Dealer	High Court of Justice in Bankruptcy	889	Nov. 15, 1884 ...	Oct. 25, 1884 ...	Jan. 15, 1885, 11 A.M., 34, Lincoln's-inn-fields
Lorimer, Robert ...	17, Stanwick-road, West Kensington, Middlesex ...	No occupation	High Court of Justice in Bankruptcy	1004	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Jan. 15, 1885, 11 A.M., 34, Lincoln's-inn-fields
Nichols, William John ...	28, Martin's-lane, Cannon-street, London, and Claremont-avenue-road, Anerley, Surrey	Insurance Broker	High Court of Justice in Bankruptcy	1011	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Jan. 15, 1885, 11 A.M., 34, Lincoln's-inn-fields
Richards, John ...	Tynycornel, Towyn, Merionethshire ...	Farmer	Aberystwith...	8	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 4, 1884, 1.30 P.M.
Roberts, Ephraim John ...	Meppershall, Bedfordshire ...	Baker, Grocer, and Farmer ...	Bedford ...	10	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 4, 1884

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Evans, John Morris (trading as Evans Brothers)	Seabank-road, Liscard, Cheshire	Builder	Birkenhead ...	23	Nov. 24, 1884 ...	Nov. 20, 1884 ...	Dec. 3, 1884, 11 A.M.
Fulford, Henry	Living in a furnished house at 141, Golden Hillock-road, Birmingham, Warwickshire, late the Lamp Tavern, Cannon-street, Birmingham	Out of business, formerly Licensed Victualler	Birmingham	108	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Dec. 10, 1884, 2 P.M.
Manners, Thomas	49, Wilson-road, Birchfield, Birmingham, Warwickshire	Surveyor	Birmingham	109	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Dec. 15, 1884, 2 P.M.
Rice, Thomas	71, Aston-road North, Birmingham, Warwickshire ...	Ironmonger, Blacksmith, and Wheelwright	Birmingham	106	Nov. 25, 1884 ...	Nov. 21, 1884 ...	Dec. 10, 1884, 2 P.M.
Spiers, Henry Cohen	42, Warstone-lane and 251, Hagley-road, Birmingham, Warwickshire	Manufacturer of Gold Chains and Merchant	Birmingham	107	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 11, 1884, 2 P.M.
Maggs, Francis Richard Jevie	Late the Carpenters' Arms, York-road, Montpelier, Bristol, now 4, London-road, Ashley-road, Bristol	Late Beer Retailer, Literary Magazine Proprietor, and Printer's Reader, now out of business	Bristol ...	50	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Dec. 11, 1884, 12 noon, Guildhall, Bristol
Lindsey, George William ...	13, Eaton-road, Margate, Kent	Police Constable	Canterbury ...	34	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 12, 1884
Bishop, John	Widcombe Farm, Farway, Devonshire	Late Farmer, now out of business	Exeter ...	54	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Dec. 11, 1884, 11 A.M.
Drew, Henry	The Cedars, Abbey Wood, and Black Shed Field, Abbey Wood, both in Kent	Cowkeeper and Dairyman ...	Greenwich ...	70	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 16, 1884, 1 P.M.
Scarborough, John	Myrtle-grove, Halifax, Yorkshire	Worsted Spinners and Manufacturers	Halifax ...	30	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 18, 1884
Scarborough, George	Holly-bank, Halifax, Yorkshire						
Scarborough, Thomas Smith	Savile-terrace, Halifax, Yorkshire						
Scarborough, Joseph	Elmfield-place, Halifax, Yorkshire						
(trading as Scarborough Brothers)	Trafalgar Mills and Brunswick Mills, Halifax, Yorkshire						
Jepson, Allan	20, Zetland-street and 10, New-street, Huddersfield	Tobacconist	Huddersfield	36	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 5, 1884, 10 A.M.
Broadbent, Mary, and	Lodging at Saint Bernard's Hill, Bridgnorth, Salop.	Widow	Kidderminster	8	Nov. 20, 1884 ...	Nov. 20, 1884 ...	Dec. 9, 1884, 3 P.M.
Broadbent, Dan (trading as M. Broadbent and Sons)	and trading at 14, Worcester-street, Kidderminster, Worcestershire	Worsted Spinner's Overlooker Game Dealers and Fishmongers					
Ginns, Thomas	Castle-street, Hinckley, Leicestershire	General Draper, Haberdasher, Upholsterer, and Bed and Mattress Manufacturer	Leicester ...	59	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 3, 1884, 10 A.M.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
Francis, Rachel, and ... Francis, James Charles (trading as James Francis and Son)	22, Commercial-street, Newport, Monmouthshire ...	Fruit and Potato Merchants ...	Newport, Mon. ...	18	Nov. 25, 1884 ...	Nov. 25, 1884 ...	Dec. 9, 1884, 11 A.M.
Bradley, William ...	53, Wilford-road, Nottingham ...	Boot and Shoe Manufacturer ...	Nottingham ...	79	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 9, 1884
Kenyon, James ...	76, Derby-street, Salford, Lancashire ...	Provision Dealer ...	Salford ...	28	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 10, 1884, 11 A.M.
Sims, Mary Ann ...	Amesbury, Wiltshire ...	Baker and Grocer, Widow ...	Salisbury ...	17	Nov. 26, 1884 ...	Nov. 25, 1884 ...	Dec. 18, 1884, 12 noon
Jackson, Archibald Campbell	The Three Horse Shoes Inn, Norfolk-street, Sheffield, Yorkshire	Innkeeper ...	Sheffield ...	51	Nov. 26, 1884 ...	Nov. 6, 1884 ...	Dec. 18, 1884, 11.30 A.M.
Willis, Henry (trading as Henry Willis and Son)	Priory-road, Sharrow, Sheffield and Carlton Steel Works, Renton-street, Sheffield, Yorkshire	Steel Manufacturer ...	Sheffield ...	54	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 18, 1884, 11.30 A.M.
Richards, David (trading as Richards and Son)	5, Melborne-place and Northampton-yard, both in Swansea, Glamorganshire	Builder ...	Swansea ...	39	Nov. 26, 1884 ...	Nov. 26, 1884 ...	Dec. 11, 1884
Hunt, Harry (trading with Frank Hunt as H. and F. Hunt)	Late the Lion Works, Pountney-street, Wolverhampton	Galvanizer and Tinsplate Worker	Wolverhampton ...	16	Nov. 21, 1884 ...	June 10, 1884 ...	Dec. 9, 1884
Chick, James Catterick ...	Sherborne, Dorsetshire ...	Plumber, Painter, Glazier, and House Decorator	Yeovil ...	6	Nov. 24, 1884 ...	Nov. 24, 1884 ...	Dec. 5, 1884, 12 noon, Townhall, Yeovil
<i>The following Amended Notice is substituted for that published in the London Gazette of the 25th November, 1884.</i>							
Smith, Walter ...	71, Lord-street and 28, Scarisbrick-street, both in Southport, Lancashire, also trading at Bootle, Lancashire, with George Smith, Allan James Smith, and John Price Edwards, as George Smith and Company, Railway Contractors.	Contractor for Public Works and Railway Contractor	Liverpool ...	107	Nov. 20, 1884 ...	Sept. 22, 1884 ...	Dec. 1, 1884, 11 A.M.

NOTICES OF PUBLIC EXAMINATION.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Public Examination.
Thomas, Edwin... ..	Main-street, Pembroke, and 2, Commercial-road, Pembroke Dock	Accountant, Auctioneer, and Commission Agent	Pembroke Dock	5	December 10, 1884, at 1 P.M., at the County Court Offices, Pembroke Dock
Bamford, Herbert	19, Arundell-street, Haymarket, London, formerly Stoborough House, Wareham, Dorsetshire	Solicitor	Poole	7	December 15, 1884, at 12.30 P.M., at the Townhall, Poole (after an adjournment sine die)

FIRST MEETINGS.

No. 25418.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
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, 23, 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, at 144, Salmon's-lane, Limehouse, Middlesex, as the East London Tea Company, and at 165, North-street, Wolverhampton, as the Consumers' Tea Company, and 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	Dec. 12, 1884 ...	12 noon	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Cohen, Levy (trading as L. Cohen and Company)	92, Leman-street, Whitechapel, Middlesex	Furrier	High Court of Justice in Bankruptcy	971	Dec. 9, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Collins, James	1, Beaumont-street, Portland-place, and 2, Marylebone-mews, both in Middlesex	Furniture Remover	High Court of Justice in Bankruptcy	958	Dec. 8, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Dashwood, Henry Muskett	75, Mark-lane, London	Solicitor	High Court of Justice in Bankruptcy	796	Dec. 5, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London
Jones, Edward	149 and 163, Kentish Town-road, Middlesex ...	Grocer	High Court of Justice in Bankruptcy	985	Dec. 9, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
McDiarmid, Donald ...	3, Little Moorfields, London, late the Cambria, Loughborough Junction, Surrey	Tailor and Licensed Victualler...	High Court of Justice in Bankruptcy	834	Dec. 11, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Rosenthal, E. (trading as Rosenthal Brothers)	17, Jewin-street, London	Trimming Manufacturer ...	High Court of Justice in Bankruptcy	893	Dec. 11, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London
Smith, George Richards ...	The British Queen, 62, South-street, New North-road, Islington, Middlesex	Beer Retailer	High Court of Justice in Bankruptcy	973	Dec. 8, 1884 ...	1 P.M.	33, Carey-street, Lincoln's-inn, London
Stanford, George James ...	103, Old Kent-road, Surrey, formerly 212, Albany-road, afterwards 270, Albany-road, afterwards 220, Albany-road, and then 186, Albany-road, all in Camberwell, Surrey	Beerhouse Keeper and Licensed to Sell Wines	High Court of Justice in Bankruptcy	968	Dec. 9, 1884 ...	12 noon	33, Carey-street, Lincoln's-inn, London

THE LONDON GAZETTE, NOVEMBER 28, 1884.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Ungar, Julius (trading as Ungar and Company)	52, Commercial-street, Middlesex, and 11, Navarino-road, Dalston, Middlesex	Manufacturer and Importer ...	High Court of Justice in Bankruptcy	962	Dec. 15, 1884 ...	12 noon	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Whitley, Juliet	33, Carlton-road, Kilburn, Middlesex... ..	Widow	High Court of Justice in Bankruptcy	785	Dec. 8, 1884 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Williamson, Tom	1 and 2, St. Margaret's-terrace, Kilburn, Middlesex	Grocer, Wine Merchant, and General Provision Dealer	High Court of Justice in Bankruptcy	861	Dec. 8, 1884 ...	11 A.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Davies, John	St. Anne's-square and Cambrian-street, Barmouth, Merionethshire	Butcher	Aberystwith...	7	Dec. 5, 1884 ...	11.30 A.M.	Corsygedol Hotel, Barmouth
Richards, John	Tynycornel, Towyn, Merionethshire	Farmer	Aberystwith...	8	Dec. 5, 1884 ...	1 P.M.	Cambrian Hotel, Towyn
Fulford, Henry	Living in a furnished house at 141, Golden Hillock-road, Birmingham, Warwickshire, late the Lamp Tavern, Cannon-street, Birmingham	Out of business, formerly Licensed Victualler	Birmingham	108	Dec. 9, 1884 ...	11 A.M.	The office of the Official Receiver, Birmingham
Manners, Thomas	49, Wilson-road, Birchfield, Birmingham, Warwickshire	Surveyor	Birmingham	109	Dec. 9, 1884 ...	3 P.M.	Whitehall-chambers, Colmore-row, Birmingham
Rice, Thomas	71, Aston-road North, Birmingham, Warwickshire ...	Ironmonger, Blacksmith, and Wheelwright	Birmingham	106	Dec. 8, 1884 ...	11 A.M.	Whitehall-chambers, Colmore-row, Birmingham
Spiers, Henry Cohen ...	42, Warstone-lane and 251, Hagley-road, Birmingham, Warwickshire	Manufacturer of Gold Chains and Merchant	Birmingham	107	Dec. 8, 1884 ...	3 P.M.	Whitehall-chambers, Colmore-row, Birmingham
Newell, H. W.	London-road, Bognor, Sussex	Builder	Brighton	81	Dec. 9, 1884 ...	2.30 P.M.	Official Receiver's Office, 39, Bond-street, Brighton
Blick, Sarah Jane	Olden Lodge, Clevedon, Somersetshire	Lodging-house Keeper and Canopy Manufacturer	Bristol	49	Dec. 11, 1884 ...	3 P.M.	Offices of the Official Receiver, Bank-chambers, Bristol
Maggs, Francis Richard Jere	Late the Carpenters' Arms, York-road, Montpelier, Bristol, now 4, London-road, Ashley-road, Bristol	Late Beer Retailer, Literary Magazine Proprietor, Printer's Reader, now out of business	Bristol	50	Dec. 11, 1884 ...	2.30 P.M.	Offices of the Official Receiver, Bank-chambers, Bristol
Crisford, William	Rose Cottage, Wickhambreaux, Kent, late of Tunbridge Wells, Kent	Bricklayer	Canterbury	32	Dec. 5, 1884 ...	10 A.M.	32, St. George's-street, Canterbury
Gurr, Walter	52, St. Mary's-road, Faversham, Kent	Grocer and Baker	Canterbury	33	Dec. 5, 1884 ...	12.30 P.M.	32, St. George's-street, Canterbury
Clubbs, Archibald	Castletown, Rockcliffe, Cumberland	Farmer	Carlisle	16	Dec. 5, 1884 ...	12 noon	34, Fisher-street, Carlisle
Bishop, John	Widcombe Farm, Farway, Devonshire	Late Farmer, now out of business	Exeter	54	Dec. 10, 1884 ...	11 A.M.	Castle of Exeter at Exeter

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Brough, Charles	16, Hope-street, Hanley, Staffordshire	Tobacconist	Hanley, Burslem, and Tunstall	36	Dec. 6, 1884 ..	11.30 A.M.	Official Receiver's Offices, Nelson - place, Newcastle-under-Lyme
Jepson, Allan	20, Zetland-street and 10, New-street, Huddersfield	Tobacconist	Huddersfield ...	36	Dec. 8, 1884 ...	11 A.M.	Offices of the Official Receiver, New-street, Huddersfield
Hins, Thomas	Castle-street, Hinckley, Leicestershire	General Draper, Haberdasher, Upholsterer, and Bed and Mattress Manufacturer	Leicester	59	Dec. 10, 1884 ...	12 noon	Offices of the Official Receiver, 28, Friar-lane, Leicester
Chantrell, Frederick Stuart (trading as G. F. Chantrell and Son)	Glenelg, College-road, Great Crosby, Lancashire, and 23, King-street, Liverpool	Building Material Merchant ...	Liverpool	105	Dec. 5, 1884 ...	2 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Smith, Walter	71, Lord-street and 28, Scarisbrick-street, both in Southport, Lancashire, also trading at Bootle, Lancashire, with George Smith, Allan James Smith, and John Price Edwards, as George Smith and Co., Railway Contractors	Contractor for Public Works and Railway Contractor	Liverpool	107	Dec. 8, 1884 ...	2 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Francis, Rachel, and Francis, James Clarke (trading as James Francis and Son)	22, Commercial-street, Newport, Monmouthshire ...	Fruit and Potato Merchants ...	Newport, Mon. ...	18	Dec. 9, 1884 ...	12 noon	Office of Official Receiver, 34, Bridge-street, Newport, Mon.
Bradley, William	53, Wilford-road, Nottingham	Boot and Shoe Manufacturer ...	Nottingham	79	Dec. 5, 1884 ...	12 noon	Official Receiver's Offices, Exchange-walk, Nottingham
Mellows, Thomas	Woodborough, Nottingham, residing in lodgings ...	Baker	Nottingham	78	Dec. 6, 1884 ...	12 noon	Official Receiver's Offices, Exchange-walk, Nottingham
Jones, Francis	Milford Haven	Shipbuilder	Pembroke Dock ...	8	Dec. 11, 1884 ...	11.30 A.M.	Castle Hotel, Haverfordwest
Sims, Mary Ann	Amesbury, Wiltshire	Widow, Grocer and Baker ...	Salisbury	17	Dec. 10, 1884 ...	12 noon	The Official Receiver's Offices, Salisbury
Richards, David (trading as Richards and Son)	5, Melborne-place and Northampton-yard, both in Swansea, Glamorganshire	Builder	Swansea	39	Dec. 10, 1884 ...	11 A.M.	At the Official Receiver's Office, 6, Rutland-street, Swansea
Hunt, Harry (trading with Frank Hunt as H. and F. Hunt)	Late the Lion Works, Pountney - street, Wolverhampton	Galvanizer and Tinplate Worker	Wolverhampton ...	16	Dec. 9, 1884 ...	10 A.M.	The Official Receiver's Office, St. Peter's-close, Wolverhampton
Chick, James Catterick ...	Sherborne, Dorsetshire	Plumber, Painter, Glazier, and House Decorator	Yeovil	6	Dec. 6, 1884 ...	12.30 P.M.	The Digby Hotel, Sherborne
Hallaways, John	39, North-street, York	Hay and Straw Dealer	York	20	Dec. 5, 1884 ...	12 noon	The Official Receiver's Office, York

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Knudsen, Knud Frederick (trading as Knudsen and Co.)	75, Gracechurch - street, London, and 3, Seymour-terrace, Anerley, Surrey	Timber and Commis- sion Agent	High Court of Justice in Bankruptcy	840	Nov. 25, 1884 ...	Oct. 11, 1884		
Mahler, Gustave, and ... Mahler, Auguste (trading as G. and A. Mahler)	3 and 4, Milk-street, London	Commission Agents ...	High Court of Justice in Bankruptcy	950	Nov. 25, 1884 ...	Nov. 12, 1884		
Mare, Charles John ...	Now 4, Finsbury-circus, London, recently Bartholomew House, Bartholomew-lane, London	Shipbuilder ...	High Court of Justice in Bankruptcy	190	Nov. 24, 1884 ...	March 13, 1884		
Steffany, Fritz ...	27, Gilbert-street, Grosvenor-square, Middlesex	Courier ...	High Court of Justice in Bankruptcy	906	Nov. 24, 1884 ...	Oct. 31, 1884		
Richards, John ...	Tynycornel, Towyn, Merionethshire	Farmer ...	Aberystwith ...	8	Nov. 24, 1884 ...	Nov. 24, 1884		
Powers, Edmund Freder- rick	Saint Andrews, Biggleswade, Bed- fordshire	Miller and Merchant ...	Bedford ...	8	Nov. 25, 1884 ...	Sept. 29, 1884		
Fulford, Henry ...	Living in a furnished house, at 141, Golden Hillock-road, Birmingham, Warwickshire, late the Lamp Tavern, Cannon-street, Birming- ham	Out of business, formerly Licensed Victualler	Birmingham ...	108	Nov. 26, 1884 ...	Nov. 25, 1884		
Manners, Thomas ...	49, Wilson - road, Birchfields, Birmingham, Warwickshire	Surveyor ...	Birmingham ...	109	Nov. 26, 1884 ...	Nov. 25, 1884		
Bradley, Henry ...	64 and 66, Blackburn-road, Great Harwood, Lancashire	Joiner, Builder, and Cabinet Maker	Blackburn ...	24	Nov. 25, 1884 ...	Nov. 7, 1884		
Crisford, William ...	Rose Cottage, Wickhambreaux, late of Tunbridge Wells, both in Kent	Bricklayer ...	Canterbury ...	32	Nov. 25, 1884 ...	Nov. 20, 1884	Leslie Creery, Official Receiver	Ashford
Thomas, Daniel ...	Colwinstone, near Cowbridge, Glamorganshire	Farmer ...	Cardiff ...	25	Nov. 24, 1884 ...	Nov. 17, 1884		
Thomas, Winzer ...	Twmpath Farm, Colwinstone, near Bridgend, Glamorganshire	Farmer ...	Cardiff ...	24	Nov. 24, 1884 ...	Nov. 17, 1884		
Clubbs, Archibald ...	Castletown, Rockliffe, Cumberland...	Farmer ...	Carlisle ...	16	Nov. 26, 1884 ...	Nov. 22, 1884		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Olver, John James ...	38, Union-street, Plymouth, Devonshire	Grocer	East Stonehouse ...	23	Nov. 25, 1884 ...	Nov. 7, 1884		
Bishop, John	Widcombe Farm, Farway, Devonshire	Late Farmer, now out of business	Exeter	54	Nov. 25, 1884 ...	Nov. 25, 1884		
Jepson, Allan	20, Zetland-street and 10, New-street, Huddersfield	Tobacconist	Huddersfield ...	36	Nov. 26, 1884 ...	Nov. 24, 1884		
Broadbent, Mary, and Broadbent, Dan (trading as M. Broadbent and Sons)	Lodging at Saint Bernard's Hill, Bridgnorth, Salop, trading at 14, Worcester-street, Kidderminster, Worcestershire	Widow Worsted Spinners' Overlooker Game Dealers, and Fishmongers	Kidderminster ...	8	Nov. 25, 1884 ...	Nov. 20, 1884		
Stather, Henry	Hotham, near Brough, Yorkshire ...	Farmer	Kingston-upon-Hull	36	Nov. 26, 1884 ...	Oct. 29, 1884		
Cranshaw, Eli	30, Belmont-street, Southport, Lancashire	Grocer and Provision Dealer	Liverpool	106	Nov. 26, 1884 ...	Nov. 20, 1884		
Elliott, John	85 and 136, North Hill-street and 31, Caryl-street, all in Liverpool, Lancashire, lately 55, Earle-road, 74, Upper Hill-street and 25, Lower Milk-street, all in Liverpool	Grocer and Provision Dealer	Liverpool	102	Nov. 24, 1884 ...	Nov. 10, 1884		
Leadbetter, George ...	37A, Eastbank-street, Southport, Lancashire	Greengrocer	Liverpool	101	Nov. 26, 1884 ...	Nov. 7, 1884		
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. 26, 1884 ...	Nov. 21, 1884		
Finlayson, Robert ...	40, Upper Thomas-street, Merthyr Tydfil, Glamorganshire	Travelling Draper ...	Merthyr Tydfil ...	11	Nov. 24, 1884 ...	Oct. 30, 1884		
Miller, Hugh	10, Severn-square, Newtown, Montgomeryshire	Commercial Traveller	Newtown	7	Nov. 25, 1884 ...	Nov. 10, 1884		
Mellows, Thomas ...	Woodborough, Nottinghamshire, residing in lodgings	Baker	Nottingham	78	Nov. 25, 1884 ...	Nov. 22, 1884		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Thompson, Christopher...	3, Oddfellow-street and 11, Brunswick-street, both in Blackpool, Lancashire	Grocer and Provision Dealer	Preston ...	14	Nov. 22, 1884 ...	Nov. 8, 1884		
Kenyon, James ...	76, Derby-street, Salford, Lancashire	Provision Dealer ...	Salford ...	28	Nov. 26, 1884 ...	Nov. 26, 1884		
Smith, Samuel George ...	Late 61, Fisherton-street, Salisbury, Wiltshire, now an Inmate of the Dorset County Asylum, at Charminster	Corn Dealer ...	Salisbury ...	15	Nov. 25, 1884 ...	Nov. 3, 1884 ...	Official Receiver ...	Salisbury
Cook, Richard (trading as Richard Cook and Company)	11, St. James'-street, Sheffield, Yorkshire	Merchant ...	Sheffield ...	38	Nov. 26, 1884 ...	August 28, 1884		
Kerr, Schomberg ...	The Barracks, Winchester ...	Lieutenant in the Rifle Brigade	Winchester ...	13	Nov. 24, 1884 ...	Sept. 17, 1884		
Penty, William ...	Skelton, near York, Pollington, near Snaith, and Norton, near Doncaster, all in Yorkshire	Farmer ...	York ...	18	Nov. 25, 1884 ...	Nov. 8, 1884		

ORDER ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
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	Nov. 20, 1884 ...	4s. in the pound on all provable debts, payable within one month after confirmation of the resolution, to be secured to the satisfaction of the Official Receiver, who will receive and distribute the composition. All preferential debts, costs, and charges to be paid in full. Receiving Order rescinded

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Baines, Thomas (trading as F. Baines and Co.)	26, Great Castle-street, Oxford-circus, Middlesex	Tailor	High Court of Justice in Bankruptcy	548	Dec. 5, 1884 ...	John F. French ...	26, Basinghall-street, E.C.
Davis, James	Formerly Elstree House, Bridge-road, Battersea, Surrey	Formerly Secretary to the London and San Francisco Bank Limited	High Court of Justice in Bankruptcy	333	Dec. 15, 1884 ...	Henry Bishop	41, Coleman-street, E.C.
Cook, Aaron	240, Victoria-street, Newton, Cheshire	Farmer	Ashton-under-Lyne and Stalybridge	12	Dec. 6, 1884 ...	John Brooks, Official Receiver	Townhall - chambers, Ashton-under-Lyne
Hill, William	326, Jones's-terrace, Manchester-road, Great Lever, Lancashire	Confectioner and Wheelwright	Bolton	28	Dec. 16, 1884 ...	Thomas H. Winder, Official Receiver	16, Wood-street, Bolton
Widdowson, Thomas Mann	Swaton, Lincolnshire	Farmer	Boston	18	Dec. 6, 1884 ...	Thurstan G. Dale, Official Receiver	2, St. Benedict's - square, Lincoln
Burrell, George	12, St. James's-square and Manchester-road, both in Bradford, Yorkshire	Furnishing Ironmonger ...	Bradford	33	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Hey, Henry	42, Church-street, Manningham, Bradford, Yorkshire	Painter and Decorator ...	Bradford	42	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Knox, James Hunter ...	Clapham, Yorkshire	Surgeon	Bradford	35	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Oddy, Fairfax	Residing at 39, College-road, and trading at Jesse-street, Manchester-road, both in Bradford, Yorkshire	Temple Maker	Bradford	40	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Thresh, Benjamin... ..	15, Hanover-square and Nesfield-street, both in Bradford, Yorkshire	Joiner and Builder	Bradford	39	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Ullathorne, Jane (trading as Samuel Ullathorne)	51, Barkerend-road, Bradford, Yorkshire ...	Plumber	Bradford	44	Dec. 8, 1884 ...	J. Arthur Binns, Official Receiver	Ivegate-chambers, Bradford
Philpott, Thomas Oakley	Scaynes Hill, Lindfield, Sussex	Wheelwright... ..	Brighton	80	Dec. 23, 1884 ...	The Official Receiver ...	39, Bond-street, Brighton
Rees, George Morris Michael (trading as Morris Rees)	4, Old Market-street, Bristol	Boot and Shoe Manufacturer	Bristol	32	Dec. 10, 1884 ...	Edward G. Clarke, Official Receiver	Bank-chambers, Bristol

No 25418. T	Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
	Robertson, Thomas Boswell	Late 135, Bute-street, Cardiff, now residing at Cambridge Villa, Cotham Brow, Cotham, and trading at 9, Nicholas-street, both in Bristol, and also trading with others at Feeder-road, St. Philip's Marsh, and at 9, Nicholas-street, both in Bristol, as the Bristol Flint Glass Company	Commission Agent, General Merchant and Factor and Glass Manufacturer and Dealer in Glass Goods	Bristol	39	Dec. 10, 1884 ...	Edward G. Clarke, Official Receiver	Bank-chambers, Bristol
	Smith, Charles	42, Cotham-hill, Bristol, and 41, Milsom-street, Bath	Boot and Shoe Dealer	Bristol	38	Dec. 10, 1884 ...	Edward G. Clarke, Official Receiver	Bank-chambers, Bristol
	Dure, Samuel	Hardwick House, Beauchamp-street, Cardiff, and Collingdon-road, Cardiff, Glamorganshire, lately trading with Samuel Alfred Bryant, as Dure and Bryant	Shipwright	Cardiff	8	Dec. 9, 1884 ...	Official Receiver ...	2, Bute-crescent, Cardiff
	Hogben, David	47, George-street, Croydon, Surrey	Upholsterer and Estate Agent	Croydon	29	Dec. 8, 1884 ...	Cecil Mercer, Official Receiver	109, Victoria-street, Westminster
	McNeil, David	49, Cecil-street, Plymouth, and Tavistock and Okehampton Markets	Wholesale Stationer, Haberdasher, and General Dealer in Fancy Goods	East Stonehouse ...	14	Dec. 31, 1884 ...	Richard Weeks Winnicott	13, Frankfort-street, Plymouth
	Axton, Jesse	London-road, Enfield, Middlesex	Printer and Stationer ...	Edmonton	10	Dec. 5, 1884 ...	A. H. Stoneham, Official Receiver	28 and 29, St. Swithin's-lane, E.C.
	Woodcock, Henry	High-road, Tottenham, Middlesex	Grocer and Provision Merchant	Edmonton	8	Dec. 5, 1884 ...	A. H. Stoneham, Official Receiver	28 and 29, St. Swithin's-lane, E.C.
	Garsed, David Benjamin...	Argyll-buildings, Huddersfield-road, Elland, Yorkshire	Watchmaker and Jeweller ...	Halifax	29	Dec. 6, 1884 ...	Thomas England, Official Receiver	Townhall - chambers, 13, Crossley-street, Halifax
	Holland, William	Queen's-road and Wigston-road, Clarendon Park, Knighton, Leicestershire	Contractor and Brickmaker	Leicester	40	Dec. 12, 1884 ...	The Official Receiver...	28, Friar-lane, Leicester
	Jones, Richard	Madeley, Salop	Grocer, Provision and Flour Dealer	Madeley	1	Dec. 14, 1884 ...	J. J. Sudbury	Ludlow
	Hellewell, Herbert	4, North-corridor, Royal Exchange, Manchester, and 23, Langworthy-road, Seedley, Lancashire, also trading as the Nottingham Lace Cleaning Company, at 114, Alexandra-road, Moss Side, Cornbrook-street, Stretford, Radnor-street, Hulme, and Hyde-road, Stockport-road, and 28A, Cheetham-hill, Manchester, lately trading at Milton-street, Hulme, and residing at Myrtle Cottage, Lime-grove, Longsight, near Manchester	Engineer and Dyer and Cleaner	Manchester	15	Dec. 5, 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.
Snape, Samuel	1, Hyde's-cross, Withy-grove, Manchester, and 28, Margaret-street, Ashton-under-Lyne, both in Lancashire	Produce Merchant	Manchester	14	Dec. 6, 1884 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge- street, Manchester
Thompson, George	24, Church-street, Blaydon, county of Durham	Boot and Shoe Maker	Newcastle-on-Tyne...	42	Dec. 10, 1884 ...	Arthur S. Maples, Offi- cial Receiver	County-chambers, Westgate- road, Newcastle-on-Tyne
Waddle, Joseph Dowson	27, Cuthbert-street, South Shields	Tobacconist	Newcastle-on-Tyne...	56	Dec. 10, 1884 ...	Arthur S. Maples, Offi- cial Receiver	County-chambers, Westgate- road, Newcastle-on-Tyne
Wilson, Ralph	194, New Market, Newcastle-on-Tyne, and 33, Gainsborough-grove, Newcastle-on-Tyne	Fancy Goods Dealer	Newcastle-on-Tyne...	57	Dec. 10, 1884 ...	Arthur S. Maples ...	County-chambers, Westgate- road, Newcastle-on-Tyne
Sunderland, William	15, Cheetham-street, Rochdale, Lancashire	Clogger and Leather Cutter	Oldham	21	Dec. 9, 1884 ...	H. Booth, Official Re- ceiver	Priory - chambers, Union- street, Oldham
Jones, William	2, Castle-terrace, Pembroke	Coal, Corn, and Manure Merchant	Pembroke Dock	6	Dec. 20, 1884 ...	Thomas W. Young ...	King's Arms Hotel, Pem- broke
Thomas, Thomas	Penblewin, Llandewy Velfrey, Pembrokeshire	Farmer and Grazier	Pembroke Dock	7	Dec. 12, 1884 ...	Thomas Thomas, Offi- cial Receiver	8, Quay-street, Carmarthen
Shore, James Mellor, and Dyson, Lee (trading as Holt, Shore, and Co.)	Victor-street, Ford-street, Salford, Lancashire...	Ale and Porter Merchants ...	Salford	14	Dec. 6, 1884 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge- street, Manchester
Shore, James Mellor (Separate Estate)	Victor-street, Ford-street, Salford, Lancashire...	Ale and Porter Merchant, trading with Lee Dyson, as Holt, Shore, and Co.	Salford	14	Dec. 6, 1884 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge- street, Manchester
Sutton, James Gould	108A, Lower Moss-lane, Hulme, Manchester, Lancashire	Grocer and Provision Dealer	Salford	18	Dec. 6, 1884 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge- street, Manchester
Dunn, Thomas Alfred (Deceased)	Late Eastgate-street, Stafford	Tailor and Outfitter	Stafford	4	Dec. 14, 1884 ...	J. J. Sudbury, Official Receiver	Ludlow
Follows, Henry	43, Gaol-road, Stafford	Clicker and Retail Dealer in Leather and Grindery	Stafford	5	Dec. 14, 1884 ...	J. J. Sudbury, Official Receiver	Ludlow, Salop
Collis, Thomas	Royal Oak Inn, Colwall, Herefordshire	Beerhouse Keeper, lately Grocer and Rope Maker	Worcester	26	Dec. 6, 1884 ...	The Official Receiver ...	45, Copenhagen-street, Wor- cester
Featherstone, Charles Fre- derick	Hylton-road, Worcester	Butcher	Worcester	8	Dec. 8, 1884 ...	Harry Day	59, Foregate-street, Wor- cester
Manning, Frederick	64, High-street, Worcester	Jeweller	Worcester	9	Dec. 8, 1884 ...	Harry Day	59, Foregate-street, Wor- cester

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Berry, George	8A, Motcombe-street, Belgrave-square, Middlesex, and Brockhurst, Wandsworth, Surrey	Auctioneer, House and Estate Agent, and Valuer	High Court of Justice in Bankruptcy	144	2s. (Second)	Any day (except Saturday) between 11 and 3 o'clock	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Walker, William Walker, Edward William (trading as William Walker and Son)	King's Lynn, Norfolk	Merchants, Seed Crushers, Oil Refiners, and Oil Boilers	High Court of Justice in Bankruptcy (transferred from King's Lynn)	596	1s. 3d.	Dec. 8, 1884...	Office of the Trustee, 188, High-street, Hull
Cook, Aaron	240, Victoria-street, Newton, Cheshire ...	Farmer	Ashton-under-Lyne and Stalybridge	12	1s.	Dec. 15, 1884, or on any subsequent day (except Saturday) between the hours of 10 A.M. and 4 P.M. On and after Sept. 29, 1884	Office of the Official Receiver, Townhall-chambers, Ashton-under-Lyne
James, William	18, Pultney Bridge and 16, Margaret's-buildings, both in Bath	Boot and Shoe Dealer ...	Bath	1	7s. 6d.	On and after Sept. 29, 1884	Offices of Edward Thomas Collins, 39, Broad-street, Bristol
Clark, James	12, Ryland-street, Birmingham, Warwickshire	House Painter... ..	Birmingham ...	48	1s. 1½d.	Dec. 1, 1884 ...	The Office of the Official Receiver, Birmingham
Stone, Henry Hill and Wood, Richard (trading as Stone and Wood)	The Hollies, Fox-street, Sparkhill, near Birmingham, Warwickshire Mitton House, Lower Mitton, Hartlebury, Worcestershire 33, Albert-street, Birmingham, Warwickshire	General Letterpress Printers, Lithographers, Engravers, Wholesale Stationers, and Paper Dealers	Birmingham ...	11	3s. 11½d.	Dec. 1, 1884 ...	The Office of the Official Receiver, Whitehall - chambers, Colmore-row, Birmingham
Stone, Henry Hill (Separate Estate)	The Hollies, Fox-street, Sparkhill, near Birmingham, Warwickshire	General Letterpress Printer, Lithographer, Engraver, Wholesale Stationer, and Paper Dealer	Birmingham ...	11	2s. 9d.	Dec. 1, 1884 ...	The Office of the Official Receiver, Whitehall - chambers, Colmore-row, Birmingham
Wood, Richard (Separate Estate)	Mitton House, Lower Mitton, Hartlebury, Worcestershire	General Letterpress Printer, Lithographer, Engraver, Wholesale Stationer, and Paper Dealer	Birmingham ...	11	13s. 2d.	Dec. 1, 1884 ...	The Office of the Official Receiver, Whitehall - chambers, Colmore-row, Birmingham
Taylor, James Frederick Wilson, James, and Wynne, Elizabeth (trading as J. F. Taylor)	21, Palace-street, Bolton 26, Arkwright-street, Bolton (Wife of Daniel Wynne), 26, Arkwright-street, Bolton 2 and 4, Hotel-street, Bolton, Lancashire	Cabinet Makers, Upholsterers, and House Furnishers	Bolton	15	7s. 6d.	Dec. 1, 1884 ...	Thomas Cunliffe's, Oxford-street, Bolton
Taylor, James Frederick (Separate Estate)	21, Palace-street, Bolton	Cabinet Maker, Upholsterer, and House Furnisher	Bolton	15	16s.	Dec. 1, 1884 ...	Thomas Cunliffe's, Oxford-street, Bolton

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Wynne, Elizabeth ... (Separate Estate)	26, Arkwright-street, Bolton ...	Cabinet Maker, Upholsterer, and House Furnisher	Bolton ...	15	20s.	Dec. 1, 1884 ...	Thomas Cunliffe's, Oxford-street, Bolton
Wilson, James ... (Separate Estate)	26, Arkwright-street, Bolton ...	Cabinet Maker, Upholsterer, and House Furnisher	Bolton ...	15	20s.	Dec. 1, 1884 ...	Thomas Cunliffe's, Oxford-street, Bolton
Deighton, John Edward	7, Sillwood-street, Brighton, Sussex ...	Cheesemonger, Poulterer, and Pork Butcher	Brighton ...	34	4s. 5d.	Dec. 8, 1884 ...	The Official Receiver's Office, 39, Bond-street, Brighton
Sherman, William ...	Packlechurch, near Bristol ...	Grocer and Farmer ...	Bristol ...	16	3s. 8d.	Dec. 6, 1884 ...	38, Richmond-road, Montpelier, Bristol
Johnston, William ...	6, Corporation-road, Carlisle ...	Cattle Dealer ...	Carlisle ...	4	1s. 1½d.	Dec. 2, 1884 ...	34, Fisher-street, Carlisle
Williams, John ...	Llwynneuadd, Llanwrtyd, Breconshire ...	Farmer ...	Carmarthen ...	1	3s. 2d.	Dec. 12, 1884 ...	Official Receiver's Office, 8, Quay- street, Carmarthen
Manning, John ...	Formerly 316, High-street, then 17, Saint George's-place, and now 16, Stoneville- street, all in Cheltenham, Gloucestershire	Haberdasher and Hardware- man	Cheltenham ...	5	1s. 2½d. (First and Final)	Dec. 6, 1884 ...	Official Receiver's Office, 84, Barton-street, Gloucester
Mortimer, Albert ...	Spen, Gomersal, Yorkshire ...	Gardener ...	Dewsbury ...	35	4s. 8d.	Dec. 1, 1884 ...	The Official Receiver's Offices, Bank-chambers, Batley
Woodbridge, William Henry	Exeter ...	Corn and Flour Factor ...	Exeter ...	40	2s.	Dec. 6, 1884 ...	Official Receiver's Office, 13, Bedford-circus, Exeter
Raby, Edward George ...	121, Keeling's-lane, Hanley, Staffordshire ...	Shoe Dealer ...	Hanley, Burslem, and Tunstall	24	7s. (First and Final)	Dec. 5, 1884 ...	Official Receiver's Offices, Nelson- place, Newcastle-under-Lyme
Warner, John ...	New Inn and Alexandra Music Hall, New- street, Hanley, Staffordshire	Licensed Victualler and Music Hall Proprietor	Hanley, Burslem, and Tunstall	18	4½d. (First and Final)	Dec. 5, 1884 ...	Official Receiver's Offices, Nelson- place, Newcastle-under-Lyme
Holmes, Jane ... Holmes, William Henry Holmes, John (trading as John Holmes and Co.) ...	Albion-place, Guiseley, Yorkshire ... Ings Mill, Guiseley, and 2, Bond-place, Leeds, Yorkshire	Cloth Manufacturers ...	Leeds ...	6	2½d. (First and Final)	Dec. 8, 1884 ...	32, Park-row, Leeds
Holmes, Jane ... (Separate Estate)	Albion-place, Guiseley, Yorkshire, Ings Mill, Guiseley, and 2, Bond-place, Leeds, York- shire	Cloth Manufacturer (trading with William Henry Holmes and John Holmes as John Holmes and Co.)	Leeds ...	6	10s. (First)	Dec. 8, 1884 ...	32, Park-row, Leeds

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APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Binko, Henry Bock (trading as Binko and Co.)	12, Roscoe-street, Bunhill-row, Finsbury, Middlesex	Chemical Manufacturer	High Court of Justice	651	Jan. 14, 1885, 11 A.M.
Sugden, William	Walmersley, near Bury, Lancashire	Joiner and Builder	Bolton	18	Jan. 14, 1885, 11 A.M.
Widdowson, Thomas Mann	Swaton, Lincolnshire	Farmer	Boston	18	Jan. 8, 1885, 12 noon, Sessions House, Boston
Stevens, David McCluer	9, High-street and the Mount, Guildford, Surrey ...	Newspaper Proprietor and Accountant ...	Guildford and God- alming	6	Jan. 22, 1885, 1 P.M., Townhall, Guildford
Bundy, Josiah	Charlton, Wiltshire	Baker and Grocer	Salisbury	11	Feb. 13, 1885
Tabor, Ann... ..	Weyhill, near Andover, Hampshire	Widow	Salisbury	4	Dec. 18, 1884, 12 noon
Collier, Sidney	Formerly residing at Alma-place, Windsor, and trading at Alma-road, Windsor, Berkshire, afterwards residing at Uxbridge-road, Slough, Buckinghamshire, and at 6, Clarence-road, Windsor	Builder	Windsor	11	Jan. 23, 1885, 11 A.M.
Rach, Thomas	11, Severn-terrace, Worcester, and trading at 60, Lowesmoor, Worcester, lately trading at the Alhambra Wharf, Lowesmoor, as a Coal, Brick, and Tile Merchant, and Dealer in Hay, Straw, and Corn	Glove Manufacturer	Worcester	16	Dec. 18, 1884
Manning, Frederic	64, High-street, Worcester	Jeweller	Worcester	9	Dec. 18, 1884
<i>The following Amended Notices are substituted for those published in the London Gazette of the 21st November, 1884.</i>					
Barstow, Jacob	Monk-hill-lane, Pontefract, Yorkshire	Sanitary Tube Brick Manufacturer and General Merchant, trading with Everett Hartley, as Barstow and Hartley	Wakefield	14	Dec. 16, 1884, 12 noon
Hartley, Everett	Monk-hill-lane, Pontefract, Yorkshire	Sanitary Tube Brick Manufacturer and General Merchant, trading with Jacob Barstow, as Barstow and Hartley.	Wakefield	14	Dec. 16, 1884, 12 noon

ADJUDICATION ANNULLED.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Bond, Mark Lawrence	The Woolpack Inn, Saint Martin's-lane, Birmingham, Warwickshire, also trading at Burbury-street, Lozells-road, Birmingham, as Bond and Company, and residing at the Hawthorns, Heathfield - road, Handsworth, Staffordshire	Publican and Brick and Tile Maker	Birmingham... ..	22	March 8, 1884 ...	Nov. 3, 1884 ...	All debts paid in full

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Chappell, Thomas Dare ...	Bindon, Axmouth, Devonshire ...	Yeoman ...	Exeter ...	49	Ford, Brutton John	Exeter, Solicitor ...	Nov. 24, 1884
Baxter, Thomas Charles, and Baxter, Arthur James (trading as Baxter Brothers) ...	Fish Dock-road, Great Grimsby ...	Smack Owners and Sail Makers	Great Grimsby ...	24	Carter, Charles Frederick, and Moss, William ...	Great Grimsby ... Hainton-street, Weelsby ...	Nov. 10, 1884
Hewitt, George ...	Kirton-in-Lindsey, Lincolnshire ...	Butcher and Farmer ...	Great Grimsby ...	27	Spring, Jonathan, the younger	Brigg, Lincolnshire ...	Nov. 19, 1884
Elliott, John ...	86 and 136, North Hill-street, and 31, Caryl-street, all in Liverpool, Lancashire, lately 55, Earle-road, 74, Upper Hill- street, and 25, Lower Milk-street, all in Liverpool	Grocer and Provision Dealer	Liverpool ...	102	Mahon, George ...	26, North John-street, Liverpool, Chartered Ac- countant	Nov. 24, 1884
James, Evan ...	Beeston and Daybrook, both in Notting- hamshire	Builder ...	Nottingham ...	65	Rogers, Charles ...	Low - pavement, Notting- ham	Nov. 21, 1884

ORDERS MADE ON APPLICATION FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.
Botibol, Solomon	77, Fleet-street and 81, Aldersgate-street, both in London	Cigar Merchant and Tobaccoist	High Court of Justice in Bankruptcy	158	Nov. 1, 1884 ...	Discharge granted after a suspension of three months from November 1, 1884
Callow, Frederick Richard	39, Pentonville-road and 18, Woodstock-road, Finsbury Park, both in Middlesex	House Agent, late Collector of Assessed Taxes	High Court of Justice in Bankruptcy	671	Nov. 1, 1884 ...	Discharge granted after a suspension of three months from November 1, 1884
Chitty, Lutman, and Yerworth, Horace (trading as Chitty, Yerworth, and Co.)	70, Lower Thames-street, London, and 34, Gloucester-crescent, Regent's Park, Middlesex	Wine and Spirit Merchants	High Court of Justice in Bankruptcy	206	Nov. 1, 1884 ...	Discharge granted after a suspension of six months from November 1, 1884
Colledge, Joseph Chicken	Atherston Villa, St. Kilda's-road, Stoke Newington, Middlesex	... ..	High Court of Justice in Bankruptcy	195	Nov. 1, 1884 ...	Discharge granted subject to judgment being entered against him by the Official Receiver for any balance of the debts provable under his bankruptcy which is not satisfied at the date of his discharge
Thorning, August Josva Theodor	78, High-street, Stoke Newington, Middlesex ...	Jeweller and Dealer in Fancy Goods	High Court of Justice in Bankruptcy	621	Nov. 4, 1884 ...	Discharge granted
Rimmer, James	48, Liverpool-road and 25, Higher Parr-street, St. Helens, Lancashire	Grocer and Provision Dealer	Liverpool	62	Oct. 31, 1884 ...	Granted subject to condition that bankrupt consents to judgment being entered against him by the Trustee for the balance of the debts provable under the bankruptcy not satisfied at date of Order, the amount to be verified by the affidavit of the Trustee, but execution is not to be issued on the judgment without leave of this Court
Bratby, Frederick	10, Birch-in-street, Carrington, Nottingham	Grocer and Provision Dealer and Lace Maker	Nottingham	17	Oct. 21, 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.

THE estates of Thomas Mundell, Farmer, Whitelaird, Lochmaben, and Andrew Mundell, Farmer, Cleuch-heads, Lochmaben, Joint Tenants and Copartners in the Farm of Whitelaird aforesaid, as such Joint Tenants and Copartners, and as Individuals, were sequestrated on the 22nd day of November, 1884, by the Sheriff of Dumfries and Galloway, at Dumfries.

The first deliverance is dated the 22nd day of November, 1884.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Thursday,

the 4th day of December next, within the Queensberry Hotel, Dumfries.

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 22nd day of March, 1885.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN M. GUN, Law Agent,
21, Castle-street, Dumfries, Agent.

All Letters must be Post paid, and all communications on the business of the London Gazette, to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

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Friday, November 28, 1884.

Price One Shilling.