



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 24, 1885.

(SWINE-FEVER.)

AT the Council Chamber, Whitehall, the 21st day of November, 1885.

By Her Majesty's Most Honourable Privy Council.

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

1. The following Area (namely),—the petty sessional division of Keighley, in the West Riding of the county of York,—which was declared by Order of Council dated the twenty-sixth day of May, one thousand eight hundred and eighty-five, to be an Area infected with swine-fever, is hereby declared to be free from swine-fever, and that Area shall, as from the commencement of this Order, cease to be an Area infected with swine-fever.

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

Herbert M. Suft.

Foreign Office, October 14, 1885.

THE Queen has been graciously pleased to appoint Henry Hamilton Johnston, Esq., to be Her Majesty's Vice-Consul for the Territories under the Protectorate of Germany in the Districts of the Cameroons, bounded on the west by the Rio del Rey; and also to be Her Majesty's Vice-Consul for the Oil Rivers and the adjacent Territories.

Foreign Office, November 5, 1885.

THE Queen has been graciously pleased to appoint Edmund Constantine Henry Phipps, Esq., now Her Majesty's Consul-General at Buda-Pesth, to be Secretary to Her Majesty's Embassy at Vienna.

The Queen has also been graciously pleased to appoint Victor Arthur Wellington Drummond, Esq., now Secretary to Her Majesty's Embassy at Vienna, to be Her Majesty's Chargé d'Affaires to the King of Bavaria.

The Queen has also been graciously pleased to appoint Hugh Guion Macdonell, Esq., now Her Majesty's Chargé d'Affaires at Munich, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Emperor of Brazil.

Foreign Office, November 23, 1885.

THE Queen has been pleased to approve of Mr. Ferdinand Van Bruyssel as Consul-General for Canada, to reside at Quebec, for His Majesty the King of the Belgians; of Mr. François Jules Harmand as Consul-General at Calcutta for the French Republic; of Mr. Charles Warde as Consul for Queensland, to reside at Brisbane, for His Majesty the King of Sweden and Norway; of Mr. Sotirios Hazopoulos as Consul at Manchester for His Majesty the King of the Hellenes; of Count Arthur de Portalès-Gorgier as Consul at Newcastle for the French Republic; of Mr. James M. Rosse, as Consul at Three Rivers, Canada, for the United States of America; of Mr. John Connell as Consul at Moulmein for His Majesty the King of Siam; of Mr. Samuel Gilbert Jones as Consul at Rangoon for His Majesty the King of Siam; and of Mr. James W. Little as Vice-Consul at Barrow-in-Furness for the German Empire.

Downing Street, November 23, 1885.

THE Queen has been pleased to appoint Clifford Lloyd, Esq., to be Lieutenant-Governor and Colonial Secretary of the Colony of Mauritius and its Dependencies.

Whitehall, November 23, 1885.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom, for presenting the Reverend Alfred Thomas Allin, to the vicarage of Holbeton, otherwise Holberton, in the deanery of Plympton, and diocese of Exeter, void by the resignation of the Reverend Henry Jardine Bidder, the last Incumbent.

Whitehall, November 23, 1885.

THE Queen has been pleased by Warrant under Her Royal Sign Manual to appoint Major Alexander Burness McHardy, R.E., to be one of the Commissioners under the provisions of "The Prisons (Scotland) Act, 1877."

War Office, November 7, 1885.

THE Queen has been pleased to issue a new Commission of Lieutenantancy for the City of London, constituting and appointing the several persons undermentioned to be Her Majesty's Lieutenants

within the said City, viz.:—The Right Honourable Sir Robert Nicholas Fowler, Bart., Lord Mayor of the City of London, and the Lord Mayor of the said city for the time being; Sir Robert Walter Carden, Knt., William Lawrence, Esq., Sir Benjamin Samuel Phillips, Knt., Sir Thomas Gabriel, Bart., Sir James Clarke Lawrence, Bart., Sir Thomas Dakin, Knt., Sir Andrew Lusk, Bart., David Henry Stone, Esq., William James Richmond Cotton, Esq., Sir Thomas Scambler Owden, Knt., Sir Francis Wyatt Truscott, Knt., Sir William McArthur, Knt., Sir John Whittaker Ellis, Bart., and Sir Henry Edmund Knight, Knt., Aldermen of the city of London; the Right Honourable Sir Thomas Chambers, Knt., Recorder of the city of London, and the Recorder of the said city for the time being; John Staples, Esq., Colonel Sir Reginald Hanson, Knt., Polydore De Keyser, Esq., Herbert Jameson Waterlow, Esq., James Whitehead, Esq., Henry Aaron Isaacs, Esq., Joseph Savory, Esq., Edward James Gray, Esq., David Evans, Esq., Lieutenant-Colonel Phineas Cowan, and Stuart Knill, Esq., Aldermen of the city of London, and the Aldermen of the said city for the time being; Benjamin Scott, Esq., Chamberlain of the city of London, and the Chamberlain of the said city for the time being; Sir John Braddick Monckton, Knt., Town Clerk of the city of London, and the Town Clerk of the said city for the time being; Sir William Thomas Charley, Knt., Common Serjeant of the city of London, and the Common Serjeant of the said city for the time being; Thomas Henry Fry, Esq., Blomfield Burnell, Esq., Samuel Elliot Atkins, Esq., Thomas Webber, Esq., Robert Stapleton, Esq., Archibald McDougall, Esq., George Walter, Esq., Mark Shephard, Esq., John King Farlow, Esq., Arthur Edmund Taylor, Esq., John Young, Esq., James Ebenezer Saunders, Esq., John Francis Bontems, Esq., William Brass, Esq., Thomas White, Esq., Henry William Nind, Esq., George Fisher, Esq., George Pepler, Esq., James Bell, Esq., James Edmeston, Esq., James Crispe, Esq., Henry Lawrence Hammack, Esq., Frederick Cox, Esq., Joseph Gosling Arnold, Esq., Peter McKinlay, Esq., Samuel East, Esq., George Sims, Esq., John Thomas Bedford, Esq., Edward Eyre Ashby, Esq., and John Edward Walford, Esq., Deputies of the city of London, and the Deputies of the said city for the time being; Thomas Sidney, Esq., and Sir Sydney Hedley Waterlow, Bart., formerly Aldermen of the city of London; Thomas Snelling, Esq., William George Barnes, Esq., William Webster, Esq., John Parker, Esq., Sir John Bennett, Knt., Whinfield Hora, Esq., Charles Grimwade, Esq., and William Cave Fowler, Esq., formerly Deputies of the city of London; Robert Wigram Crawford, Esq., James Pattison Currie, Esq., Benjamin Buck Greene, Esq., Henry Riversdale Grenfell, Esq., Henry Hucks Gibbs, Esq., John Saunders Gilliat, Esq., Charles Hermann Göschen, Esq., Thomson Hankey, Esq., Henry Lancelot Holland, Esq.; the Right Honourable John Gellibrand Hubbard; Edward Howley Palmer, Esq., Alfred Charles de Rothschild, Esq., Clifford Wigram, Esq., Henry Wollaston Blake, Esq., Mark Wilks Collett, Esq.; the Right Honourable George Joachim Göschen; Charles Frederick Huth, Esq., Sir Alexander Matheson, Bart., Albert George Sandeman, Esq., Hugh Colin Smith, Esq., John William Birch, Esq., William Lidderdale, Esq., David Powell, Esq., Herbert Brooks, Esq.; Edward Charles, Baron Revelstoke; Everard Alexander Hambro, Esq., Samuel Steuart Gladstone, Esq., Augustus

Prevost, Esq., Samuel Hope Morley, Esq.; Charles George Arbuthnot, Esq.; the Honourable Ronald Rutherford Leslie Melville; Henry Cosmo Orme Bonsor, Esq.; Elliott Macnaghten, Esq., William Joseph Eastwick, Esq., John Harvey Astell, Esq., Major-General Sir Henry Creswicke Rawlinson, K.C.B., General Sir Robert John Hussey Vivian, G.C.B., the Right Honourable Dudley Coutts, Baron Tweedmouth; Charles John Baker, Esq., Henry Vigne, Esq., Henry Jeffreys Bushby, Esq., and John Neville Warren, Esq.; Jonathan Muckleston Key, Esq., William Croft, Esq., Daniel Britten, Esq., William Hughes - Hughes, Esq., Alfred Wilson, Esq., Cornelius Lea Wilson, Esq., William Peters, Esq., John Masterman, Esq., Frederick Mildred, Esq., Joseph Maynard, Esq., William Roper Maynard, Esq., John Walter, Esq., Charles Hill, Esq., William Fowler Mountford Copeland, Esq., Joseph Anderson, Esq., Samuel Christie-Miller, Esq., Bonamy Dobree, Esq., William Jones Loyd, Esq., John Henry Smith, Esq., William Henry Challis, Esq., Alfred Wilberforce Challis, Esq., John Ridley Hunter, Esq., Robert Bousfield, Esq., Edward Jones Williams, Esq., Edward Hunter, Esq., Edward Masterman, Esq., John Francis Moon, Esq., George Wodehouse Currie, Esq., Lewis Loyd, Esq., Charles Magniac, Esq., Thomas Kerr Lynch, Esq., the Right Honourable Angus Croll, Esq., Stephen William Silver, Esq., John William Carter, Esq., Alfred James Waterlow, Esq., Travers Barton Wire, Esq., Josiah Hale, Esq., Joseph Sebag Montefiore, Esq., James Duke Hill, Esq., Henry Doulton, Esq., Howard John Kennard, Esq., Coleridge John Kennard, Esq.; Nathan Meyer, Baron Rothschild; James Anderson Rose, Esq., Lieutenant-Colonel John Rose Holden Rose; Charles John Todd, Esq., Joseph Hoare, Esq., Charles Kaye Freshfield, Esq., Henry Raye Freshfield, Esq., Hugh Mackaye Matheson, Esq., Francis Augustus Bevan, Esq., Henry Alers Hankey, Esq., William Vivian, Esq., Robert Malcolm Kerr, Esq., Thomas Gabriel, Esq., John Henry Tritton, Esq., Percy Shawe Smith, Esq., Alfred James Copeland, Esq., George Frederick White, Esq., Samuel Morley, Esq., John Aldin Moore, Esq., Charles Booth, Esq., Arthur Burnand, Esq., William Sedgwick Saunders, Esq., M.D., William Collinson, Esq., George Croshaw, Esq., Sir John Lubbock, Bart., Charles William Cookworthy Hutton, Esq., Francis Tagart, Esq., Edwin Lawrence, Esq., Samuel Henry Phillips, Esq., Charles Robert Besley, Esq., Oswald Augustus Smith, Esq., Eric Carrington Smith, Esq., George Faudel Phillips, Esq., John Fenwick Fenwick, Esq., Reginald Northall Laurie, Esq., Bartle John Laurie Frere, Esq., James Lionel Ridpath, Esq., James Spicer, Esq., Montagu Clough Wilkinson, Esq., John Henry Horton, Joseph Travers Smith, Esq., Richard Rothwell, Esq., Frederick Thomas Isitt, Esq., John Hampton Hale, Esq., Robert White, Esq., John Flower Jackson, Esq., Frederick William Harris, Esq., Walter Blanford Waterlow, Esq., Sir Frederick Perkins, Knt., William Haywood, Esq., Henry Bayley, Esq., Edward Brooke, Esq., Alfred Jameson Waterlow, Esq., James Freeman Truscott, Esq., Edward Levy Lawson, Esq., William Henry Willans, Esq., Cyril Flower, Esq., John Merry Le Sage, Esq., Stephen Philpot Low, Esq., Henry Palmer Stone, Esq., Henry Hodsoll Heath, Esq., Edward Hart, Esq., Campbell Clarke, Esq., William Hewett, Esq., John Richard Somers Vine, Esq., George Dunbar Whatman, Esq., Hugh Gough Arbuthnot, Esq.,

William Henry Cotton, Esq., Robert Ryrie, Esq.; the Right Honourable Pascoe Charles Glyn; Charles William Mills, Esq., William Quartermaine East, Esq., James Hughes, Esq., Lumley Smith, Esq., Q.C., Thomas Charles Baring, Esq., Colonel William Thomas Makins, James Taddy Friend, Esq., Samuel Hoare, Esq., Cecil Herbert Thornton Price, Esq., William Lowndes Toller Foy, Esq., John Dunkin Lee, Esq., Frederic Manuelle, Esq., Arthur Turner Hewitt, Esq., David Smith, Esq., Henry Homewood Crawford, Esq., Jonah Hadley, Esq., John Orwell Phillips, Esq., Robert Burn Blyth, Esq., Leopold de Rothschild, Esq., Arthur Clarges Loraine Fuller, Esq., John Hennings Nix, Esq., Samuel Hopgood Hart, Esq., Charles George Nottage, Esq., William Henry Beane Trego, Esq., Joseph Cockfield Dimsdale, Esq., Richard Knight Causton, Esq., Stephen Perceval Norris, Esq., Thomas Sutherland, Esq., Horace Brooks Marshall, Esq., George Burt, Esq., Henry Pryor Powell, Esq., John Derby Allcroft, Esq., Thomas Bevan, Esq., John Mowlem Burt, Esq., Sir Donald Currie, K.C.M.G., John Dixon, Esq., George Shaw, Esq., William Jameson Soulsby, Esq., Thomas Henry Staples, Esq., Robert Thornton, Esq., Charles Langley Whetham, Esq., Philip Hickson Waterlow, Esq., Edward Hegley Byas, Esq., Frederick William Steward, Esq., George Wyatt Truscott, Esq., Edmond Kelly Bayley, Esq., John Crawford, Esq., Charles Messenger Major, Esq., James Chapman Amos, Esq., Charles Henry Robarts, Esq., Lionel Louis Cohen, Esq., Samuel Ernest Palmer, Esq., Richard Musgrave Harvey, Esq., Henry Russell, Esq., Thomas Anthony Denny, Esq., Frederick George Mountford, Esq., John Shaw, Esq., Alexander McArthur, Esq., William Alexander McArthur, Esq., Joseph Herbert Tritton, Esq., George Sydney Waterlow, Esq., Andrew Holmes Reed, Esq., John Henderson, Esq., John Aird, Esq., Thomas Boor Crosby, Esq., Henry Ellis, Esq., Edwin Freshfield, Esq., John Hollams, Esq., John Robert Holland, Esq., Ralph Daniel Makinson Littler, Esq., James McMaster, Esq.; the Right Honourable William Thackeray Marriott, Q.C.; Robert Collier Driver, Esq., Stephen Soames, Esq., Henry Dexter Truscott, Esq., Henry Manning Knight, Esq., Frederick William Nelson Lloyd, Esq., Howard Vyse, Esq., Joseph Hicks Buckingham, Esq., John Warren, Esq., John Dimsdale, Esq., John Hill, Esq., Henry Seymour King, Esq., John Reid, Esq., Colonel Hugh Adams Silver, William James Thompson, jun., Esq., Alfred Edward Pease, Esq., Philip Debell Tuckett, Esq., Morgan Yeatman, Esq., Clarence Smith, Esq., Gabriel Prior Goldney, Esq., Thomas Flight Smith, Esq., John Henry Puleston, Esq., Arthur Kimber, Esq., Horace Jones, Esq., Robert William Kennard, Esq., John Percy McArthur, Esq., John Duncuft, Esq., Alfred Henry Lawrence, Esq., Henry John Staples, Esq., Edward Dresser-Rogers, Esq., Benjamin Louis Cohen, Esq., Joseph Howard, Esq., Hall Rokeby Price, Esq., Edmund John Stoneham, Esq., Frederick Dixon Dixon-Hartland, Esq., Joseph Beck, Esq., Henry Barter, Esq., and Salomon Spyer, Esq.

(H. 8074.)

*Board of Trade (Harbour Department),
November 23, 1885.*

THE Board of Trade have received through the Secretary of State for the Colonies copy of a Proclamation of the Governor of Gibraltar, which provides as follows:—"That the Proclama-

tion of the 22nd ultimo be cancelled, and that all arrivals from the ports therein mentioned, with clean bills of health, be admitted to pratique.—Given at Gibraltar, the 9th day of November, 1885."

The Proclamation of the 22nd ultimo was published in the London Gazette of the 3rd instant.

(H. 8076.)

*Board of Trade (Harbour Department),
November 23, 1885.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following Telegram from Her Majesty's Representative at Constantinople:—"19th November, Commercial quarantine against Spain and Sicily is reduced to five days, and against France and Italy to 48 hours."

(H. 8127.)

*Board of Trade (Harbour Department),
November 24, 1885.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following translation of a Decree of the Italian Government:—

1885. Ordinance of Maritime Health, No. 19.

The Minister of the Interior, in view of the cessation of cholera at Palermo and in the vicinity, and the good sanitary conditions of all the remainder of the kingdom, decrees:—

(1.) Quarantine is abolished for ships from all parts of the Italian coasts, and they must be received in free pratique; after a clean passage, in all ports of Italy.

(2.) The existing regulations remain in force till further notice respecting the trade in rags, unwashed old clothes, bedding, selvage and lint.

MORANA.

Rome, November 19, 1885.

Admiralty, 19th November, 1885.

THE Lords Commissioners of the Admiralty do hereby give notice to such Lieutenants, Commanders, and Captains on the Retired List of the Royal Navy as may wish to be recommended for the appointment of Naval Knight of Windsor, under the will of the late Samuel Travers, Esq., that they must apply to the Secretary of the Admiralty, by letter, before the 1st day of January, 1886, and that information will then be given them as to the nature of the certificates and testimonials required to be furnished by applicants before their claims can be considered.

Naval Knights of Windsor must be superannuated or disabled naval officers of the ranks stated above, single men (or widowers) without children, inclined to lead a virtuous, studious, and devout life; and they will be deprived of their appointments if they give occasion for scandal.

A Naval Knight of Windsor will not cease to be such on account of promotion to Flag Rank.

Admiralty, 21st November, 1885.

Engineer John A'Court has been promoted to the rank of Chief Engineer in Her Majesty's Fleet. Dated 1st November, 1885.

Admiralty, 23rd November, 1885.

IN accordance with the provisions of Her Majesty's Orders in Council of the 22nd February, 1870, and 29th November, 1879—Lieutenant Alaric Frederick Grant has been placed on the Retired List, with permission to assume the rank and title of Retired Commander. Dated 23rd November, 1885.

War Office, Pall Mall,

24th November, 1885.

2nd Dragoon Guards, Lieutenant Edward Robertson Gordon, from the 3rd Battalion, the Royal Warwickshire Regiment, to be Lieutenant, on augmentation. Dated 25th November, 1885.

Lieutenant Maurice FitzGerald, from the 3rd Battalion, the Oxfordshire Light Infantry, to be Lieutenant, on augmentation. Dated 25th November, 1885.

3rd Hussars, Lieutenant John William Burns' from the 3rd Battalion, Princess Louise's (Argyll and Sutherland Highlanders), to be Lieutenant, vice J. S. R. Scott, promoted. Dated 25th November, 1885.

Lieutenant Walter Goring, from the 3rd Battalion, the Duke of Cornwall's Light Infantry, to be Lieutenant, vice F. W. N. Wogan-Browne, promoted. Dated 25th November, 1885.

4th Hussars, Lieutenant William Higson, from the 3rd Battalion, the Cheshire Regiment, to be Lieutenant, vice J. F. Barry, seconded. Dated 25th November, 1885.

8th Hussars, Lieutenant Philip John Thomas Blakeway, from the 4th Battalion, the Royal Munster Fusiliers, to be Lieutenant, vice C. E. Duff, promoted. Dated 25th November, 1885.

11th Hussars, Lieutenant Walter Arthur Powell, from the 4th Battalion, the King's (Shropshire Light Infantry), to be Lieutenant, vice C. H. E. Coote, promoted. Dated 25th November, 1885.

13th Hussars, Lieutenant Ralph William Plantagenet Nevill, from the 4th Battalion, the Queen's Own (Royal West Kent Regiment), to be Lieutenant, vice W. C. Smithson, promoted. Dated 25th November, 1885.

Coldstream Guards, Lieutenant Randal Charles Edward Skeffington - Smyth, from the 4th Battalion, Princess Victoria's (Royal Irish Fusiliers), to be Lieutenant, vice J. R. Gladstone, promoted. Dated 25th November, 1885.

LINE BATTALIONS.

The Royal Scots (Lothian Regiment), Lieutenant Arthur Ormond Norman, from the 3rd Battalion, the Royal Fusiliers (City of London Regiment), to be Lieutenant, vice A. McLachlan, promoted. Dated 25th November, 1885.

Lieutenant Edward Coats Turner, from the 4th Battalion, the Border Regiment, to be Lieutenant, vice H. J. Goold-Adams, promoted. Dated 25th November, 1885.

The Queen's (Royal West Surrey Regiment), Lieutenant Lewis Owen Williams, from the Royal Anglesey Engineer Militia, to be Lieutenant, vice S. H. Rusbridger, seconded. Dated 25th November, 1885.

The Buffs (East Kent Regiment), Lieutenant Frederick Knight Essell, from the 4th Battalion, to be Lieutenant, vice J. Hughes, promoted. Dated 25th November, 1885.

The Royal Warwickshire Regiment, Lieutenant Herbert Radclyffe Vaughan, from the 3rd Battalion, to be Lieutenant, vice H. L. B. McCalmont, transferred to the Scots Guards. Dated 25th November, 1885.

Lieutenant Horace Westropp McMahon, from the 3rd Battalion, to be Lieutenant, vice J. E. J. Farrell, resigned. Dated 25th November, 1885.

The Royal Fusiliers (City of London Regiment), Lieutenant George Reginald Lascelles, from the 5th Battalion, the Rifle Brigade (the Prince Consort's Own), to be Lieutenant, vice T. D. Leslie, seconded. Dated 25th November, 1885.

The King's (Liverpool Regiment), Lieutenant Ralph Legh Hartley, from the 5th Battalion, the Royal Dublin Fusiliers, to be Lieutenant, vice G. L. Holland, seconded. Dated 25th November, 1885.

The Lincolnshire Regiment, Lieutenant Ernest Berdoe Wilkinson, from the 5th Battalion, the Royal Munster Fusiliers, to be Lieutenant, vice C. H. H. Gough, transferred to Princess Victoria's (Royal Irish Fusiliers). Dated 25th November, 1885.

Lieutenant Herbert Charles Vesey, from the 3rd Battalion, the Queen's Own (Royal West Kent Regiment), to be Lieutenant, vice W. I. Cox, promoted. Dated 25th November, 1885.

Lieutenant Douglas Herbert, from the 3rd Battalion, to be Lieutenant, vice H. E. Pretymann, transferred to the Grenadier Guards. Dated 25th November, 1885.

The Suffolk Regiment, Lieutenant Cecil Robert Fryer, from the 3rd Battalion, the Bedfordshire Regiment, to be Lieutenant, vice J. MacN. Walter, promoted. Dated 25th November, 1885.

Lieutenant Walter Herbert Newland Glossop, from the 3rd Battalion, the Bedfordshire Regiment, to be Lieutenant, vice L. J. Shadwell, appointed Adjutant. Dated 25th November, 1885.

Lieutenant Lionel Seymour Rawlinson, from the 4th Battalion, the Buffs (East Kent Regiment), to be Lieutenant, vice A. Pressey, seconded. Dated 25th November, 1885.

The Prince Albert's (Somersetshire Light Infantry), Lieutenant Edward Gwyn Elger, from the 3rd Battalion, the Bedfordshire Regiment, to be Lieutenant, vice R. L. Payne, promoted. Dated 25th November, 1885.

The Prince of Wales's Own (West Yorkshire Regiment), Lieutenant Francis William Towsey, from the 4th Battalion, to be Lieutenant, vice C. P. Barchard, seconded. Dated 25th November, 1885.

The Leicestershire Regiment, Lieutenant Edward Langford Sullivan, from the 9th Battalion, the King's Royal Rifle Corps, to be Lieutenant, vice J. A. H. Reilly, seconded. Dated 25th November, 1885.

The Princess of Wales's Own (Yorkshire Regiment), Lieutenant William Melville Douglas, from the 4th Battalion, the Border Regiment, to be Lieutenant, vice C. S. Molony, promoted. Dated 25th November, 1885.

Lieutenant Hugh Edward Walker, from the 4th Battalion, the Royal Welsh Fusiliers, to be Lieutenant, vice G. O'N. Segrave, promoted. Dated 25th November, 1885.

Lieutenant Edward Snell Wallis, from the 5th Battalion, the Royal Fusiliers (City of London Regiment), to be Lieutenant, vice G. C. S. Handcock, promoted. Dated 25th November, 1885.

The King's Own Borderers, Lieutenant Cecil Macdonald Stephenson, from the 4th Battalion, the Prince of Wales's Own (West Yorkshire Regiment), to be Lieutenant, vice L. Gordon, promoted. Dated 25th November, 1885.

The Royal Inniskilling Fusiliers, Lieutenant George Nicholson, from the 3rd Battalion, Princess Victoria's (Royal Irish Fusiliers), to be Lieutenant, vice E. A. Strachan, promoted. Dated 25th November, 1885.

Lieutenant Gerard FitzWilliam Curtis, from the 4th Battalion, the Lincolnshire Regiment, to be Lieutenant, vice C. V. Mainwaring, seconded. Dated 25th November, 1885.

The Gloucestershire Regiment, Lieutenant James Greetham Howard Whylock, from the 4th Battalion, the Queen's Own (Royal West Kent Regiment), to be Lieutenant, vice H. C. Cure, promoted. Dated 25th November, 1885.

Lieutenant John Reed, from the 4th Battalion, to be Lieutenant, vice H. d'A. P. Taylor, appointed Adjutant. Dated 25th November, 1885.

The Worcestershire Regiment, Lieutenant Walter Dermott Holland, from the 3rd Battalion, to be Lieutenant, vice W. G. Bentinck, transferred to the Rifle Brigade (the Prince Consort's Own). Dated 25th November, 1885.

The East Lancashire Regiment, Lieutenant John Carruthers, from the 4th Battalion, the Prince of Wales's (North Staffordshire Regiment), to be Lieutenant, vice A. Swinburne, deceased. Dated 25th November, 1885.

The Duke of Cornwall's Light Infantry, Lieutenant George Brooke Millers Rawlinson, from the 3rd Battalion, the Sherwood Foresters (Derbyshire Regiment), to be Lieutenant, vice F. W. Steele, seconded. Dated 25th November, 1885.

The Duke of Wellington's (West Riding Regiment), Lieutenant James Whitaker, from the 3rd Battalion, the King's (Shropshire Light Infantry), to be Lieutenant, vice A. W. B. Buckle, appointed Adjutant. Dated 25th November, 1885.

The Hampshire Regiment, Lieutenant Henry Burford-Hancock, from the 4th Battalion, the Royal Warwickshire Regiment, to be Lieutenant, vice J. R. Parkinson, promoted. Dated 25th November, 1885.

Lieutenant David Simson Buist, from the 3rd Brigade, Scottish Division, Royal Artillery, to be Lieutenant, vice W. H. Thackwell, promoted. Dated 25th November, 1885.

Lieutenant Denis Mahoney Bower, from the 3rd Brigade, Scottish Division, Royal Artillery, to be Lieutenant, vice T. F. Kelly, transferred to the South Wales Borderers. Dated 25th November, 1885.

Lieutenant Benjamin Hamilton Boucher, from the 7th Battalion, the Rifle Brigade (the Prince Consort's Own), to be Lieutenant, vice A. D. B. Buckley, promoted. Dated 25th November, 1885.

Lieutenant Percy Garratt Shewell, from the 3rd Battalion, the Gloucestershire Regiment, to be Lieutenant, vice H. P. Lane, transferred to the King's Own Borderers. Dated 25th November, 1885.

Lieutenant Harry Taylor Duhan, from the 2nd Regiment, Royal Jersey Militia, to be Lieutenant, vice W. E. Banbury, seconded. Dated 25th November, 1885.

The Dorsetshire Regiment, Lieutenant Neville Thornton Parker, from the 3rd Battalion, the Duke of Cornwall's Light Infantry, to be Lieutenant, vice J. C. Pyne, promoted. Dated 25th November, 1885.

Lieutenant Ralph Maitland Bell, from the 3rd Battalion, to be Lieutenant, vice C. Schofield, seconded. Dated 25th November, 1885.

The Black Watch (Royal Highlanders), Lieutenant Alexander Campbell, from the 4th Battalion, the Duke of Cambridge's Own (Middlesex Regiment), to be Lieutenant, vice J. D. S. Lockhart, transferred to the Gordon Highlanders. Dated 25th November, 1885.

The Essex Regiment, Lieutenant Henry Harris Hewitt Dowding, from the 3rd Battalion, to be Lieutenant, vice W. B. Young, seconded. Dated 25th November, 1885.

Lieutenant Rochfort Cade Lestock Battley, from the 4th Battalion, the Prince of Wales's Own (West Yorkshire Regiment), to be Lieutenant, vice E. H. Bernard, seconded. Dated 25th November, 1885.

The Sherwood Foresters (Derbyshire Regiment), Lieutenant Frederick Porter, from the 3rd Battalion, the Bedfordshire Regiment, to be Lieutenant, vice F. O. L. Stokes, resigned. Dated 25th November, 1885.

The Loyal North Lancashire Regiment, Lieutenant Francis Carleton Logan Logan, from the 3rd Battalion, the East Yorkshire Regiment, to be Lieutenant, vice H. R. Fagan, transferred to the Connaught Rangers. Dated 25th November, 1885.

Lieutenant Edward Ross Morton, from the 3rd Battalion, the Princess of Wales's Own (Yorkshire Regiment), to be Lieutenant, vice E. Y. Watson, seconded. Dated 25th November, 1885.

The Northamptonshire Regiment, Lieutenant Hilton Vickers, from the 5th Battalion, the Rifle Brigade (the Prince Consort's Own), to be Lieutenant, vice R. G. R. de Vismes de Ponthieu, seconded. Dated 25th November, 1885.

The Queen's Own (Royal West Kent Regiment), Lieutenant Frederic Street, from the 4th Battalion, the Lincolnshire Regiment, to be Lieutenant, vice W. N. Peareth, resigned. Dated 25th November, 1885.

The King's Own Light Infantry (South Yorkshire Regiment), Lieutenant Frederick Hopewell Peterson, from the 3rd Battalion, the Queen's (Royal West Surrey Regiment), to be Lieutenant, vice F. C. D. Amesbury, seconded. Dated 25th November, 1885.

The King's (Shropshire Light Infantry), Lieutenant Edward Howell, from the 4th Battalion, the Worcestershire Regiment, to be Lieutenant, vice H. Fenning, resigned. Dated 25th November, 1885.

Lieutenant Cecil George Doran, from the 3rd Battalion, the Royal Irish Regiment, to be Lieutenant, vice S. G. C. Cosby, transferred to the Rifle Brigade (the Prince Consort's Own). Dated 25th November, 1885.

The Duke of Cambridge's Own (Middlesex Regiment), Lieutenant Jenkin Stephen Jones, from the 3rd Battalion, the South Wales Borderers, to be Lieutenant, vice W. Nelson, seconded. Dated 25th November, 1885.

The Duke of Edinburgh's (Wiltshire Regiment), Lieutenant William Makant, from the 3rd Battalion, the King's (Liverpool Regiment), to be Lieutenant, vice H. A. Stock, seconded. Dated 25th November, 1885.

The Prince of Wales's (North Staffordshire Regiment), Lieutenant Charles Woodward Crofton, from the 3rd Battalion, the Prince of Wales's Volunteers (South Lancashire Regiment), to be Lieutenant, vice W. Ayerst, seconded. Dated 25th November, 1885.

The Durham Light Infantry, Lieutenant Bernard William Lynedoch McMahon, from the 4th Battalion, the Bedfordshire Regiment, to be Lieutenant, vice W. M. Menzies, promoted. Dated 25th November, 1885.

The Highland Light Infantry, Lieutenant Francis Myles Sandys-Lumsdaine, from the 4th Battalion, to be Lieutenant, vice E. D. Mansel, promoted. Dated 25th November, 1885.

The Gordon Highlanders, Lieutenant Augustus Brabazon Urmston, from the 3rd Battalion, Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), to be Lieutenant, vice H. Macneal, placed temporarily on the Half-Pay List on account of ill-health. Dated 25th November, 1885.

Lieutenant Henry Hinton Dunlop, from the 3rd Battalion, the Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), to be Lieutenant, vice C. K. Bushe, transferred to the 2nd Dragoon Guards. Dated 25th November, 1885.

The Royal Irish Rifles, Lieutenant John Robin Gray, from the 3rd Battalion, Princess Charlotte of Wales's (Royal Berkshire Regiment), to be Lieutenant, vice W. H. Dunlop, seconded. Dated 25th November, 1885.

Lieutenant Herbert Homfray, from the 3rd Battalion, Princess Charlotte of Wales's (Royal Berkshire Regiment), to be Lieutenant, vice A. W. Hasted, transferred to the Duke of Edinburgh's (Wiltshire Regiment). Dated 25th November, 1885.

Princess Victoria's (Royal Irish Fusiliers), Lieutenant Urmston FitzOtho FitzGerald, from the 5th Battalion, the Royal Munster Fusiliers, to be Lieutenant, vice A. McD. Moore, promoted. Dated 25th November, 1885.

Princess Louise's (Argyll and Sutherland Highlanders), Lieutenant Alic Sutherland, from the 3rd Battalion, Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), to be Lieutenant, vice A. E. J. Cavendish, appointed Adjutant. Dated 25th November, 1885.

Lieutenant the Honourable John Forbes-Sempill (Master of Sempill), from the 3rd Battalion, the Gordon Highlanders, to be Lieutenant, vice C. J. Richardson, promoted. Dated 25th November, 1885.

The Royal Munster Fusiliers, Lieutenant Gerard Bowen, from the 3rd Battalion, the South Wales Borderers, to be Lieutenant, vice H. E. Belfield, promoted. Dated 25th November, 1885.

The Rifle Brigade (the Prince Consort's Own), Lieutenant Charles Edward Radclyffe, from the 3rd Battalion, the Hampshire Regiment, to be Lieutenant, vice C. G. Loftus-Tottenham, resigned. Dated 25th November, 1885.

War Office, 24th November, 1885.

MILITIA.

THE undermentioned Officers retire under the provisions of paragraphs 98 to 104 of the Militia Regulations, 1883 :—

ROYAL ARTILLERY.

4th Brigade, Northern Division, Major John William Bain Hawkesworth retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

6th Brigade, South Irish Division, Lieutenant-Colonel and Honorary Colonel Leopold George Frederick Keane, C.B., retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

INFANTRY.

3rd Battalion, the Royal Warwickshire Regiment, Major John Marsland retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

3rd Battalion, the Prince Albert's (Somersetshire Light Infantry), Captain Henry Edward Harbin retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

3rd Battalion, the East Yorkshire Regiment, Major and Honorary Lieutenant-Colonel Henry Leake retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

5th Battalion, the Royal Irish Regiment, Lieutenant-Colonel and Honorary Colonel Sir James Langrishe, Bart., retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

3rd Battalion, the Prince of Wales's Volunteers (South Lancashire Regiment), Lieutenant-Colonel and Honorary Colonel John Southcote Mansergh retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

4th Battalion, the Oxfordshire Light Infantry, Major and Honorary Lieutenant-Colonel Thomas Mosely Crowder retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

3rd and 4th Battalions, the Highland Light Infantry, Lieutenant-Colonel Commandant and Honorary Colonel William Marshall Cochrane retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

3rd Battalion, the Royal Munster Fusiliers, Major and Honorary Lieutenant-Colonel Charles Deane retires, with permission to retain his rank, and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

4th Battalion, the Royal Munster Fusiliers, Major and Honorary Lieutenant-Colonel William Rowan retires, with permission to retain his rank and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

Captain and Honorary Major Francis Elliott Clute retires, with permission to retain his rank and to wear the prescribed uniform on his retirement. Dated 25th November, 1885.

Commission signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.

The Marquis of Cholmondeley to be Deputy Lieutenant. Dated 20th November, 1885.

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 Wednesday, the 2nd proximo, at

one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,166,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 9th December, 1885, and will be payable at three or six months after date (at the option of the persons tendering), viz.:—on the 9th March or 9th 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 Thursday, the 3rd 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 Wednesday, the 9th proximo.

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

Treasury Chambers, November 23, 1885.

Civil Service Commission, November 20, 1885.

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for two Second Class Clerkships in the India Office, and for Clerkships of the Lower Division of the Civil Service, held on the 5th October, 1885, and following days, notice of which Examination was given in the London Gazette of the 31st July, 1885, the undermentioned Candidates obtained the first seventy-six places:—

No. in Order of Merit.	Name.	Locality of Examination.
1	Preece, Henry Charles ...	London
2	Collins, Sidney Arthur ...	London
3	Twohig, John Patrick ...	Cork
4	Guppy, Samuel Joseph ...	Bristol
5	Gordon, Robert ...	London
6	Burrell, Frederick William White	London
7	Hooper, John ...	London
8	*Holloway, Samuel John ...	London
9	Rutter, Alfred Ashton ...	London
10	*Giddins, William James ...	London
11	Gaskell, John ...	London
12	Geeson, John Frederick ...	Liverpool
13	Killingley, Charles Le Febure	Dublin
14	Gill, Garrett ...	Dublin
15	Knowles, Henry John ...	Dublin
16	Hepworth, John ...	London
17	Norton, Charles Edward ...	London
18	Wilson, Henry ...	London
19	Payne, William John ...	London
20	Bate, Francis Herbert ...	London
21	Henshall, Robert ...	London
22	*Hyde, Hugh Vivian ...	Leeds
23	Burton, Edward ...	London
24	Anderson, Robert ...	Edinburgh
25	Blake, Owen Vincent ...	Plymouth
26	Payne, Arthur ...	London
27	Thompson, Thomas James	Dublin
28	Allin, Oscar Christian Whippell	London
29	Macartney, Horace John ...	London
30	Wilkins, Frederick ...	London
31	Eldred, Edwin Charles ...	London
32	Botting, Lewis James ...	London
33	McDowell, Robert ...	Dublin

No. in Order of Merit.	Name.	Locality of Examination.
34	Bushill, William Henry ...	Birmingham
35	Pink, William Henry ...	London
36	King, Arthur Benjamin ...	London
37	Beck, Frank Harold ...	London
38	Pugsley, Herbert William	Bristol
39	Barry, Richard John ...	London
40	Court, Adolphus Robert ...	London
41	Pomery, James Robert ...	London
42	Everest, Francis Joseph ...	London
43	Hawton, John Francis ...	London
44	Wilson, William Major ...	London
45	Older, Walter James ...	London
46	Reid, Charles ...	London
47	Collier, John Charles ...	Edinburgh
48	Clarke, Frank ...	London
49	Miles, George William Henry	London
50	*Stevens, Charles William	London
51	Stanbury, George Arthur ...	London
52	Barraclough, Ernest ...	Leeds
53	Relf, Harry Douglas ...	London
54	Brown, John ...	Liverpool
55	Pate, Thomas Russell ...	London
56	Flowerdew, Herbert ...	London
57	Jurd, Charles ...	London
58	Lupton, Fred ...	Leeds
59	McQuibban, Lewis ...	London
60	*Wiggett, James Joseph ...	London
61	Brain, Albert ...	London
62	Riley, Albert William ...	London
63	Mattinson, William Arthur	Liverpool
64	Fullerton, Alexander Moffitt	Belfast
65	Webb, George ...	London
66	Ching, Samuel James ...	London
67	Rowe, Frank Edward Temple	London
68	Wortley, William Henry North	Liverpool
69	Finlay, Robert ...	Edinburgh
70	Treharne, Joseph ...	Bristol
71	George, William Herbert ...	London
72	Soothill, Walter ...	Leeds
73	Morgan, Robert Upton ...	London
74	Hardcastle, Horace Wyntre	Leeds
75	Young, Charles Albert James	London
76	Pote, Frederick William ...	Plymouth

* These Candidates are ineligible for the Lower Division.

The undermentioned Candidates were successful in the Limited Competition held at the same time under Clause XI of the Order in Council of 12th February, 1876:—

No. in Order of Merit.	Name.	Locality of Examination.
1	Aucott, Elliott ...	London
2	Beavis, Arthur Beagley ...	London
3	Pinder, Bernard Edgar ...	London
4	Sims, Charles Herbert ...	London
5	Taylor, Alfred Egbert ...	London
6	Hart, Alfred FitzGerald ...	London
7	Robertson, William ...	London
8	Smith, William Robert ...	London
9	Couratin, Paul Evelyn ...	London
10	Lewis, Egerton Bews ...	London
11	Large, Alfred Edward ...	London
12	Clarke, Horace Frank Cooper	London
13	Odell, Charles ...	London

NOTICE TO MARINERS.

(No. 210.)—NORTH SEA—GERMAN COAST.
WESER RIVER ENTRANCE.*Rother Sand—Permanent Lights Exhibited,
Fog Signal Established.*

WITH reference to Notice to Mariners, No. 171 (1), of 29th September, 1885, on the intended exhibition of permanent lights from the new lighthouse erected on the western side of Rother (Red) Sand, northern side of Weser River Entrance:—

The German Government has given further notice, that on 1st November, 1885, the under-mentioned permanent lights would be exhibited.

1. The principal light is visible between the bearings of S. $54\frac{1}{4}^{\circ}$ E., through east, and N. $32\frac{1}{4}^{\circ}$ W. It shows a fixed white light from S. $61\frac{1}{4}^{\circ}$ E. to S. $68\frac{1}{4}^{\circ}$ E. and from N. $22\frac{1}{4}^{\circ}$ W. to N. $26\frac{1}{4}^{\circ}$ W. Between these two sectors—that is, from S. $68\frac{1}{4}^{\circ}$ E., through east and north, to N. $22\frac{1}{4}^{\circ}$ W., it shows flashing white light, with successive flashes at regular intervals, the flashes and eclipses lasting each about one and a quarter seconds; but outside the two sectors of fixed white light—from S. $54\frac{1}{4}^{\circ}$ E. to S. $61\frac{1}{4}^{\circ}$ E. and from N. $26\frac{1}{4}^{\circ}$ W. to N. $32\frac{1}{4}^{\circ}$ W.—it shows a flashing white light, with two flashes in quick succession, followed by an eclipse of about four seconds.

This light, intended to guide vessels into the Neue Weser, is elevated 78 feet above high water, and should be visible in clear weather from a distance of 10 miles. The illuminating apparatus is dioptric, or by lenses of the fourth order.

2. A secondary light in the north-east balcony of the lighthouse, showing a fixed white light from S. $11\frac{1}{4}^{\circ}$ E., through south, to S. $54\frac{1}{4}^{\circ}$ W.

This light, intended to guide vessels into the Alte Weser, is elevated 75 feet above high water, and should be visible in clear weather from a distance of 8 miles. The illuminating apparatus is dioptric, or by lenses of the fifth order.

3. Two direction lights—one in the north-west balcony, the other in the south balcony.

The north-west direction light shows a fixed white light from S. $54\frac{1}{4}^{\circ}$ E., through east, to S. $89\frac{1}{4}^{\circ}$ E. The southern direction light shows a fixed white light from N. $14\frac{1}{4}^{\circ}$ W. to N. $32\frac{1}{4}^{\circ}$ W.

These lights, elevated 62 feet above the sea, are not distinctly seen with the naked eye beyond the distance of 2 to $2\frac{1}{2}$ miles; when these lights come in sight, they mark the positions in which vessels should steer from one direction light to the other.

The lighthouse, of iron, standing in 23 feet at low water, is 93 feet in height above high water, and in the shape of a truncated cone, with three circular balconies below the lantern. The lower part of the lighthouse for about 16 feet above high water is black, the upper part is coloured white and red in horizontal bands, each about 13 feet wide; the balconies are red, the lantern white, and the roof black.

Position, lat. $53^{\circ} 51' 20''$ N., long. $8^{\circ} 4' 55''$ E.

Also, that a fog signal is established at Rother Sand Lighthouse:—

The signal is a bell, which, during thick or foggy weather, is sounded at intervals.

NOTE.—Vessels of heavy draught, when within the fixed lights, should not approach the lighthouse nearer than $1\frac{1}{2}$ miles to avoid the Rother Sand, and which afterwards should not be passed within the distance of at least 5 cables.

A telegraph station is established at the lighthouse; messages signalled by the International Code can be forwarded. Vessels showing their national flag and distinctive signals, are tele-

graphed from the lighthouse to Bremerhaven and Bremen.

When there is much drift ice in the Weser, the signal flags H. Q. R. are shown at the lighthouse.

[The bearings are magnetic. Variation $13\frac{1}{2}^{\circ}$ Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

13th November, 1885.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Elbe, Weser, and Jade Rivers, No. 1875. Also, Admiralty Lists of Lights in the North Sea, 1885, No. 189a; and North Sea Pilot, Part IV, 1878, page 199.

NOTICE TO MARINERS.

(No. 211.)—BALTIC ENTRANCE—SWEDEN.—
WEST COAST.—GÖTEBORG APPROACH.(1.) *Amended Particulars of Warö Island Light.*

WITH reference to Notice to Mariners, No. 186 (1), of 22nd October, 1885, on the exhibition of a leading light on the eastern shore of Warö Island, approach to Göteborg from the southward, in the beginning of October, 1885:—

The Swedish Government has given further notice, that on 21st October, 1885, the light would be exhibited. This notice also contains the following amended particulars of the directions in which the light is visible:—

The light shows fixed white from the southward, through an arc comprised between the two following lines of direction:—the western line passing at least half a cable eastward of the beacon marking Wassaberget Shoal; the eastern line passing at least half a cable westward of the beacon marking Kaggeboden Shoal. Eastward of this eastern line of direction, through an arc of 6° , or between the bearings of N. $\frac{1}{4}$ W. and N. $\frac{3}{4}$ W. (approximately), the light shows single white flashes.

In the fairway from the north-eastward, towards Rättaren, a faint fixed white light is visible; in other directions the light is obscured.

The light should be visible from the southward in clear weather from a distance of ten miles.

Position on Admiralty Charts, lat. $57^{\circ} 32\frac{1}{4}'$ N., long. $11^{\circ} 48'$ E.

(2.) *Particulars of Rättaren Light.*

Also, with reference to Notice to Mariners, No. 186 (2), of 22nd October, 1885, on the exhibition of a light on Rättaren, approach to Göteborg from the southward, in the beginning of October, 1885:—

Further notice has been given, that on 21st October, 1885, the light would be exhibited:—

The light shows a flashing white light from the southward, through a sector indicating the fairway of the channel between Wallholm and Wallholmsb (Wallholmsbaden). Westward of this sector, a flashing red light is shown; and eastward of the sector, a flashing green light.

In the fairway from the northward the light shows a flashing white light, limited by Domsö Head; westward of this limit a flashing green light is shown.

The light should be visible in clear weather, the white light from a distance of about 5 miles, the red light from a distance of 3 miles, and the green light from a distance of 2 miles.

Position on Admiralty Charts, lat. $57^{\circ} 34\frac{1}{4}'$ N., long. $11^{\circ} 48'$ E.

(3.) *Carnegieska Leading Lights—Alteration in Colour.*

Also, has given notice, that on 1st November, 1885, the following alteration would be made in

the colour of the two leading lights exhibited at Carnegieska Factory, approach to Göteborg, in order that they may be better seen from Elfsborg Fiord.

The lights are fixed white lights, instead of fixed red as previously.

[The bearings are magnetic. Variation 12° Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

13th November, 1885.

This Notice affects the following Admiralty Charts:—The Kattegat, 2114 (1, 3); Nidingen to Hönö, No. 196; Winga Sound, No. 2346 (2, 3); the Skagerrak or Sleeve, No. 2289 (3). Also, Admiralty List of Lights in the North Sea, &c., 1885, page 32, No. 278a; and Danish Pilot, 1885, pages 17, 14.

NOTICE TO MARINERS.

(No. 212.)—SCOTLAND—WEST COAST.

Kyles of Bute to the Minch—Alteration in Character of certain Buoys.

WITH reference to Notice to Mariners, No. 84, of 8th May, 1885, on its having been intended during the summer of 1885, circumstances permitting, to substitute for the undermentioned seventeen buoys (can, red) between the Kyles of Bute and the Minch, seventeen conical buoys also coloured red—changes in accordance with the principles of the Uniform System of Buoyage, 1883:—

Further information has been received from the Commissioners of Northern Lighthouses, that the changes have been accomplished.

These conical buoys are moored in the same positions, with the same marks and bearings as those of the previous can buoys, which they have replaced, respectively.

The seventeen buoys referred to, are:—

1. Wood Farm Rock Buoy, Kyles of Bute—(south side of Burnt Isles).
2. Beere Rock Buoy, Kyles of Bute—(south side of Burnt Isles).
3. Skernascalaig Buoy, Loch Fyne (Loch Gilp).
4. Millbeg Bank Buoy, Campellton Loch.
5. Loch Ryan Outer Buoy, Loch Ryan.
6. Bono Rock (Bogha Nuadh) Buoy, Easdale.
7. Appin Point Buoy, Loch Linnhe.
8. Lochy Flat (West) Buoy, Loch Eil.
9. Lochy Flat (Middle) Buoy, Loch Eil.
10. Lochy Flat (East) Buoy, Loch Eil.
11. Avon Loch Buoy, Sound of Mull.
12. Chieftain Rock Buoy, Coll Island (Loch Nan Eathar).
13. String Rock Buoy, Raasay Sound, and Loch Alsh.
14. Bow Rock Buoy, Raasay Sound, and Loch Alsh.
15. Gulnare Buoy, Raasay Sound, and Loch Alsh.
16. Cook Rock Buoy, Sound of Harris.
17. Bo Vich Chuan Buoy, Minch (Barra Island, E. Side).

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1885.

This Notice affects the following Admiralty Charts:—Kyles of Bute, No. 2174; Loch Fyne, No. 2321; Firth of Clyde and Loch Fyne, No. 2159; Irish Channel, with plan of Campbellton Loch, No. 1825a; Mull of Cantyre to Ardnamurchan, No. 2515; Campbellton Harbour, No. 1864; Solway Firth to Loch Ryan, No. 1971; Loch

No. 25533.

B

Ryan, No. 1403; Firth of Lorne, No. 2476; Loch Linnhe, No. 2814a; Ardnamurchan to Summer Islands, No. 2475; Lochs Linnhe, &c., No. 1426; Sound of Mull, No. 2155; Scotland, West Coast, No. 2635; Raasay Sound, southern part, No. 2498; Isle of Skye, No. 2551; Kyle Akin, No. 1846; Barra Head to Scorpa Island, No. 2474; Sound of Harris, No. 2642. Also, Sailing Directions for West Coast of Scotland, Part I, 1885, and Part II, 1877.

NOTICE TO MARINERS.

(No. 213.)—IRELAND.—SOUTH-EAST COAST.

Tuskar Rock Light—Alteration in Character, and Withdrawal of Light-Vessel.

WITH reference to Notice to Mariners, No. 149, of 18th August, 1885, and to previous Notices, on the intended alteration in the character of Tuskar Rock Light, and withdrawal of the temporary light-vessel:—

The Commissioners of Irish Lights have given further notice, that on or about the 21st November, 1885, it is expected the light and fog-signal will be re-established on Tuskar Rock; and that the light-vessel, which has marked the danger during the alterations, will be withdrawn.

The light will be a revolving light, showing white and red alternately at intervals of one minute.

FOG SIGNAL.

The signal will be as heretofore, viz., an explosive rocket fired once every five minutes during thick or foggy weather.

DANCER SIGNALS.

As heretofore, when vessels are seen standing into danger, the signal flags J. D. of the International will be hoisted, and a rocket fired every minute until the signal is answered, or the vessel is clear of danger.

Further notice, giving detailed character of the light, will be issued simultaneously with its exhibition.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

17th November, 1885.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea, No. 1; English Channel, No. 1598; Ireland, No. 1824a; Irish Channel, with Plan of Wexford, South Bay, No. 1825b; Wexford to Wicklow, No. 1787; Brattin Head to Wexford, No. 2049. Also, Admiralty List of Lights in the British Islands, 1885, No. 528; and Sailing Directions for the Coast of Ireland, Part I, 1885, pages 77, 78.

NOTICE TO MARINERS.

(No. 214.)—JAPAN.—LA PÉROUSE STRAIT—YEZO ISLAND.

Flashing Light and Fog Signal on Cape Soya.

THE Japanese Government has given notice, that on 25th September, 1885, a light would be exhibited from a lighthouse erected on Cape Soya, the northern extreme of Yezo Island.

The light is a flashing white light of the second order, showing a flash every half minute, and visible between the bearings of N. 83° E., through south, and N. 68° W. It is elevated 132 feet above the sea, and should be seen in clear weather from a distance of 17 miles.

The lighthouse, 54 feet high, is an octagonal iron tower, painted white, with three horizontal black bands.

Approximate position, lat. 45° 31' N., long. 141° 54½' E.

Also, that a fog-signal is established at Cape Soya Lighthouse.

The signal is a bell, which, during thick or foggy weather, will be sounded twelve times every minute.

NOTE.—This light will not be exhibited, nor the fog-bell sounded, from December to March inclusive.

[The bearings are magnetic. Variation 6° Westerly in 1885.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
18th November, 1885.

This Notice affects the following Admiralty Charts:—North-West Pacific Ocean, No. 2459; Kuril Islands, No. 2405; Yezo Island, No. 452. Also, Admiralty List of Lights in South Africa, &c., 1885, page 32; and China Sea Directory, Vol. IV, 1884, page 584.

NOTICE TO MARINERS.

(No. 215.)—RED SEA.—BAB-EL-MANDEB SMALL STRAIT—PERIM ISLAND.

Obstruction Point Light—Arc of Visibility Reduced.

WITH reference to Notice to Mariners, No. 148, of 17th August, 1885, and previous notices, on the exhibition of a light on Obstruction Point, north-east coast of Perim Island:—

Telegraphic information has been received through the India Office, that the arc of visibility of the light has been reduced, and that it is now visible through an arc of 146°, or between the bearings of S. 7° E., through west, and N. 41° W.

[The bearings are magnetic. Variation 4½° Westerly in 1885.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
18th November, 1885.

This Notice affects the following Admiralty Charts:—Red Sea, with plan of Bab-el-Mandeb Small Strait, No. 8e; Perim Island, No. 2592. Also, Admiralty List of Lights in South Africa, &c., 1885, page 8; Red Sea Pilot, 1883, pages 18, 143; Supplement, 1884, to Red Sea Pilot, page 22; and Gulf of Aden Pilot, 1882, pages 76, 77.

NOTICE TO MARINERS.

(No. 216.)—NORWAY—SOUTH COAST.—ARENDAL INLET—GALTE SOUND.

(1.) *Harbour Light on Lille Skotholmen.*

THE Norwegian Government has given notice, that on 1st September, 1885, a harbour light was exhibited from the south-west angle of the house on Lille Skotholmen, eastern side of Galte Sound, Arendal Inlet:—

The light is a fixed white light, visible between the bearings of N. 14° E., through east, and S. 14° W. Entering Arendal Inlet, the light is not seen, until Sandvig Point has been passed.

Position, lat. 58° 27' N., long. 8° 47½' E.

NOTE.—This light will be exhibited annually from 1st August to 1st May.

BALTIC.—GOTTLAND—NORTH-WEST COAST.

(2.) *Flashing Light on Stenkyrke Huk.*

With reference to Notice to Mariners, No. 65 (1), of 21st April, 1885, on the intended exhibition of a light from a lighthouse on Stenkyrke Huk, north-west coast of Gotthland:—

The Swedish Government has given further notice, that on 31st October, 1885, the light was exhibited:—

The light is a flashing light, showing two white flashes in quick succession every half minute, visible seaward through an arc of 191°, or between the bearings of N. 41° E. and S. 52° W.

The illuminating apparatus is dioptric, or by lenses.

The lighthouse is constructed of iron.

Approximate position, lat. 57° 49½' N., long. 18° 30' E.

[The bearings are magnetic. Variation (1) 14°; (2) 8° Westerly in 1885.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
18th November, 1885.

This Notice affects the following Admiralty Charts:—The Skagerrak or Sleeve, with plan of Arendal Inlet, No. 2289 (1); Christiansand to Sandö, with plan of Arendal Inlet, No. 2328 (1); Baltic Sea, No. 2842b (2); Gotthland, No. 2250 (2). Also Admiralty List of Lights in the North Sea, &c., 1885, pages 74, 68; Norway Pilot, Part I, 1854, pages 42, 43; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 49.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Swansea, in the county of Glamorgan, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Inland Revenue Building, Swansea, on Tuesday, the 8th day of December, 1885, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Swansea aforesaid.

Chas. Keith Falconer.

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 23, 1885.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Ermington and Plympton, in the county of Devon, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Yealmpton Inn, Yealmpton, on Tuesday, the 22nd day of December, 1885, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Ermington and Plympton aforesaid.

Chas. Keith Falconer

F. L. Robinson.

Inland Revenue, Somerset House,
London, November 23, 1885.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1885, and the 21st November, 1885.

REVENUE AND OTHER RECEIPTS.	Estimate for the Year 1885-86.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS.	Estimate for the Year 1885-86.	Total Issues out of Exchequer to meet Payments from	
		1st April, 1885. to 21st November, 1885.	1st April, 1884, to 22nd November, 1884.			1st April, 1885, to 21st November, 1885.	1st April, 1884, to 22nd November, 1884.
Balance on 1st April, 1885 :—	£	£	£	EXPENDITURE.	£	£	£
Bank of England	—	3,647,448	4,259,916	Permanent Charge of Debt	22,800,000	15,823,315	18,509,100
Bank of Ireland	—	1,345,759	1,372,653	Interest, &c., of Debt, not forming part of the Permanent Charge	752,000	382,417	370,674
		4,993,207	5,632,569	Other Charges on Consolidated Fund	1,760,000	1,020,142	1,005,288
REVENUE.				Supply Services	68,333,591	39,704,502	31,981,857
Customs..	20,000,000	12,655,000	12,774,000		93,645,591		
Excise	26,350,000	16,262,000	17,171,000	EXPENDITURE ...		56,930,376	51,866,919
Stamps	11,450,000	7,356,000	7,504,000				
Land Tax and House Duty	2,930,000	675,000	750,000				
Property and Income Tax	15,400,000	3,695,000	3,229,000				
Post Office	8,000,000	4,950,000	4,850,000				
Telegraph Service	1,720,000	1,145,000	1,150,000				
Crown Lands	380,000	185,000	185,000				
Interest on Advances for Local Works and on Purchase Money of Suez Canal Shares... ..	1,360,000	881,370	621,082				
Miscellaneous	3,200,000	1,818,776	2,033,400				
REVENUE ...	90,790,000	49,623,146	50,267,482				
Total including Balance ...		54,616,353	55,900,051	OTHER PAYMENTS.			
				Advances, under various Acts, issued from the Exchequer		1,244,000	1,038,802
OTHER RECEIPTS.				Treasury Bills, more paid off than issued		—	—
Advances, under various Acts. repaid to the Exchequer		913,122	1,377,480	Exchequer Bills, more paid off than issued		—	6,000
Money raised by Exchequer Bonds		400,000	—			58,174,376	52,911,721
Ditto Treasury Bills		3,000,000	—				
Temporary Advances not repaid, for Deficiency ...		1,450,000	—	Balances : { Bank of England ...	867,533	2,951,316	
				... .. { Bank of Ireland ...	1,337,566	1,414,494	
Totals		60,379,475	57,277,531	Totals		60,379,475	57,277,531

Treasury, November 24, 1885.

AVERAGE PRICE of Wheat, Barley, and Oats per Quarter (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 21st November, 1885.

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

Towns.	Wheat.		Barley.		Oats.	
	s.	d.	s.	d.	s.	d.
Mansfield ...	29	6	25	0	17	2
Worksop ...	30	3	26	0	23	5
Ulverstone ...	...	...	32	0	20	0
Preston (Lancashire) ...	30	2	...	...	15	1
Warrington ...	29	9	25	6	19	0
Manchester ...	31	9	...	...	20	8
Garstang ...	30	1	...	...	...	...
Kendal ...	Nil.	...	...	...	...	...
Carlisle ...	36	10	...	...	19	7
Penrith ...	...	...	...	...	20	0
Egremont (Cumb'land) ...	Nil.	...	...	...	...	...
Newcastle-on-Tyne ...	27	7	24	9	19	11
Alnwick ...	30	0	26	9	23	1
Berwick ...	30	3	23	9	22	8
Durham ...	29	9	26	6	22	0
Stockton-on-Tees ...	30	10	25	10	...	...
Darlington ...	32	0	24	0	...	...
Sunderland ...	27	10	...	...	...	...
York ...	32	9	27	10	...	...
Leeds ...	32	4	27	10	...	...
Wakefield ...	29	6	28	5	...	...
Bridlington ...	26	8	23	9	16	1
Beverley ...	27	5	23	1	17	3
Howden ...	Nil.	...	...	...	...	...
Sheffield ...	32	8	29	3	20	2
Hull ...	27	7	...	...	...	...
New Malton ...	33	4	23	11	15	9
Bedale ...	Nil.	...	...	...	...	...
Knaresborough ...	28	7	24	9	...	...
Northallerton ...	...	...	24	8	...	...
Ripon ...	31	4	24	4	21	2
Doncaster ...	29	2	25	10	17	4
Goole ...	Nil.	...	...	...	...	...
Snaiith ...	...	...	29	9	...	...
Easingwold ...	Nil.	...	...	...	...	...
Scarborough ...	26	8	22	4	...	...
Selby ...	...	...	29	8	...	...
Thirsk ...	29	2	24	8	17	4
Penistone ...	...	...	...	...	20	1
Denbigh ...	Nil.	...	...	...	...	...
Wrexham ...	31	10	...	...	...	...
Carnarvon ...	...	...	...	...	16	0
Haverfordwest ...	...	...	26	8	14	10
Carmarthen ...	Nil.	...	...	...	...	...
Cardiff ...	Nil.	...	...	...	...	...
Cardigan ...	...	...	30	0	17	3
Brecon ...	28	8	22	10	18	5
Montgomery ...	Nil.	...	...	...	...	...

NOTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to 38 and 39 Vic., c. 60, s. 12, by writing under his hand, dated the 19th day of November, 1885, cancelled the Registry of the Vale of the Esk Friendly Society (Register No. 2975), held at the Shepherds' Hall, Lealholme Bridge, Grosmont, R.S.O., in the county of York, on the ground that the Society has wilfully, and after notice from a Registrar, violated the provisions of the above-mentioned Act, in respect of the valuation of its assets and liabilities. The Society, subject to the right of appeal given by the said Act, ceases to enjoy the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such cancelling had not taken place. This also applies to the following branches of the Society:—Lealholme Bridge Lodge, the Shepherds' Hall, Lealholme Bridge, Grosmont,

and the Star of Hope Lodge, the Jolly Sailor Inn, Scate Beck, Moorsholm.

J. M. Ludlow, Chief Registrar.

NOTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to 38 and 39 Vic., c. 60, s. 12, by writing under his hand, dated the 17th day of November, 1885, cancelled the Registry of the Good Samaritan Lodge, 210, Philanthropic Institution, Merthyr Unity Friendly Society (Register No. 765), held at the Assembly Room, Hector Inn, Garnfach, Nantyglo, in the county of Monmouth, on the ground that the Society has wilfully, and after notice from a Registrar, violated the provisions of the above-mentioned Act, in respect of the valuation of its assets and liabilities. The Society, subject to the right of appeal given by the said Act, ceases to enjoy the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such cancelling had not taken place.

J. M. Ludlow, Chief Registrar.

NOTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to 38 and 39 Vic., c. 60, s. 12, by writing under his hand, dated the 19th day of November, 1885, suspended for three months the Registry of the True Blue Friendly Society (Register No. 267), held at the White Horse Hotel, Congreve-street, Birmingham, in the county of Warwick, on the ground that the Society has wilfully, and after notice from a Registrar, violated the provisions of the above-mentioned Act, in respect of the valuation of its assets and liabilities. The Society ceases to enjoy during such suspension the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such suspension had not taken place.

J. M. Ludlow, Chief Registrar.

NOTICE is hereby given, that the Good Intent Lodge, 878, A.O.S., St. Helen's District, Ashton Unity, Register No. 797, held at the Aston Arms Inn, Frodsham Bridge, in the county of Chester, is dissolved by instrument, registered at this office, the 19th day of November, 1885, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 19th day of November, 1885.

NOTICE is hereby given, that the Ilkeston Midland Unity Friendly Society, Register No. 1037, held at Mundy Arms Inn, Ilkeston, in the county of Derby, is dissolved by instrument, registered at this office, the 17th day of November, 1885, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

J. M. Ludlow, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 18th day of November, 1885.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 21st November, 1885, conformably to the Act of the 45th and 46th Victoria, cap. 37.

						QUANTITIES SOLD.		AVERAGE PRICE.	
						Qrs.	Bus.	s.	d.
Wheat	...	...	...	...	...	58,096	6	30	10
Barley	...	...	...	...	...	139,593	2	29	9
Oats	...	...	...	...	...	9,860	6	18	3

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1881 to 1884.

Corresponding Week in		QUANTITIES SOLD.						AVERAGE PRICE.					
		WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
		Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1881	...	52,490	7	92,535	1	8,266	0	45	4	33	6	19	11
1882	...	52,158	4	94,502	6	6,367	7	40	11	34	4	20	4
1883	...	80,102	2	180,072	2	16,137	5	40	5	32	10	19	7
1884	...	68,662	5	158,253	4	12,721	1	31	1	31	5	19	5

Commercial Department, Board of Trade,
November 21, 1885.

R. GIFFEN.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 21st November, 1885, together with the Quantities Imported in the Corresponding Week of the Previous Year.

						Quantities.	
						1884.	1885.
Animals living:—							
Oxen, Bulls, Cows, and Calves	...	...	...	...	Number	5,312	3,904
Sheep and Lambs	...	...	...	...	"	16,817	13,894
Swine	...	...	...	...	"	79	89
Dead Meat:—							
Bacon	...	...	...	...	cwts.	51,472	54,198
Beef, salted and fresh	...	...	...	...	"	14,044	23,880
Hams	...	...	...	...	"	9,808	17,363
Meat unenumerated, salted and fresh	...	...	...	...	"	329	549
" " preserved	...	...	...	...	"	8,972	16,387
Pork, salted (not Hams) and fresh	...	...	...	...	"	5,505	9,828
Mutton, fresh	...	...	...	...	"	11,745	3,623
Poultry and Game (including Rabbits)	...	...	...	...	Value £	24,817	28,012
Butter and Butterine	...	...	...	...	cwts.	41,367	46,449*
Cheese	...	...	...	...	"	32,482	41,518
Eggs	...	...	...	...	Great Hundred	167,239	190,493
Lard	...	...	...	...	cwts.	8,601	17,164
Vegetables:—							
Onions, raw	...	...	...	...	Bushels	95,853	84,157
Potatoes	...	...	...	...	cwts.	15,529	46,534
Unenumerated	...	...	...	...	Value £	4,165	6,247
Corn, Grain, Meal, and Flour:—							
Wheat	...	...	...	...	cwts.	445,280	1,010,051
Barley	...	...	...	...	"	360,437	314,098
Oats	...	...	...	...	"	342,359	239,188
Pease	...	...	...	...	"	74,566	59,375
Beans	...	...	...	...	"	49,926	47,930
Maize	...	...	...	...	"	277,456	344,804
Wheat Meal and Flour	...	...	...	...	"	281,423	375,552

* Of this quantity, 17,746 cwts. were entered as Butterine.

Statistical Office, Custom House, London,
November 23, 1885.

S. SELDON,
Principal.

COTTON STATISTICS ACT, 1868

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 46 Weeks ended 19th November, 1885.

PORTS.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 19th November, 1885.												
Liverpool	62,225	2,575	1,109	10,269	790	76,968	2,979	...	171	48	367	3,565
London ... ..	...	...	718	...	...	718	6	...	927	...	4	937
Hull	1,485	...	...	...	...	1,485	108	...	53	535	5	701
Other Ports	455	...	...	...	...	455	...	...	...	...	...	...
Total	64,165	2,575	1,827	10,269	790	79,626	3,093	...	1,151	583	376	5,203
46 Weeks ended 19th November, 1885.												
Liverpool	1,779,703	185,178	174,490	189,836	53,529	2,382,736	103,615	321	51,981	7,630	3,024	166,571
London	94	...	181,081	...	3,050	184,225	147	...	153,248	24	775	154,194
Hull	22,651	638	694	2,480	50	26,513	40,671	909	14,943	5,119	504	62,146
Other Ports	27,639	...	150	...	66	27,855	27,213	...	6,168	175	1,168	34,724
Total	1,930,087	185,816	356,415	192,316	56,695	2,621,329	171,646	1,230	226,340	12,948	5,471	417,635

Dated November 20, 1885.

R. GIFFEN,
Commercial Department, Board of Trade.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ended Saturday, the 14th day of November, 1885.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.							Average Amount.
							£
Ashford Bank	Ashford ..	Pomfret and Co.	8203				
Aylesbury Old Bank	Aylesbury ...	Cobb and Co.	14269				
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade ...	Wells, Hogge, and Co.	10285				
Barnstaple Bank	Barnstaple ...	Marshall and Co.	2271				
Bedford Bank	Bedford ...	Barnard and Co.	21451				
Bicester and Oxfordshire Bank and Oxford Bank	Bicester ...	Tubb and Co.	10990				
Boston Bank	Boston ...	Garfit and Co.	37313				
Broseley and Bridgnorth and Bridgnorth and Broseley Bank	Broseley ...	Pritchard and Co.	7293				
Buckingham Bank	Buckingham ...	Bartlett, Parrott, and Co.	12027				
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	22410				
Banbury Bank	Banbury ...	J. C. and A. Gillett and Co.	11449				
Banbury Old Bank	Banbury ...	Cobb and Son	10883				
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Co.	20674				
Brecon Old Bank	Brecon ...	Wilkins and Co.	11931				
Brighton Union Bank	Brighton ...	Hall and Co.	13653				
Cambridge Bank	Cambridge ...	Mortlock and Co.	9879				
Cambridge and Cambridgeshire Bank	Cambridge ...	Messrs. Fosters	34475				
Canterbury Bank	Canterbury ...	Hammond and Co.	11595				
Colchester Bank	Colchester ...	Round, Green, and Co.	7956				
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank	Colchester ...	Mills and Co.	18280				
City Bank, Exeter	Exeter ...	Milford and Co.	6567				
Derby Bank	Derby ...	Samuel Smith and Co.	8565				
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington ...	Backhouse and Co.	51245				
Devonport Bank	Devonport ...	Hodge and Co.	1208				
Dorchester Old Bank and Dorsetshire Bank	Dorchester ...	Williams and Co.	24530				
East Cornwall Bank	Liskeard ...	Robins, Foster, and Co.	40481				
East Riding Bank	Beverley ...	Beckett and Co.	47389				
Essex Bank and Bishop's Stortford Bank	Chelmsford ...	Sparrow, Tufnell, and Co.	25600				
Exeter Bank	Exeter ...	Sanders and Co.	11430				
Farnham Bank	Farnham ...	Knight and Sons	3779				
Faversham Bank	Faversham ...	Hilton and Co.	3484				
Godalming Bank	Godalming ...	Mellersh and Co.	5834				
Grantham Bank	Grantham ...	Hardy and Co.	10362				
Hull Bank and Kingston-upon-Hull Bank	Hull ...	Smith Brothers and Co.	13249				
Huntingdon Town and County Bank	Huntingdon ...	Veasey and Co.	13969				
Harwich Bank	Harwich ...	Cox, Cobbold, and Co.	3072				
Hertfordshire, Hitchin Bank	Hitchin ...	Sharples and Co.	22111½				
Ipswich Bank	Ipswich ...	Bacon and Co.	12619				
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank	Ipswich ...	Gurneys, Alexanders, and Co.	31065				

Name, Title, and Principal Place of Issue.					Average Amount.
					£
Kentish Bank	Maidstone ...	Wigan, Mercer, and Co. ...		12089	
Kington and Radnorshire Bank ...	Kington ...	Davies and Co. ...		15409	
Kendal Bank... ..	Kendal ...	Wakefield, Crewdson, and Co...		44401	
Leeds Bank	Leeds ...	Beckett and Co. ...		60845	
Leeds Union Bank	Leeds ...	W. Williams Brown and Co. ...		32439	
Leicester Bank	Leicester...	T. and T. T. Paget ...		12496	
Lewes Old Bank	Lewes ...	Molineux and Co. ...		10210	
Lincoln Bank	Lincoln ...	Smith, Ellison, and Co....		69207	
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery ...	D. Jones and Co. ...		13092	
Lymington Bank	Lymington ...	St. Barbe and Co. ...		1282	
Lynn Regis and Lincolnshire Bank...	Lynn Regis ...	Gurneys and Co. ...		17939	
Lynn Regis and Norfolk Bank ...	Lynn Regis ...	Jarvis and Co. ...		6894	
Macclesfield Bank	Macclesfield ...	Brocklehurst and Co. ...		4439	
Miners' Bank	Truro ...	Willyams and Co. ...		9349	
Monmouth Old Bank	Monmouth ...	Bromage and Co. ...		1070	
Newark Bank	Newark ...	Samuel Smith and Co. ...		8658	
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford ...	Handley, Peacock, and Co. ..		21082	
Newbury Bank	Newbury ...	Sloccock, Matthews, and Co. ...		8063	
Newmarket Bank	Newmarket ...	Hammond and Co ...		10443	
Norwich and Norfolk and Fakenham } Banks	Norwich ...	Gurneys, Birkbecks, and Co. ...		54527	
Naval Bank, Plymouth	Plymouth ...	Harris, Bulteel, and Co. ...		9611	
New Sarum Bank	Sarum ...	Pinckney Brothers ...		2625	
Nottingham Bank	Nottingham ...	Samuel Smith and Co. ...		24152	
Oswestry Bank and Oswestry Old Bank	Oswestry ...	Croxon and Co....		3645	
Oxford Old Bank	Oxford ...	Parsons and Co. ...		22646	
Old Bank, Tonbridge, Tonbridge and } Tonbridge Wells Old Bank, Ton- bridge and Tonbridge Wells and } Sevenoaks Bank	Tonbridge ...	Beechings and Co. ...		9987	
Oxfordshire Witney Bank	Witney ...	Gilletts and Clinch ...		3046	
Pease's Old Bank, Hull, the Hull } Old Bank and Beverley Bank	Hull ...	Pease and Sons ...		40290	
Penzance Bank	Penzance ...	Batten and Co. ...		3110	
Reading Bank	Reading ...	Simonds and Co. ...		14345	
Reading Bank	Reading ...	Stephens, Blandy, and Co. ...		14349	
Richmond Bank	Richmond ...	Roper and Co. ...		5498	
Royston Bank	Royston ...	Fordham and Co. ...		5282	
Rye Bank	Rye ...	Curteis, Pomfret, and Co. ...		4546	
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Tuke, and Co. ...		12332	
Scarborough Old Bank	Scarborough ..	Woodall and Co. ...		14160	
Salop Old Bank	Shrewsbury ...	Eyton and Co. ...		15282	
Sittingbourne and Milton Bank ...	Sittingbourne ...	Vallance and Co. ...		862	
Southampton Town and County Bank	Southampton ...	Maddison, Atherley, and Co. ...		4542	
Stamford and Rutland Bank ...	Stamford ...	Eaton, Cayley, and Co. ...		9033	
Tavistock Bank	Tavistock ...	Gill, Morshead, and Co. ...		5874	
Thornbury Bank	Thornbury ...	Harwood and Co. ...		4045	
Thrapston and Kettering Bank, } Northamptonshire	Thrapston ...	Eland and Eland ...		5997	
Tring Bank and Chesham Bank ...	Tring ...	Butcher and Sons ...		8390	
Towcester Old Bank	Towcester ...	Moxon and Percival ...		3000	
Uxbridge Old Bank	Uxbridge ...	Hull, Smith, and Co. ...		4360	
Wallingford Bank	Wallingford ...	Hedges, Wells, and Co. ...		1700	
Warwick and Warwickshire Bank ...	Warwick... ..	Greenway and Co. ...		14361	

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Wellington Somerset Bank ...	Wellington ...	Fox Brothers and Co. ...	...	4573
West Riding Bank, Wakefield, and Pontefract Bank ...	Wakefield ...	Leatham, Tew, and Co. ...	...	32900
Whitby Old Bank ...	Whitby ...	Simpson, Chapman, and Co. ...	...	5675
Winchester, Alresford, and Alton Bank	Winchester ...	Bulpett and Co. ...	...	4513
Weymouth Old Bank and Dorchester Bank ...	Weymouth ...	Eliot, Pearce, and Co. ...	...	8144
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	...	21631
Wiveliscombe Bank ...	Wiveliscombe ...	W. Hancock and Son ...	...	1578
Worcester Old Bank and Tewkesbury Old Bank ...	Worcester ...	Berwick, Lechmere, and Co. ...	...	23212
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	...	27151
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Lacon, Bt., & Co. ...	...	8056

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Bank of Westmorland ...	Kendal ...	...	...	12079
Barnsley Banking Company Limited ...	Barnsley ...	...	...	5465
Bradford Banking Company Limited ...	Bradford ...	...	...	36755
Bank of Whitehaven Limited ...	Whitehaven ...	...	...	25120
Bradford Commercial Banking Company Limited	Bradford ...	...	...	16709
Burton, Uttoxeter, and Ashbourne Union Bank Limited...	Burton-upon-Trent	...	...	24454
Cumberland Union Banking Company Limited ...	Carlisle ...	...	...	33802
Coventry Union Banking Company ...	Coventry ...	...	...	6223
County of Gloucester Banking Company Limited	Cheltenham	...	...	50232
Carlisle and Cumberland Banking Company Limited	Carlisle ...	...	...	24611
Carlisle City and District Bank Limited ...	Carlisle ...	...	...	18707
Derby and Derbyshire Banking Company Limited	Derby ...	...	...	9170
Halifax Joint Stock Banking Company Limited...	Halifax ...	...	...	15610
Huddersfield Banking Company Limited ...	Huddersfield	...	...	27279
Hull Banking Company Limited ...	Hull ...	...	...	28527
Halifax Commercial Banking Company Limited ...	Halifax ...	...	...	9417
Halifax and Huddersfield Union Banking Company Limited	Halifax ...	...	...	16513
Knaresborough and Claro Banking Company Limited	Knaresborough	...	...	17887
Lancaster Banking Company ...	Lancaster	...	...	56782
Leicestershire Banking Company Limited...	Leicester...	...	...	45046
Lincoln and Lindsey Banking Company Limited...	Lincoln ...	...	...	47153
Leamington Priors and Warwickshire Banking Company Limited ...	Leamington Prior	...	...	7933
Moore and Robinson's Nottinghamshire Banking Company Limited ...	Nottingham	...	...	22769
Nottingham and Nottinghamshire Banking Company Limited ..	Nottingham	...	...	20325
Northamptonshire Union Bank Limited ...	Northampton	...	...	36676
Northamptonshire Banking Company Limited	Northampton	...	...	12953
North and South Wales Bank Limited ...	Liverpool	...	...	48044
Pares's Leicestershire Banking Company Limited	Leicester...	...	...	37296
Sheffield Banking Company Limited ...	Sheffield	...	...	23675
Stamford, Spalding, and Boston Banking Company Limited	Stamford	...	...	44363
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank ...	Langport	...	...	203365

Name, Title, and Principal Place of Issue.				Average Amount.
				£
Sheffield and Hallamshire Banking Company	Sheffield ... ..	...	...	14365
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield ... ..	...	...	24716
Swaledale and Wensleydale Banking Company Limited ...	Richmond ... ..	...	...	43099
Wolverhampton and Staffordshire Banking Company ...	Wolverhampton ...	...	...	6673
Wakefield and Barnsley Union Bank Limited	Wakefield ... ..	...	...	12805
Whitehaven Joint Stock Banking Company	Whitehaven ... ..	...	...	20048
Wilts and Dorset Banking Company Limited	Salisbury ... ..	...	...	65659
West Riding Union Banking Company Limited	Huddersfield ... ..	...	...	25417
Worcester City and County Banking Company Limited ...	Worcester ... ..	...	...	773
York Union Banking Company Limited	York ... ..	...	...	69664
York City and County Banking Company Limited	York ... ..	...	...	87590
Yorkshire Banking Company Limited	Leeds ... ..	...	...	109849

Inland Revenue Office, November 21, 1885.

J. S. PURCELL. Registrar of Bank Returns.

In Parliament—Session 1886.

Post Office (Acquisition of Site).

(Acquisition of Lands and Houses in Birmingham, for the Service of the Post Office; Agreements with Local Authorities, &c.)

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

To authorize and empower Her Majesty's Postmaster-General to acquire and take by compulsion or agreement for the service of the Post Office the lands, houses, buildings, tenements, and hereditaments in the parish and borough of Birmingham, in the county of Warwick, following, that is to say:—

Certain lands, houses, and buildings, comprising an area of 4,878 square yards or thereabouts, bounded on the north by Pinfold-street, on the north-west by Paradise-street, on the south-west by Hill-street, and on the south and south-east by lands belonging or reputed to belong to the London and North Western Railway Company and to Mr. Goodwin Newton, and occupied in part by the public-house, No. 46, Hill-street, and in part by works and offices of the London and North-Western Railway Company.

To authorize and empower the Postmaster-General to purchase by agreement other lands and buildings, and to pull down and remove buildings, and to sell the materials thereof, and to take and hold easements in or over any lands which may be required for the purposes of the intended Act.

To authorize and empower the Postmaster-General to erect and maintain offices, buildings, and other conveniences on any lands which may be acquired under the powers of the intended Act.

To authorize and empower the Postmaster-General to stop up, alter, remove, or appropriate, temporarily or permanently, streets, roads, ways, paths, passages, drains, sewers, pipes, or watercourses in, over, under, by the side of, or adjoining the premises so intended to be acquired as aforesaid.

To authorize and empower the Postmaster-General and any Corporation, body, or person to enter into contracts or agreements with reference to the sale, lease, or exchange of lands, and to make money payments in respect thereof, and to

sell, lease, or otherwise dispose of lands now or which may be hereafter vested in him.

To confer all such rights, powers, and privileges as may be necessary or convenient for the purposes of the intended Act, and to vary or extinguish all existing powers, rights, and privileges in or over the lands intended to be taken under the powers of the intended Act, or which would in any manner impede or interfere with any of its objects, and to confer, vary, or extinguish other rights and privileges.

To enable the Postmaster-General, if he thinks fit, to purchase so much only of any house, building, manufactory, or other hereditament as he may require for any of the purposes of the intended Act, without being subjected to the liability to take the whole of any such house, building, manufactory or other hereditament imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

Notice is hereby further given, that on or before the 30th day of November instant, a plan and duplicate thereof, describing the situation of the lands, houses, buildings, and hereditaments so proposed to be taken as aforesaid, with a book of reference thereto, and a copy of this notice as published in the London Gazette will respectively be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Warwick, in that county, and with the parish clerk of the parish of Birmingham at his residence

Dated 18th day of November, 1885.

Robert Hunter, Solicitor to the Post Office.

Henry Lovett Cameron, 7, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1886.

Hyde Park Corner (New Streets).

(Maintenance and Lighting of New Streets by the Metropolitan Board of Works, the Vestry of St. Martin-in-the-Fields, and the Vestry of St. George, Hanover-square; or by such Means as Parliament shall sanction; Amendment of Acts; and other Purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1886 for leave to bring in a Bill and to pass an Act for effecting the following objects and purposes, or some of them, that is to say:—

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

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

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say:—18 and 19 Vic., cap. 120 (public), and all other Acts relating to the Metropolitan Board of Works and the Local Management of the Metropolis; 53 George III, cap. 38 (local and personal), and any other Act or Acts relating to or affecting the Vestry of St. George, Hanover-square; 32 and 33 Vic., cap. 45 (local and personal), and any other Act or Acts relating to or affecting the Vestry of St. Martin-in-the-Fields.

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

Dated this 18th day of November, 1885.

(By order),

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

In Parliament.—Session 1886.

Scinde, Punjaub, and Delhi Railway Company.
(Vesting Undertaking of the Company in Secretary of State in Council of India; Payment of Price of Undertaking by Means of Annuities, or of Stock or Shares charged on and Payable out of the Revenues of India, or by both of these means; Continuing Powers of Directors for the Purpose of Distributing such Price, and other Purposes; Provisions as to existing Contracts; Provisions as to Widows, Orphans, and Benevolent Fund; Provisions as to Sinking Fund; Pensions to Officers of the Company; Winding up and Dissolution of Company; 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 an intended Act for the objects and with the powers, or some of them following (that is to say):—

To carry into effect the intention declared by the Secretary of State in Council of India (hereinafter called "the Secretary of State") by notice to the Scinde, Punjaub, and Delhi Railway Company (hereinafter called "the Company") dated the 2nd day of March, 1885, to purchase the undertaking of the Company and to make provision for the payment, either by way of annuities, or in shares or stock charged on and payable out of the revenues of India in like manner as other liabilities incurred on account of the Government of India, or in both of these ways, of the purchase price of the said undertaking, and to vest upon such purchase in the Secretary of State the undertaking of the Company, and all their estate, right, title, and interest therein upon such terms, and subject to such conditions as may be agreed on or as may be prescribed by the said Bill.

To make all necessary provisions for the payment and distribution of the said annuities, stock, or shares, to and among the respective holders of stock and shares in the said undertaking, whether the same are held upon trust or otherwise, and to enable trustees to take and hold the said annuities, stock, or shares respectively, and to exercise any powers of election in relation thereto respectively.

To make provision for creating a sinking fund so as to enable the several holders of existing shares or stock of the Company on exchanging their shares or stock for annuities to hold at their option annuities with a sinking fund attached thereto as well as annuities with no such sinking fund.

To make provision for closing the existing registers of shares and stock, and for the registration and transfer and for the distribution and management of the said annuities, or of the said stock or shares, as the case may be, by the Bank of England, or otherwise, and to provide for the payment of pensions to certain of the Company's officers, clerks, and servants.

To make provision as to property of the Company which does not form part of the undertaking or property intended to be purchased by and transferred to the Secretary of State.

To make provision for the distribution of the Widows, Orphans, and Benevolent Fund established for the benefit of the officers and servants of the Company in India and their families.

To authorize and empower the Secretary of State by agreement with any annuitant to exchange the annuities to which such annuitant is entitled for India stock.

To confer all such powers as may be necessary for enabling the Company and the Directors thereof to carry into effect the several powers and purposes of the intended Act, to provide for the winding up and ultimate dissolution of the Company, and in the meantime to enable the Directors to do all acts necessary for the administration and management of the affairs of the Company, and the protection of the rights and interests of the holders of stock and shares therein.

To alter, vary, or extinguish all rights and privileges inconsistent with the object of the said Bill, and to confer other rights and privileges, and in so far as may be necessary to repeal or amend the provisions or some of the provisions of the local and personal Act of the 32 and 33 Vict., cap. 80, and of any other Acts relating to the Company.

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

Dated this 18th day of November, 1885.

Hollams, Son, and Coward, Mincing-lane, London, Solicitors for the Bill.

In Parliament—Session 1886.

Bank of South Australia Limited.

(To explain and amend the Bank of South Australia Act, 1884, to repeal the proviso to the 7th Section of that Act; to confer further Powers on the Bank of South Australia Limited; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for all or some of the following among other purposes, that is to say:—

1. To repeal the proviso to the 7th section of the Bank of South Australia Act, 1884 (hereinafter called the Act of 1884.)

2. To explain and amend the Act of 1884, and to declare and define the business and transactions which have been or which may be carried on by the Bank of South Australia Limited.

3. To enable the Bank of South Australia Limited to carry on the business of a Banker, in the city of London, either in connection with the business carried on by them under the powers and provisions of the Act of 1884, or under the said Bank's Articles of Association or the Special Resolution of the Bank passed the 16th day of April, 1885, and confirmed the 2nd day of May, 1885, or otherwise.

4. To alter, vary, or enlarge the Act of 1884, and the said Articles of Association and the said Special Resolution.

To vary or extinguish all rights and privileges which would interfere with or prevent the carrying into effect of the objects of the intended Act.

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 17th day of November, 1885.

Hollams, Son, and Coward, Mincing-lane, London, Solicitors for the Bill.

In Parliament—Session 1886.

Commercial Union Assurance Company Limited.

(Investment of Moneys; Provisions as to Trustees and Trust Property of Company; Alteration of Company's Deed of Settlement and Articles of Association; and other Purposes.)

NOTICE is hereby given, that application will be made to Parliament in the next ensuing session for an Act to effect the following, or some of the following purposes, that is to say:—

1. To make further provision with respect to the investment of the funds of the Commercial Union Assurance Company Limited (hereinafter called the Company), and for dealings with property held upon trust for the Company, and for the relief and indemnification of the trustees of the Company, and for the relief and indemnification of the Company in respect of payments to trustees and others.

2. To provide for the enrolment or registration in the Supreme Court of Judicature in England, in the Books of Council and Session in Scotland, and in the Supreme Court of Judicature in Ireland, respectively, of memorials of the names of the directors, trustees, actuary, and secretary respectively of the Company.

3. To provide for the vesting (without deed) in the respective trustees by such memorials successively enrolled, of property held in trust for or for any of the purposes of the Company.

4. To make such alterations in the Deed of Settlement and Articles of Association of the Company as may be necessary for the better regulating and carrying on the business and affairs of the Company, and the better regulating of the duties, powers, and proceedings of their

directors and officers, or which may be consequent upon the powers to be granted by the intended Act.

5. To vary or extinguish all or any rights or privileges inconsistent with the objects or provisions of the intended Act, and to confer such other rights and privileges as may be necessary or expedient for enabling the Company to carry on their business.

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, 1885.

Dated this 16th day of November, 1885.

Hollams, Son, and Coward, Mincing-lane, London, Solicitors for the Bill.

In Parliament.—Session 1886.

Ionian Bank Limited.

(Defining Business and Capital of Bank; Amendment or Repeal of Proviso to Section 5 of Ionian Bank Act, 1882; Power to Enlarge the Note Issue of the Bank; Provision for Register of Shareholders and Transfer of Shares within the Ionian Islands; Exemption of certain Transfers and Shares from Stamp and other Duties, and for other purposes.)

NOTICE is hereby given, that an application will be made to Parliament in the ensuing session, to bring in a Bill for the objects and with the powers, or some of them, following, that is to say:—

1. To define the business which may be carried on and transacted by the Ionian Bank Limited, and the amount of their capital.

2. To amend or repeal the proviso to section 5 of the Ionian Bank Act, 1882, and to enable the Ionian Bank from time to time, notwithstanding anything in the said proviso contained, to increase the amount of its note issue to such an extent beyond the amount of the paid up capital of the Ionian Bank Limited, as may from time to time be authorized by the Greek Government.

3. To provide for establishing and maintaining a register within the Ionian Islands of shareholders in the said Bank, being subjects of, or resident within, the Kingdom of Greece, and that such register shall, as regards the particulars entered therein, be deemed to be part of the Bank's register of shareholders, and to enable the Bank, by special resolution, to make such provision as it may think fit with respect to the keeping of such register.

4. To provide that an instrument of transfer of any shares or share in the said Bank, executed within the Kingdom of Greece, by any shareholder not being a British subject, shall be deemed to be a transfer of property situated out of the United Kingdom of Great Britain and Ireland, and shall be exempt from British stamp duty, and also to provide that upon the death of a shareholder, not being a British subject, his share or other interest in the said Bank shall not, so far as relates to British duties, be deemed to be part of his estate and effects situated in the United Kingdom of Great Britain and Ireland, of or in respect of which probate or letters of administration is or are to be granted.

5. To alter, amend, enlarge, or repeal so much of the Ionian Bank Act, 1882, and of the deed of settlement and regulations and laws of the said Bank, as may be necessary for the purposes of the intended Act, and to alter, vary, or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for the said intended Act will, on or before the 21st day of December, 1885, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1885.

*Hollams, Son, and Coward, Mincing-lane,
London, Solicitors for the Bill.*

Board of Trade.—Session 1886.

Sandown Pier.

(Application for a Provisional Order for Powers to Extend the Existing Pier, and to Construct other Works in connection therewith, and with the Proposed Extension; to Levy Tolls, Rates, and Charges; to Enter into Agreements with Local Authorities and others; to Borrow Money; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, (hereinafter referred to as "the Order"), by certain persons or a Company to be hereafter named (hereinafter called "the Promoters"), pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and any other Acts enabling them in that behalf for the following purposes, or some of them (that is to say):—

To empower the Promoters to construct, make and maintain the works hereinafter described, namely: a pier, jetty, or landing place in connection with and in extension of the existing pier, and all other necessary works, approaches, buildings, and conveniences in connection therewith respectively, for the embarking and landing of passengers, cattle, goods, and merchandise, and for other purposes, to be situate wholly in the parish of Brading, in the Isle of Wight, in the county of Southampton, and in the bed and foreshore of the sea adjacent thereto, and commencing at or near the south-easterly end of the existing pier as aforesaid, and extending in a south-easterly direction across the foreshore and into the sea for about 300 feet, as shown in the plan hereinafter referred to.

To deviate in constructing the said pier and works, or any of them, laterally or vertically.

To purchase, take on lease, or otherwise acquire lands and hereditaments for the construction of the said pier, and extensions and works and approaches thereto, and to hold, rebuild, alter, improve, enlarge, and extend the existing jetty or pier, with all the rights, powers, and privileges connected therewith.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of the works and property, and the regulation and control of vessels, persons, animals, vehicles, and goods, using, frequenting, or resorting to the same, and the conduct of officers and servants of the Promoters and other persons and companies, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters, toll-takers, and other officers and servants, and to define the limits within which the powers of such pier-masters, toll-takers, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said pier and works from all persons and in respect of all vessels using the same, and from passengers and luggage em-

barked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from, and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Promoters to purchase, take on lease, or otherwise acquire the undertaking, property, or rights of the Sandown Pier Company, Limited, or any part thereof, and for that purpose to repeal, amend, and alter the Sandown Pier Order, 1874.

To demise and lease the pier and works, and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.

To make and carry into effect agreements with local authorities, companies, and persons with reference to the matters aforesaid.

To raise by means of shares, and by borrowing on mortgage or bond, any moneys which may be required for the purposes of the said Provisional Order.

To incorporate with the Order, with or without amendment, all or some of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847;" "The General Pier and Harbour Act, 1861;" "The General Pier and Harbour Act Amendment Act, 1861;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said pier and works, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Southampton, at his office at Winchester; at the Custom House at Cowes; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next printed copies of the draft Provisional Order will be deposited, and may be obtained at the price of 1s. each by all persons applying for the same, at the offices of W. H. Wooldridge, Solicitor, Sandown; and of Messrs. Torr and Company, 19, Parliament-street, Westminster, Parliamentary Agents.

Dated this 17th day of November, 1885.

W. H. Wooldridge, Solicitor, Sandown.

Torr and Co., 19, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Chatham and Brompton Tramways.

(Extension of Time for Construction of Works; Amendment of Act.)

TAKE notice, that application will be made to Parliament in the ensuing session by the Chatham and Brompton Tramways Company, for leave to bring in a Bill to extend the time for constructing or completing and opening for public traffic the tramways and works authorized by the Chatham and Brompton Tramways Act, 1884, and so far as may be necessary for that purpose to amend and extend the provisions of that Act.

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 the 11th day of November, 1885.

Sutton and Ommanney, 3 and 4, Great Winchester-street, London, E.C., Solicitors.

In Parliament.—Session 1886.

Great Western Railway.

(Railways in the County of Glamorgan; Roads, Footpaths, and Rights of Way in the Counties of Gloucester, Hants, Somerset, Salop, Monmouth, and Glamorgan; Additional Lands in the Counties of Somerset, Monmouth, and Glamorgan; Power to Company and London and North-Western Railway Company to Acquire Lands in the County of Salop; Confirmation of Purchase of Lands by Company and London and North-Western Railway Company; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to the Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands on the Railways of the Company, and of the Company and the London and North-Western Railway Company; Extension of Time for the Purchase of Lands for, and for Construction of Railways Nos. 6 and 7 Authorised by the Great Western Railway Act, 1883; Extension of Time for the Construction of the Railway Authorised by the Carmarthen and Cardigan Railway Act, 1881; Abandonment of Portions of the Bristol and South Wales Union Railway; Vesting Undertakings of the Faringdon, Newent, and Ross and Ledbury Railway Companies in the Company; Agreements with Lostwithiel and Fowey and Cornwall Railway Companies, and Provisions as to the Gauge on the Railways of those Companies, and on the Torbay and Brixham Railway; Application of Capital by those Companies and the Company, and Power to the Companies respectively to Raise Additional Capital; Confirming Agreements between Company and Helston Railway Company and Abbotsbury Railway Company respectively; Confirming Agreement between London and North-Western Railway Company and the Company, and the Corporation of Chester; Provisions as to Swing Bridges over Railway at Loughor and Kidwelly; Agreements between the Company and the Banbury and Cheltenham Direct Railway Company, and between the Company and the Corporation of Bristol; Power to the Whitland and Cardigan Railway Company to Raise Additional Capital; Power to the Company to Subscribe to the Capital and Debenture Debt of the Whitland and Cardigan Railway Company, and to Appoint Directors; Amendment of Metropolitan Railway Act, 1880; Provision for Increasing the Number of Directors of the Great Marlow Railway Company, and of the Kingsbridge and Salcombe Railway Company; Power to Company and London and North-Western Railway Company to apply Corporate Funds; Capital; Amendment of Acts.)

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

To enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways, roads, and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, that is to say:—

Four railways to be wholly situate in the parish of Roath, in the county of Glamorgan, viz.:—

1. A Railway (No. 1), commencing by a junction with the Company's South Wales Railway, about 9 chains south-west of the occupation

level crossing on that railway, called Spring Garden's Crossing, and terminating in a field numbered 281 on the $\frac{1}{8000}$ Ordnance map of the parish of Roath, and about $17\frac{1}{2}$ chains south-west of the gate at the northern corner of Pengam Farm Buildings across the occupation road leading to the farmyard.

2. A Railway (No. 2), commencing by a junction with the Company's South Wales Railway, about 10 chains north-east of the Pengam level crossing on that railway, and terminating by a junction with Railway (No. 1) at the termination thereof.

3. A Railway (No. 3), commencing by a junction with Railways (Nos. 1 and 2) at the termination thereof, and terminating by a junction with Railway (No. 2), described in and authorised by the Bute Docks Act, 1882, on the embankment now being formed on the north-eastern side of the New Roath Dock in the said parish, and about 1 furlong 4 chains northward of the termination of the said Railway (No. 2).

4. A Railway (No. 4), commencing by a junction with Railway (No. 3), about $9\frac{1}{4}$ chains, measured in a north-easterly direction, from the south-eastern corner of the yard of the Tharsis Copper Works, and terminating by a junction with the Railway (No. 2) described in and authorised by the Bute Docks Act, 1882, at a point on the embankment now being formed on the East Moors in the parish of Roath on the northern side of the New Roath Dock, and about $5\frac{1}{2}$ chains from the northern corner of that dock.

To enable the Company to stop up and discontinue the portions of roads and footpaths, and to make the new roads, footpaths, and other works hereinafter described, that is to say:—

So much as lies between the boundaries of the Company's property of the road and public footpath in the parish of Stapleton, in the county of Gloucester, which cross the railway of the Company on the level, at the northern end of the platform at the Ashley-hill Station on the said railway, and in lieu thereof to make and maintain a new footpath wholly in the said parish, to commence by a junction with the existing footpath about $1\frac{1}{4}$ chains westward of the Company's said railway, and to terminate by a junction with the said existing footpath about three-fourths of a chain eastward of such railway.

So much as lies between the boundaries of the Company's property of the road and public footpath in the parish of Stonehouse, in the county of Gloucester, which cross the railway of the Company on the level at the eastern end of the passenger platform, at the Company's station at Stonehouse.

So much of the road and public footpath in the parish of Basingstoke, in the county of Hants, which footpath leads from Basingstoke to Sherborn St. John, as is situate between a point on the road leading to the goods shed of the Company at Basingstoke, about 2 chains northward of the bridge which carries the railway over the said road and a point on the first-mentioned road and public footpath, about 3 chains northward of the said first-mentioned point, and in lieu thereof to make and maintain a new road and footpath to be situate wholly in the said parish of Basingstoke, to commence by a junction with the said first-mentioned road and public footpath, at the point last above described, and to terminate by a junction with the said road leading to the goods shed, about 5 chains westward of the before-mentioned bridge which carries the railway over the said road leading to the goods shed.

So much as lies within the boundaries of the

Company's property of the road from Glastonbury to Wells, in the in-parish of St. Cuthbert, in the city of Wells, in the county of Somerset, which crosses the Company's railway on the level about 1 chain southward of the southern end of the passenger platform at the Wells Station of the Somerset and Dorset Railway, and in lieu thereof to make and maintain a new road over the said railway at or near the site of the said level crossing, such road to commence by a junction with the existing road, about $13\frac{1}{2}$ chains westward of the western gate of the said level crossing, and to terminate by a junction with such road about 12 chains eastward of the eastern gate of such level crossing, and to be situate wholly in the said in-parish of St. Cuthbert, in the city of Wells.

So much as lies between the boundaries of the Company's property of the bridle path in the parish of Baschurch, in the county of Salop, which passes through the Baschurch Station yard of the Company on the level, and in lieu thereof to make and maintain a new bridle path wholly in the said parish, commencing by a junction with the existing bridle path at the junction thereof with the road from Baschurch to Marton, and terminating by a junction with the said existing bridle path opposite the goods shed at the said station.

So much as lies between the boundaries of the Company's property of the road in the township of Drayton Parva, in the parish of Drayton in Hales, in the county of Salop, called Rush-lane, which crosses the railway of the Company on the level about 38 chains eastward of the mile-post on the said railway, indicating 177 miles from Paddington, and in lieu thereof to make and maintain a new road in the said township and parish, commencing by a junction with the existing road, called Rush-lane, about $8\frac{1}{2}$ chains northward of the said level crossing, and terminating by a junction with the road from Market Drayton to Longstow and Whitchurch, about $6\frac{1}{2}$ chains northward of the bridge carrying that road over the said railway.

So much as lies between the boundaries of the property leased by the Company of the road in the parish of Risca, in the county of Monmouth, which crosses Hall's Tramway on the level nearly opposite the "Eagle Inn," at Cross Keys, and in lieu thereof to make and maintain a new road wholly in the said parish, commencing by a junction with the existing road on the western side of the said level crossing near the said "Eagle Inn," at or near the western end of the said level crossing, and terminating by a junction with the said existing road, at or near the western end of the bridge carrying such road over the Monmouthshire Canal at Pont-a-Waun.

So much as lies between the boundaries of the Company's property of the footpath in the parish of St. John's, Swansea, in the county of Glamorgan, which crosses the railway of the Company on the level, at a point opposite the mile-post on the said railway indicating 215 $\frac{1}{4}$ miles from Paddington, and in lieu thereof to make and maintain a new footpath to be carried by a footbridge over the said railway at the same point.

To enable the Company to purchase by agreement or compulsion, lands (which expression in this notice includes houses, buildings, mines, and minerals) for the purposes of the railways, roads, and works to be authorised by the intended Act, or described therein, and for the general purposes of their undertaking, and also to purchase by agreement, or compulsion, for

any of the purposes of the intended Act, and for the general purposes of their undertaking, and works connected therewith, and for providing increased accommodation, the lands following, that is to say:—

Certain lands in the parish of Weston-super-Mare, in the county of Somerset, lying between the eastern end of Neva-road, and certain lands belonging to the Company adjoining the loop line and the approach to the station on that line at Weston-super-Mare.

Certain lands in the parishes of Aberystwith and Llanhilleth, in the county of Monmouth, on each side of the Company's railway, and adjacent thereto, and extending from the north-western end of the Aberbeeg Station, on the said railway, for a distance of about 11 chains measured along such railway.

Certain lands in the parishes of Bettws and Llangeinor, in the county of Glamorgan, that is to say:—

(a) On the eastern side of the Company's Cwm Garw Branch Railway, and adjacent thereto, and extending from a point about 24 chains northward of the northern end of the Pontycwmmmer Station, for a distance of about 20 chains measured along the said railway.

(b) On the western side of the said railway, and lying between the River Garw and the main road, in the Garw Valley, and extending for a distance of about 7 chains in a northerly direction from a point opposite to the southern junction of the Llest Colliery Sidings with the said Garw Branch Railway.

Certain lands in the parish of St. Bride Minor, in the county of Glamorgan, bounded on the western side by the Company's Porthcawl Branch Railway; on the eastern side by their Llynvi Valley Railway, and on the south by the public road leading from the Felinfach level crossing on the said Porthcawl Branch to the bridge under the said Llynvi Valley Branch, situate about 8 chains measured in a southerly direction from Tonddu Passenger Station.

To enable the Company, and the London and North-Western Railway Company (hereinafter referred to as the "North-Western Company"), or either of them, to purchase by agreement or compulsion lands (which expression in this notice includes houses, buildings, mines, and minerals) for the purposes of the said Companies or either of them, and for providing increased accommodation (that is to say):—

Certain lands in the township of Wellington, in the parish of All Saints, Wellington, in the county of Salop, lying on the north side of and adjoining the Wellington Station on the Shrewsbury and Wellington Railway, and extending for a distance of about 7 chains measured in a westerly direction from where the existing north boundary of the said railway intersects King-street, and for a distance of about $2\frac{1}{2}$ chains measured along the public street which forms the westerly boundary of the land intended to be taken.

Certain lands in the parish of Bromfield, in the county of Salop, on the south-west side of the Shrewsbury and Hereford Railway, and adjacent thereto, commencing at a point about $2\frac{1}{2}$ chains from the booking office of the Bromfield Station measured along that railway in the direction of Ludlow, and extending for a distance of about $5\frac{1}{2}$ chains from the last-mentioned point measured in the same direction.

To confirm the purchase by the Company and the North-Western Company of certain lands at or near Chester and Frodsham, acquired by agreement by them or on their behalf, for the

extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," or for other purposes connected with their joint undertakings, and to empower the said Companies to hold and use the said lands, and also to purchase by agreement and to hold other lands for such extraordinary purposes, and to make further provision with reference to the matters aforesaid.

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the intended Act, or some of them, the provisions contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company or Companies acquiring the same from liability to take the whole of any house or other building or manufactories if they take any part thereof.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act.

To authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams and rivers within or adjoining the aforesaid lands, houses, and buildings, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, houses, and buildings.

To make provision for the repair of all or any of the new roads, streets, footpaths, and highways to be constructed under the authority of the intended Act, or some part or parts thereof, by the same persons, and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways, respectively, will be situate are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act, and to authorise the Company and the trustees, county, local, or highway boards, or other bodies or persons having the charge, management, or control of such roads, streets, footpaths, or highways, to enter into and carry into effect, agreements with reference to the matters aforesaid, or any or either of them, or incident thereto, or as to the construction or contribution towards the costs of any such roads, streets, footpaths, or highways, or other matters relating thereto; and if so agreed to delegate to such trustees, county, local, or highway boards, bodies or persons the power of constructing all or any of such roads, streets, footpaths, or highways, or some part or parts thereof.

To vest in and appropriate for the purposes of the Company the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the property of the Company.

To authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, and also for the use of the other works, conveniences, and accommodation connected with all of the said railways, and to grant exemptions from such tolls, rates, dues, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, to enable the Company

to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company may think proper, and so far as is necessary to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous land, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company.

To extend the time for the sale by the Company and the North-Western Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their joint undertakings, and to confer further powers on the Company and the North-Western Company in relation to the said lands, to enable the Company and the North-Western Company to sell or dispose of the lands which may have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands or any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company and the North-Western Company may think proper, and so far as necessary to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company and the North-Western Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or the Acts relating to the Company and the North-Western Company.

To extend the time limited by the Great Western Railway Act, 1883, for the purchase of lands for, and the construction and completion of, the Railways Nos. 6 and 7, thereby authorised and the works connected therewith, and to confer further powers on the Company in relation thereto.

To extend the powers granted by the Carmarthen and Cardigan Railway Act, 1881, for the construction and completion of the railway authorised by that Act, and to confer further powers on the Company with reference to the construction of the said railway.

To authorise the Company to abandon that portion of their Bristol and South Wales Union Railway, in the parishes of Almondsbury and Henbury, in the county of Gloucester, which extends from the point of junction of the Severn Tunnel Railway with that railway, about three-quarters of a mile south-eastward of the Pilning Station on the said Bristol and South Wales Union Railway, to and inclusive of the pier connected therewith, at the New Passage Ferry, in the River Severn, in the said parish of Henbury, and the works and conveniences connected with the said portion of railway and pier.

Also so much of the Bristol and South Wales Union Railway as extends from the River Severn, in the parish of Portskewett, in the county of Monmouth, to the junction of that railway with the South Wales Railway of the Company, in the said parish of Portskewett, in the said county, and also the pier connected therewith in the said parish and in the River Severn, and

the works and conveniences connected with the said portion of railway and pier.

Also to sell and dispose of the said portions of railway and the said piers and the works so abandoned, and the lands, buildings, and ferry connected therewith.

To provide for the vesting, or to vest the undertakings of the Faringdon Railway Company, the Newent Railway Company, and the Ross and Ledbury Railway Company (which Companies are hereinafter referred to as "the vested Companies"), in and amalgamation thereof with the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act, to empower the Company to create and issue shares or stock for that purpose, either with or without a preference or priority in payment of dividend, to dissolve or provide for the dissolution of the vested Companies, and to provide for the exercise and fulfilment by the Company in their own name, and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the vested Companies, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise, and to provide for the conversion into shares or stock of the Company, of the shares or stock in the capital of the vested Companies, whether before or after the same shall have been paid up in full.

To empower the Company on the one hand, and the Lostwithiel and Fowey Railway Company (hereinafter referred to as "the Lostwithiel Company"), and the Cornwall Railway Company (hereinafter referred to as "the Cornwall Company"), or either of them, on the other hand, to make, and enter, and carry into effect, contracts and agreements, with reference to all or some of the following matters (that is to say):—

- (a) The laying of an additional rail or additional rails on the railways of the said Companies, or on some part or parts thereof respectively, or the conversion of those railways, or some part or parts thereof respectively, into railways on a mixed or narrow gauge.
- (b) The advance of money by any of the Companies to the other or others of them, for such purposes, and as to the repayment of such advances, and all other matters incident thereto.

To enable the said Companies, respectively, to apply to the purposes aforesaid, or some of them, such portion of their corporate funds as they shall think expedient, and as may be necessary for such purposes, or any or either of them, and to enable the said Companies, respectively, to raise for the purposes aforesaid, and for the general purposes of their respective undertakings, additional capital by the creation of shares or stock with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing or by either of such means.

To make further and other provisions in respect of the gauge of the railways authorised by the Torbay and Brixham Railway Act, 1864, and the other Acts relating to the Torbay and Brixham Railway, and for altering the gauge of the said railways, or either of them.

To alter, amend, or repeal section 16 of the Torbay and Brixham Railway Act, 1864, and section 34 of the Cornwall Railway Act, 1846;

section 21 of the West Cornwall Railway Act, 1846; Section 11 of the West Cornwall Railway Amendment Act, 1850; and section 12 of the Cornwall and West Cornwall Railway Act, 1874, and so far as may be necessary for the purposes of the intended Act, the Act 9 and 10 Vic., cap. 57.

To empower the Company and any of the Companies hereinbefore mentioned to make and enter into, and carry into effect, contracts or agreements with respect to all or any of the matters aforesaid.

To confirm and give effect to an agreement between the Company and the Helston Railway Company for the working, maintenance, use and management of the undertaking of the latter Company by the Company, and for the construction of certain works, and for other purposes.

Also an agreement between the Abbotsbury Railway Company and the Company for the maintenance, working, and user of the undertaking of the Abbotsbury Railway Company by the Company, and for other purposes.

To confirm and give effect to an agreement between the North-Western Company and the Company, or the one hand, and the Mayor, Aldermen, and Citizens of the City of Chester on the other hand, as to the contribution by the Companies of certain moneys towards the improvement of Hoole-lane and Lightfoot-street, Chester, and for other purposes.

To enable the Company to substitute fixed for moveable or swing bridges on their South Wales Railway, where it is carried over the River Loughor, in the counties of Carmarthen and Glamorgan, and where the said railway is carried over the River Gwendreath Fach at Kidwelly, in the county of Carmarthen, to repeal so much of the South Wales Railway Act, 1845, and of any other Act or Acts as relates thereto, and to make such provisions as may be necessary with reference to or arising out of the matters aforesaid, or either of them.

To empower the Company and the Banbury and Cheltenham Direct Railway Company (hereinafter referred to as the Banbury Company) to make and enter into and carry into effect contracts and agreements with reference to the user by the Banbury Company of the Company's existing or future stations at Cheltenham, or either of them (hereinafter referred to as "the Cheltenham Station"), and for the provision by the Company in lieu of the Banbury Company of station accommodation at Cheltenham, and as to the alteration and completion of Railway No. 5, authorised by the Banbury and Cheltenham Railway Act, 1873, or as to any of the matters aforesaid, on such terms and conditions as may be agreed upon, and for securing payment to the Company by the Banbury Company, of rent or other consideration, for such station accommodation, and also for securing payment of any moneys which may be expended by the Company in altering and completing the said authorised railway (No. 5), and to enable the Company, if need be, to deduct the amount of such rent or other consideration or moneys so expended from any moneys payable by them to or for the Banbury Company under any agreement or agreements or otherwise, and in priority to any other payments made or to be made to or for that Company or otherwise.

To empower the Company and the Mayor, Aldermen, and Burgesses of the Borough of Bristol (hereinafter referred to as "the Corporation of Bristol") to make and enter into and carry into effect contracts and agreements with refer-

ence to certain facilities and accommodation now or hereafter to be afforded to the Corporation by the Company near Portishead, and as to the use by the Corporation of certain lands, works, and conveniences belonging to the Company near Portishead, and for the payment by the Corporation to the Company of such rent or other consideration for the same as may be agreed upon, or as to any or either of the matters aforesaid, and on such terms and conditions as may be agreed upon.

To authorise the Whitland and Cardigan Railway Company to raise for the general purposes of their undertaking and for purposes connected therewith (which undertaking is to be worked, managed, and maintained by the Company) additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or by either of such means, and to make provision as to the ranking of such shares or stock and debenture stock or debentures.

To authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Whitland and Cardigan Railway Company, and to authorise the Company to appropriate such portion of their capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Company with reference thereto, and to appoint certain of the directors of the said Company.

To alter and amend sections 19, 20, and 21 of the Metropolitan Railway Act, 1880, so as to make the provisions of such sections applicable to and exercisable by the Great Western Railway Company and the Metropolitan Railway Company, who are joint owners of the Hammersmith and City Railway (the Hammersmith and City Railway Company having been dissolved prior to the passing of the said Act), and if necessary to repeal and re-enact such sections with such alterations therein as may be necessary to make them applicable to and exercisable by the said Companies.

To make provision for the increase of the number of directors of the Great Marlow Railway Company, and so far as may be necessary with reference thereto to amend the Great Marlow Railway Act, 1868, and the Great Western Railway Act, 1873.

To make provision for the increase of the number of directors of the Kingsbridge and Salcombe Railway Company, and so far as may be necessary with reference thereto to amend the Kingsbridge and Salcombe Railway Act, 1882.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital, by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by the creation and issue of debenture stock, and by borrowing, or either of such means.

To enable the London and North-Western Railway Company to apply their corporate funds to the purposes of the intended Act in which they are interested, or some of them.

To alter, amend, and extend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned in this notice, and also of the several Acts (local and personal) following, or some of them, that is to say:—Acts relating to the Company and their undertaking, viz.: 5 & 6 Will. IV., cap. 107; 18 &

19 Vic., cap. 98; 46 & 47 Vic., cap. 193, and any other Act or Acts relating to the Company.

Act relating to the London and North-Western Railway Company and their undertaking, viz.: (local and personal) Act 9 & 10 Vic., cap. 204, and any other Act or Acts relating to that Company.

Acts relating to the Carmarthen and Cardigan Railway, viz.: (local and personal) Act 17 & 18 Vic., cap. 218; 44 & 45 Vic., cap. 211, and any other Act or Acts relating to that undertaking.

Act relating to the Banbury and Cheltenham Direct Railway Company, and their undertaking, viz.: (local and personal) Act 36 & 37 Vic., cap. 172, and any other Act or Acts relating to that undertaking.

Act relating to the Whitland and Cardigan Railway Company and their undertaking, viz.: (local and personal) Act 32 & 33 Vic., cap. 91, and any other Act or Acts relating to that Company.

Act relating to the Faringdon Railway Company and their undertaking, viz.: (local and personal) Act 23 & 24 Vic., cap. 196, and any other Act or Acts relating to that Company.

Act relating to the Newent Railway Company and their undertaking, viz.: (local and personal) Act 36 & 37 Vic., cap. 227, and any other Act or Acts relating to that Company.

Act relating to the Ross and Ledbury Railway Company and their undertaking, viz.: (local and personal) Act 36 & 37 Vic., cap. 202, and any other Act or Acts relating to that Company.

Acts relating to the Cornwall Railway Company and their undertaking, viz.: (local and personal) Act 9 & 10 Vic., cap. 335; 24 & 25 Vic., cap. 215, and any other Act or Acts relating to that Company.

Acts relating to the West Cornwall Railway Company and their undertaking, viz.: (local and personal) Act 9 & 10 Vic., cap. 336; 13 & 14 Vic., cap. 98; 37 & 38 Vic., cap. 141, and any other Act or Acts relating to that Company.

Act relating to the Lostwithiel and Fowey Railway Company and their undertaking, viz.: (local and personal) Act 25 & 26 Vic., cap. 69, and any other Act or Acts relating to that Company.

Acts relating to the Torbay and Brixham Railway, viz.: (local and personal) Act 27 & 28 Vic., cap. 247; 45 and 46 Vic., cap. 148, and any other Act or Acts relating to that undertaking.

Act relating to the Helston Railway Company and their undertaking, viz.: (local and personal) Act 43 & 44 Vic., cap. 48, and any other Act or Acts relating to that Company.

Act relating to the Abbotsbury Railway Company and their undertaking, viz.: (local and personal) Act 40 & 41 Vic., cap. 211, and any other Act or Acts relating to that Company.

Act relating to the Bristol and South Wales Union Railway, viz.: (local and personal) Act 20 & 21 Vic., cap. 54, and any other Act or Acts relating to that undertaking.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, as follows (that is to say):—As regards the lands and works in the county of Glamorgan, with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff. As regards the lands and works in the county of

Gloucester, with the Clerk of the Peace for the County of Gloucester, at his office at Gloucester. As regards the lands and works in the county of Hants, with the Clerk of the Peace for the County of Hants, at his office at Winchester. As regards the lands and works in the county of Somerset, with the Clerk of the Peace for the County of Somerset, at his office at Wells. As regards the lands and works in the county of Salop, with the Clerk of the Peace for the County of Salop, at his office at Shrewsbury. As regards the lands and works in the county of Monmouth, with the Clerk of the Peace for the County of Monmouth, at his office at Usk.

And that a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, together with a copy of this notice, published as aforesaid, will be deposited on or before the same day with the parish clerk of each such parish, at his residence. And in the case of any extra-parochial place, with the parish clerk of the adjoining parish, at his residence.

And notice is hereby also given, that on or before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1885.

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

In the Board of Trade.—Session 1885–6.

Coldingham-Shore Harbour.

(Provisional Order.)

Incorporation of Harbour Trustees; Provisions for Appointment and Election of Trustees; Limits of Harbour; Acquisition of Land and Vesting of Existing Harbour in Trustees; Construction of Works; Rates; Borrowing and other Powers.

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 Andrew Usher, Esquire, of Northfield (hereinafter referred to as "the Promoter"), for a Provisional Order, pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for a Provisional Order (hereinafter referred to as "the Order") to confer the powers and effect the objects hereinafter mentioned, or some of them, namely:—

To nominate, appoint, and incorporate a body of harbour trustees by the name or style of "the Coldingham-Shore Harbour Trustees" (hereinafter referred to as "the Trustees") for the purposes of the Order, and for carrying the same into effect and exercising the powers and privileges and fulfilling the duties thereby conferred and imposed.

To constitute and appoint the Trustees and their successors in office, the harbour and proper pilotage authority for the existing harbour, and the extended harbour and works under the Order, and to grant to the Trustees all the powers and privileges authorised by the Merchant Shipping Acts, 1854 to 1876.

To define the limits of the harbour within which the Trustees shall have and exercise their powers of a Pilotage and Harbour Authority and have power to levy rates for the purposes of the Order. The limits within which the Trustees shall have authority, and which shall be deemed the limits to which the Order and the power to levy rates extend, shall comprise the present and proposed piers and harbours, with all the works, roads, accesses and conveniences connected therewith, and also the area below the high

water line, bounded by the following imaginary lines. That is to say:—

1. On the north by an imaginary straight line commencing at a point at high water mark on the shore immediately to the north of the point of land called Black Craighead, where the Starney Burn crosses the said high water mark, and extending into the sea in a true east direction for a distance of 700 yards;

2. On the south by an imaginary straight line commencing at a point at high water mark on the shore at the south-east point of Castle Rock, and extending in a true east direction for a distance of 300 yards;

3. On the east by an imaginary straight line connecting the eastern extremities of the before-mentioned north and south boundary lines.

The high water mark above referred to, to be held to be the high water mark of equinoctial spring tides, or such other limits as may be sanctioned by the Board of Trade and described in the Order.

To empower the Trustees to purchase or otherwise acquire land and other property by agreement for the purposes of the harbour and works to be sanctioned by the Order, and to erect such works accordingly. The works so to be authorised are as follows:—

(1) A pier or quay commencing at a point marked B on the plans deposited with reference to the Order, distant about 5 yards measured in a south-easterly direction from the south-east corner of the row of houses called Under Row, in the village of Coldingham Shore, and extending in a northerly and easterly direction for a distance of about 70 yards, thence in an easterly direction for a distance of about 58 yards, and there terminating;

(2) A sea wall or parapet and pier commencing at a point in the present east pier marked M (being the northern end of the parapet of the present east pier) and extending in a northerly and westerly direction for a distance of about 40 yards, thence in a northerly and easterly direction for a distance of about 39 yards, and there terminating;

(3) The deepening of the area and entrance of the proposed new harbour.

To alter and improve the existing quay and dockage, and dredge or otherwise deepen the harbour and entrance thereto, and the whole or any part of the ground within the limits of deviation after specified, and also to alter and divert watercourses, roads, and drains, for the purposes of the existing and intended new works, and to make and maintain in connection therewith all necessary and proper embankments, quays, jetties, roads, tramways, bridges, approaches, lights, wharves, sheds, warehouses, buoys, beaches, and other works and conveniences.

To deviate laterally in the construction of the said intended new works, within the limits of deviation shown on the plans deposited with reference to the Order, and vertically to the extent to be provided for in the Order.

To vest in the Trustees, in such manner as may be prescribed in the Order, the existing quay or pier, harbour, and works at Coldingham-Shore aforesaid, and the works and conveniences intended to be constructed as aforesaid for the purposes of the Order; and to enable the Promoter and all other necessary parties to make and enter into all such agreements, deeds, or conveyances as may be necessary for this purpose, on such terms as may be provided in the Order.

The said existing harbour and works and the intended new works are and will be situated in

the parish of Coldingham, in the county of Berwick, and upon the sea-shore and bed of the sea adjoining thereto, in and ex adverso of the said county of Berwick.

To empower the Trustees to levy tolls, rates, duties, and charges according to the schedule thereof to be annexed to the Order, on vessels, boats, and other craft entering and using and anchoring within the limits of the harbour, and on passengers, animals, fish, goods, and other articles landed, shipped, or unshipped therein, and on the quays, works, and conveniences belonging to or connected with the said harbour; to alter such rates, duties, and charges, or omit the levying of any of them or any part thereof, and to advance or revive the same again or to sell or lease the undertaking, or some portion thereof, or to lease or compound such rates, duties, and charges, or any of them as may appear to the Trustees to be for the interest of the harbour.

To vary or extinguish all or any existing tolls, rates, duties, or charges, or exemptions from payment of tolls, rates, duties, and charges, and to alter, vary, or repeal all or any Charters or Acts of Parliament feu or other rights or privileges which would interfere with the objects and purposes of the Order, and the Harbour Trust to be thereby constituted, and in particular for the purposes of the Order to rescind, vary, or alter a certain bond dated the 4th day of July, 1832, and made by Henry Home Drummond, Esquire, of Blair Drummond, the Promoter's predecessor in title in the lands of Northfield, in favour of the Commissioners for the British White Herring Fishery, whereby it was provided that fishing boats and other fishing craft should have free access to and liberty to depart from the existing pier and harbour at Coldingham-Shore without being subject to the payment of harbour or port dues; or other date, tenor, or contents the said bond may be.

To empower the Trustees to borrow money by way of cash credit, bond and disposition and assignation in security, or otherwise for the purposes of the intended works and the Order, on the security of the existing harbour and intended harbour and works, and of the lands and property belonging to the Trustees, and of the rates, duties, and charges authorised to be levied at and for the use of the existing and intended harbour as may be provided in the Order, and to re-borrow from time to time and also to provide for the payment and extinction of debt or moneys borrowed by means of a sinking fund.

To incorporate with the Order all or some of the provisions of the following Acts, viz.:—the Harbours and Passing Tolls Act, 1861; the Commissioners Clauses Acts, 1847; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Amendment Act, 1860; and the Harbours, Docks and Piers Clauses Act, 1847, with such alterations or modifications thereon respectively as may be provided by the Order.

A copy of this advertisement, with a plan showing the proposed limits of the harbour and a plan and section of the intended new works, will, on or before the 30th day of November instant, be deposited for public inspection in the Private Bill Office of the House of Commons, in the office of Clerk of the Parliaments, House of Lords, in the offices at Duns and Greenlaw respectively of the Principal Sheriff Clerk of the County of Berwick, in the Custom House at Berwick-on-Tweed, and in the office of the Board of Trade, London.

Printed copies of the draft Provisional Order

will be furnished by the agents for the Promoter, at their offices as under, to all persons applying for the same on and after the 23rd day of December next, at the price of one shilling each.

Dated this 16th day of November, 1885.

Curror, Cowper, and Curror, S.S.C., India-buildings, Edinburgh;
Keeping and Co., Solicitors, 150, Strand,
London, Parliamentary Agents.

In Parliament.—Session 1886.

Manchester, Bury, Rochdale, and Oldham
Steam Tramways.
(Various Powers.)

(Confirmation of Agreement for Working, Maintenance, and Management of certain Tramways authorised by the Oldham, Ashton-under-Lyne, Hyde, and District Tramways Order, 1883; Provisions as to use of Steam or other Mechanical Power on certain portion of the Tramways authorised by the Bury and District Tramways Order, 1881, and Alteration or Repeal of certain Provisions in the same Order with respect to the Working and Use of certain of such Tramways; Abandonment of Tramway authorised by the same Order, and release of Deposit made in respect thereof; Relinquishment of certain portions of constructed Tramways authorised by the same Order; Repeal of certain Provisions in the same Order and in the Manchester, Bury and Rochdale Tramways (Extensions) Order, 1882, for the Benefit of the Bury Corporation; Relinquishment of Portion of constructed Tramway authorised by the Rochdale Tramways Order, 1881; Repeal or Amendment of certain Provisions in the same Order for the Benefit of the Rochdale Corporation; Authority to Sell or Lease certain Portions of the Tramways authorised by the Manchester, Bury and Rochdale Tramways (Extensions) Order, 1882, and Agreements with respect to same; Repeal or Amendment of certain Provisions in the same Order for the Benefit of the Rochdale and Heywood Corporations; Extension of Time for completing Portions of the Tramways authorised by the Manchester, Bury, Rochdale, and Oldham Steam Tramways Act, 1884; Abandonment of other Portions of the Tramways authorised by the same Act; Additional Capital; Preference Shares; Further Provisions as to Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Manchester, Bury, Rochdale, and Oldham Steam Tramways Company (hereinafter called "the Company") for leave to bring in a Bill to effect the following or some of the following purposes (that is to say):—

To sanction or confirm and give effect to an agreement between the Company and the owners of the tramways and undertaking authorised by the Oldham, Ashton-under-Lyne, Hyde, and District Tramways Order, 1883 (confirmed by the Tramways Orders Confirmation (No. 2) Act, 1883), for the working, use, maintenance, and management by the Company of certain of the tramways authorised by the said Order.

To empower the Company to use steam or other mechanical power for moving carriages on so much of the tramway numbered 14, authorised by the Bury and District Tramways Order, 1881 (confirmed by the Tramways Orders Confirmation (No. 3) Act, 1881), as extends from the point of junction of that tramway with the tramway numbered 4, authorised by the Man-

chester, Bury, and Rochdale Tramways (Extensions) Order 1882 (confirmed by the Tramways Orders Confirmation (No. 3) Act, 1882), to its authorised point of termination, and to alter or repeal Section 34 of that Order, limiting the hours within which and the purposes for which the tramways numbered respectively 12 and 14, authorised by the said Bury and District Tramways Order, 1881, may be worked or used; also to alter or repeal so much of Section 24 of that Order and so much of Section 65 of the Manchester, Bury, Rochdale, and Oldham Steam Tramways Act, 1884, as relates to or prevents the use of steam or mechanical power on the said tramways numbered 12 and 14.

To abandon and relinquish the Tramway numbered 9, authorised by the said Bury and District Tramways Order, 1881, and to relieve the Company from all obligations and penalties with respect to the construction, maintenance, or working of that tramway, and to authorise or provide for the release and repayment or re-transfer to the Company of the balance now in Court, or of a proportionate part of the deposit fund paid or transferred into the Chancery Division of the High Court of Justice, in respect of the application to the Board of Trade for the said Order, with any interest or dividends which may have accrued thereon.

To abandon and relinquish from and after the construction and opening for public traffic of the said tramway numbered 4, authorised by the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, the tramways numbered 12 and 13, and so much of the said tramway numbered 14 (authorised by the said Bury and District Tramways Order, 1881), as extends from its point of commencement to the aforesaid junction with the said tramway numbered 4, and to relieve the Company from all obligations and penalties with respect to the construction, maintenance, and working of the said tramways numbered 12 and 13, and such portion of the said tramway numbered 14, and to provide for removing the same, and reinstating the streets or roads in which the same have been constructed.

To repeal so much of Sub-section (10) of Section 11 of the said Bury and District Tramways Order, 1881, and so much of Sub-section (10) of Section 11 of the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, as provide that if the tramways within the borough of Bury authorised by those Orders respectively are not completed within the time limited by such Orders, or within such extended time as the Board of Trade may allow, so much of the said tramways as are then constructed shall be vested in and become the property of the Corporation of Bury.

To abandon and relinquish so much of the tramway numbered 2, authorised by the Rochdale Tramways Order, 1881 (confirmed by the Tramways Orders Confirmation (No. 3) Act, 1881), as extends from its authorised point of commencement to its junction with the tramway numbered 6, authorised by the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, and to relieve the Company from all obligations and penalties with respect to the construction, maintenance and working of the same, and to provide for removing the same, and reinstating the streets or roads in which the same has been constructed.

To repeal, alter, or modify Sections 61 and 62 of the said Rochdale Tramways Order, 1881, with respect to the number of carriages to be run on the tramways authorised by that Order

within certain hours daily in certain months, and to make such other provisions in lieu thereof, as the Company may consider expedient or Parliament may sanction.

To authorise and empower the Company to sell or lease so much of the tramway numbered 10 as extends from the existing terminus in Market-street Facit (about 100 yards north-eastward from the Half-Way House Inn) to its authorised point of termination, and the tramways numbered respectively 11, 12, 13, 14, 15, 16, 17, 18, and 19, or some part thereof, authorised by the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, upon such terms and conditions and for such considerations as may be agreed upon or prescribed by the Bill; and to provide that the Company may, if they think fit, enter into any agreement or agreements for the completion, construction, working, maintenance, or management of the tramways so sold or leased, or any portion thereof.

To repeal, alter, or modify Sub-sections (34) and (35) of Section 12 of the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, and Sub-section (11) of Section 13 of the same Order, with respect to the number of carriages to be run daily within certain hours in certain months on the tramways authorised by the said Order within the boroughs of Rochdale and Heywood respectively, and to make such other provisions in lieu thereof as the Company may consider expedient or Parliament may sanction.

To repeal so much of Sub-section (56) of Section 12 of the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, as provides that if the omnibus traffic from Rochdale to the village of Norden is suspended and no tramway is laid down between the said points for the accommodation of such traffic, the Company shall provide and maintain between the said points communication by means of an omnibus.

To extend the time limited by the said Manchester, Bury, Rochdale, and Oldham Steam Tramways Act, 1884, for the completion and opening for public traffic of the tramway numbered 13, and of so much of the tramway numbered 14 (respectively authorised by that Act) as extends from its authorised point of commencement to a point 3 furlongs distant therefrom, for such period as the Bill may prescribe or Parliament may sanction.

To abandon and relinquish the formation of so much of the tramway numbered 14 as extends from a point 3 furlongs from its authorised point of commencement to its authorised point of termination, and the whole of the tramways numbered 15, 16, 17, 18, and 19, authorised by the said Manchester, Bury, Rochdale, and Oldham Steam Tramways Act, 1884, and to relieve the Company from all obligations and penalties with respect to the construction, maintenance, and working of those tramways and portion of tramway respectively.

To authorise the Company to apply and appropriate to all or any of the purposes of the Bill any capital or funds belonging to or authorised to be raised by them, and for such purposes and the general purposes of their undertaking to raise additional capital by shares and by borrowing on mortgage, and to attach to any authorised share capital and to such additional share capital or some portion thereof a preference or priority in payment of dividends not exceeding 7 per cent., or to divide all or some of the shares in such authorised and

additional capital into preferred and deferred shares, and to consolidate shares preferential and ordinary into stock of different classes, and to define, classify, and regulate the share and loan capital of the Company, and the rights, priorities, and privileges appertaining thereto.

The Bill will incorporate all or some of the powers and provisions of the Companies' Clauses Consolidation Act, 1845, the Companies' Clauses Acts, 1863 and 1869, the Tramways Act, 1870, and the Railway Companies Act, 1867, and the Railways Clauses Act, 1863, and the Bill will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions, of the said Bury and District Tramways Order, 1881, the said Rochdale Tramways Order, 1881, the said Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, and the said Manchester, Bury, Rochdale, and Oldham Steam Tramways Act, 1884.

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 20th day of November, 1885.

William Webb and Templeton, 6, Essex-street, Strand, London, Solicitors for the Bill.

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

In Parliament—Session 1886.

Tyne Improvement.

Increase of Borrowing Powers.

(Power to Trustees to invest Money on the Securities of the Commissioners; Extension of Time for repayment of Moneys borrowed by the Commissioners; Extension of Time for completing Works; Merging of Harbour Lights, Buoys, and Beacons Accounts; Power to the Mayor, Aldermen, and Burgesses of Newcastle-upon-Tyne, and the Ecclesiastical Commissioners for England and Wales, to transfer to the Commissioners a fund for the repair of the Swing Bridge between Newcastle-upon-Tyne and Gateshead; Amendment of provisions for opening and passing of Vessels through the said Swing Bridge, and regulating the same and the traffic along the Bridge; Power to sell, break-up, or otherwise dispose of vessels laid by or neglected as unserviceable, and to recover the Expenses thereof; Further provisions for recovery of Charges incurred under section 57 of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Expenses incurred under section 4 of "The Removal of Wrecks Act, 1877;" Power to appoint Meters and Weighers; Extension of limits of distance and depth within which ballast and other things shall not be cast into the Sea; Power to make a charge for Vessels using River Moorings beyond a certain period; Buoys in connection with Quays, Wharves, and Staithes outside the Northumberland Dock, to be deemed within that Dock; Power to provide Plant and Appliances for Salvage purposes and raising and removing Wrecks and Obstructions; Power to enable a Justice of the Peace, when also a Tyne Improvement Commissioner, to hear and adjudicate upon matters affecting the Commissioners; Confirmation of transfer by the Trinity House of Newcastle-upon-Tyne to the Commissioners of Lighthouses and other property; Power to Sell, Remove, or otherwise dispose of the same on the substitution of new Lighthouses; Extension of powers of

Commissioners to establish, maintain, and work Ferries, and to levy and recover Tolls for the same, and to impose Penalties; Additional Commissioner to be appointed by the Council of the Borough of Jarrow; Qualification, appointment, and period of office of such Commissioner; Making of Bye-laws; Repeal and amendments of certain provisions of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Tyne Improvement Commissioners (herein called "the Commissioners"), for leave to bring in a Bill for the objects and purposes following, or some of them (that is to say):—

1. To enable the Commissioners to borrow further moneys on the security of the Tyne Consolidated Fund, or on the security of any other funds of the Commissioners, or otherwise, and to appropriate the same moneys among their several funds, and apply the same accordingly, and to the erection of two new lighthouses at North Shields, and to apply to such borrowing and appropriation the provisions of the Tyne Improvement Act, 1872, the Tyne Improvement Act, 1877, and the Tyne Improvement Act, 1881, were applicable.

2. To empower trustees, executors, and other persons holding money in a fiduciary character to invest the same on the security of mortgages or debenture stock of the Commissioners.

3. To repeal section 3 of the Tyne Improvement Act, 1881, and to extend the period limited by section 20 of the Tyne Improvement Act, 1872, and section 19 of the Tyne Improvement Act, 1877, for the repayment of moneys borrowed by the Commissioners, to a period of sixty-one years from the passing of the intended Bill, and to relieve the Commissioners from the obligations to make appropriations under the said section 20, or otherwise, until after the expiration of eleven years from the passing of the intended Bill.

4. To repeal section 2 of the Tyne Improvement Act, 1881, and to extend the time or times limited by the several Acts of the Commissioners for the completion of their works until the expiration of eleven years from the passing of the intended Bill.

5. To enable the Commissioners to maintain the said new lighthouses, and the lights, buoys, and beacons of the Commissioners, out of the Tyne Improvement Fund, and to transfer the balances of the Harbour Lights, Buoys and Beacons Accounts to the Tyne Improvement Fund, and to provide that all moneys which have hitherto been carried to the said accounts shall be paid to the Tyne Improvement Fund, and be applied as part thereof.

6. To empower the Mayor, Aldermen, and Burgesses of Newcastle-upon-Tyne, and the Ecclesiastical Commissioners for England and Wales, or the trustees acting under the authority of an Act passed in the 41st year of the reign of King George III, chapter 67, for building a bridge over the River Tyne, from Newcastle-upon-Tyne to Gateshead, or any Act amending the same, or under the Tyne Improvement Act, 1861, to transfer to the Commissioners the funds which by the last-mentioned Act, are authorized to be appropriated and applied to the purposes of repairing and maintaining the swing bridge, constructed by the Commissioners over the Tyne, between Newcastle-upon-Tyne and Gateshead, under the authority of the same Act, or some part thereof, without prejudice to the respective liabilities to contribute to the repair and maintenance of the said last-mentioned bridge.

7. To amend the existing provisions relating to

the opening and passing of vessels through the said swing bridge, and to the traffic along the said bridge, and to enable the Commissioners to make new regulations for these purposes, and to publish any directions or regulations now or hereafter given or made, and to fix a minimum due to be paid by vessels passing the said bridge, and to make charges for extraordinary services in relation to such passage, and to impose penalties for the breach of such directions or regulations.

8. To enable the Commissioners and their officers to sell, break-up, or otherwise dispose of vessels, lighters, keels, barges, boats, or other sea or river craft laid by or neglected as unserviceable within the port of Newcastle-upon-Tyne, and to recover any expenses of so doing or any charges incurred under the Harbours, Docks, and Piers Clauses Act, 1847, or any expenses incurred under the Removal of Wrecks Act, 1877.

9. To enable the Commissioners to appoint meters and weighers within the limits of the docks, quays, wharves, shipping places, and other premises of the Commissioners.

10. To extend the limits of distance from the said port and depth of water within which ballast ashes, refuse, rubbish, and other substances, shall not be cast or discharged into the sea.

11. To enable the Commissioners to make a charge for the use by vessels, steamtugs, keels, hoppers, barges, boats, hulks, or river craft of the moorings of the Commissioners beyond a certain period.

12. To provide that the buoys of the Commissioners in connexion with the staiths, quays, and wharves forming part of the Northumberland Dock, shall be deemed to be part of and within the said dock for the purpose of the payment and recovery of toll and otherwise.

13. To empower the Commissioners to provide plant and appliances for salvage purposes, and removing wrecks and obstructions, and to impose and recover charges for the use thereof, and for services connected therewith.

14. To provide that any Justice of the Peace, who is also a Tyne Improvement Commissioner, may, nevertheless, in Petty Sessions, Quarter Sessions, or otherwise hear and adjudicate upon any matter affecting the Commissioners, or the River Tyne, or the docks, staiths, moorings, dues, lighthouses, buoys, beacons, and property of the Commissioners.

15. To confirm the deed of transfer by the Trinity House of Newcastle-upon-Tyne to the Commissioners of certain lighthouses and other property, and to enable the Commissioners to dispose of the same after having erected new lighthouses, and to apply the proceeds thereof.

16. To extend the powers of the Commissioners under the Act 10, George 4, c. 98 (local), "The Tyne Direct Ferry Company Act, 1848," "The Tyne Improvement Act, 1861," "Tyne General Ferry Act, 1862," and "The Tyne Improvement Act, 1865," relating to the conveyance of persons, animals, vehicles, goods, merchandise, and things upon the River Tyne, or any part or parts thereof, and to enable the Commissioners to provide, maintain, and work vessels, and to construct, maintain, alter, remove, or discontinue stations, wharves, landing places, approaches, buildings, and other works, and by agreement to acquire by purchase, lease, or otherwise, any lands or easements on the River Tyne, or the banks and shores thereof, or adjoining or near thereto, in the counties of Northumberland and Durham, and the town or city and county of the town or city of Newcastle-upon-Tyne respectively, for carrying into effect the purposes aforesaid, or any of them,

and to levy and recover tolls for the use of such vessels and works, and to apply thereto and extend existing penalties, and to impose other penalties.

17. To empower the Council of the borough of Jarrow from time to time to appoint an additional Tyne Improvement Commissioner, who shall be either a member or possessed of the qualification requisite for a member of the said Council, who shall continue in office for one year, if he shall so long live and continue qualified, and shall, if qualified, be eligible for reappointment, and to amend section 15 of "The River Tyne Improvement Act 1850," and to apply that section and sections 19 and 20 of the same Act to the appointment of such Commissioner.

18. To enable the Commissioners to make bye-laws for any of the purposes aforesaid.

19. To alter, amend, or, if need be, to repeal all or some of the provisions of "The Tyne Direct Ferry Company Act, 1848," "The River Tyne Improvement Act, 1850," "The Tyne Improvement Act, 1852," "The Tyne Improvement Act, 1857," "The Tyne Improvement Act, 1859," "The Tyne Improvement Act, 1861," "Tyne General Ferry Act, 1862," "The Tyne Improvement Act, 1865," "The Tyne Improvement Act, 1866," "The Tyne Improvement Act, 1867," "The Tyne Improvement Act, 1870," "The Tyne Coal Dues Act, 1872," "The Tyne Improvement Act, 1872," "The Tyne Improvement Commission Act, 1875," "The Tyne Improvement Act, 1877," and "The Tyne Improvement Act, 1881"; also the said Act of the 10th George IV, c. 98 (local), and the said Act of the 41st George III (1801), chapter 67, and the Acts therein recited.

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

Dated the 12th day of November, 1885.

Clayton and Gibson, Newcastle-upon-Tyne, Solicitors for the Bill.

Clabon and Wigan, 21, Great George-street, Westminster, Parliamentary Agents for the Bill.

In Parliament—Session 1886.

Beaconsfield, Uxbridge, and Harrow Railway.
(Revival and Extension of Time for Purchase of Land and Extension of Time for Completion of Railways; Amendment of Acts.)

NOTICE is hereby given, that the Beaconsfield, Uxbridge, and Harrow Railway Company (hereinafter called "the Company"), intend to apply to Parliament in the ensuing session for leave to bring in a Bill to revive and extend the powers for the compulsory purchase of lands granted by the Beaconsfield, Uxbridge, and Harrow Railway Act, 1882, for the purposes of the Railways authorised by that Act, and also to extend the time limited by the said Act, for the completion of the said railways.

The Bill will vary or extinguish all rights, powers, and privileges which would interfere with its objects and it will amend the provisions or some of the provisions of the Beaconsfield, Uxbridge, and Harrow Railway Act, 1882, and any other Act relating to or affecting the Company.

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

Dated this 17th day of November, 1885.

J. Lake Blasland, 7, Queen Victoria-street, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1886.

Guildford Corporation.

(Extension of Municipal Borough; Extension of Jurisdiction, &c.; Tolls, Rates and Assessments; Plan of extended Borough, and Transfer of Powers, Privileges, Duties, Liabilities, and Property to Corporation; Provisions for Payment of Moneys borrowed by the Corporation; Extension of Limits for the supply of Water by the Corporation; Levying of Rates; Breaking up Streets; Provisions for notification and for preventing the spread of Infectious Disease; Prevention of Nuisances in Streets; Authority to alter and use for certain purposes Buildings or Land purchased for other purposes; Creation and issue of Stock and other Financial Provisions; Levying and Consolidation of Rates; Amendment, repeal, and incorporation of Acts, and other purposes).

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Guildford in the county of Surrey, being also the Urban Sanitary Authority for the borough (in both of which characters they are hereinafter called "the Corporation") intend to apply to Parliament in the session of 1886 for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

1. To alter, extend and enlarge for municipal, sanitary, local government, educational and all other purposes, the boundary of the municipal borough of Guildford in the county of Surrey (hereinafter called "the existing borough"), and to include in and incorporate within the borough as proposed to be extended—

The existing municipal borough.

On the easterly side of the existing borough:—

So much of the parish of Stoke next Guildford, in the county of Surrey, as is contained between the boundary of the existing borough and the following boundary, that is to say, a boundary traced from the angle of the boundary of the existing borough in the Merrow-road south-eastward along the centre of the cross road from the said Merrow-road to the point at which the said cross road joins the road leading from the existing borough past the Union Workhouse to Merrow Downs; and thence south-westward in a straight line to the south-eastern angle of the existing borough (being such part of the said parish as lies without the boundary of the existing borough, but was within the late parliamentary boundary of the borough of Guildford).

On the southerly side of the existing borough:—

So much of the parish of St. Nicholas, Guildford, and the hamlet or tithing of Artington, in the county of Surrey, as is contained between the boundary of the existing borough and the following boundary, that is to say, a boundary traced from the point at which the existing boundary meets the River Wey along the said river to a point in it due east of the south-west corner of St. Catherine's Chapel; thence westward in a straight line to the south-west corner of the said chapel; thence north-westward in a straight line to the junction of the Portsmouth-road and the Sandy-lane, leading to Compton; thence westward along the centre of the said lane to the point at which the road leading through Piccard's Farm joins the said lane; thence northward along the said road leading through the said

farm to its northern extremity, and thence northward in a straight line to the angle of the boundary of the existing borough at Booker's Tower (being such part of the said parish as lies without the boundary of the existing borough, but was within the late parliamentary boundary of the borough of Guildford).

On the westerly and northerly sides of the existing borough:—

So much of the said parish of St. Nicholas, Guildford, and Hamlet or Tithing of Artington, as is contained between the boundary of the existing borough and the following boundary; that is to say, a boundary traced from the angle of the boundary of the existing borough in the Farnham-road, south-westward along the said road to the south-west corner of the property of the Royal Surrey County Hospital; thence north-westward along the boundary of the said property to the north-west corner thereof; thence northward in a straight line to the angle in the road leading from the said Farnham-road to Guildford Park Farm; and thence north-eastward in a straight line to the point at which the common boundary of the said parishes of St. Nicholas, Guildford, and Stoke next Guildford meet the said River Wey. And so much of the said parish of Stoke next Guildford as is contained between the boundary of the existing borough and the following boundary; that is to say, a boundary traced from the point at which the boundary of the existing borough crosses the said River Wey, northward along the centre of the said river to a point 50 feet south of Woodbridge; thence eastward in a line parallel to, but 50 feet to the south of Woodbridge-road, to a point at which the said road joins Joseph's-lane, and thence in a line parallel to but 50 feet to the south of Joseph's-lane, to a point in centre of Stoke-road 50 feet to the south of the junction of the said lane with Stoke-road; and thence southward along the centre of the said Stoke-road to the boundary of the existing borough.

The area proposed to be added to the existing borough being hereinafter referred to as the "added district."

2. To detach and sever the added district from the district and jurisdiction of the justices of the peace of the county of Surrey, the rural sanitary authority of the Guildford Union, the school attendance committee of the Guildford Union, the Guildford District Highway Board, and of any other sanitary, educational, or other authority now exercising any jurisdiction or authority within the added district, and to exempt the added district from the payment of all county, sewer, drainage, highway, police, educational, and other rates whatsoever now levied or leviable within the added district.

3. To extend and apply throughout the Municipal Borough as proposed to be extended (in this notice called "the extended borough") all the jurisdiction, rights, powers, privileges, immunities, authorities, duties, and liabilities of the Corporation in their several capacities of a Municipal Corporation and Urban Sanitary Authority, and of the Corporation acting in execution of the Municipal Corporations Acts, the Public Health Acts, and the Acts for the time being affecting the Corporation as a municipal body and a sanitary authority respectively, and of any charter or charters and otherwise, and of the officers and servants of the Corporation in their respective official capacities, with such

exceptions, modifications, amendments, or alterations, as may be deemed expedient, or as the Bill may provide or Parliament may prescribe.

4. To extend and apply throughout the extended borough the jurisdiction, powers, rights, privileges, immunities, authorities, duties, and liabilities of the recorder, magistrates, justices of the peace, constables, and other officers of the existing borough, and to abolish and exclude all other justices, magistrates, constables, and other officers from the exercise of any jurisdiction, powers, rights, privileges, duties, or authorities in the extended borough.

5. To extend to and make applicable within the extended borough all laws, charters, enactments, acts, deeds, customs, orders, bye-laws, and regulations in force within or applicable to the existing borough, with such variations, modifications, and exceptions as the Bill may provide or Parliament prescribe; also, if thought necessary or desirable, to extend to and confer upon owners of property, occupiers, and residents within the extended borough all such rights of voting, except for the election of members to serve in Parliament, and other franchises, rights, and privileges as are now vested in or enjoyed by the owners of property, occupiers, and residents within the existing borough, and the benefits and privileges of all charities and trusts now enjoyed by owners of property, occupiers, and residents within the existing borough.

6. To authorise the Corporation to make, levy, collect, and recover tolls, rates dues and duties, assessments, fees and payments, and to alter and extend those now leviable for all or any of the purposes of the Corporation and of the Bill within the extended borough, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, duties, assessments, fees, or other payments.

7. To make provision for the deposit of plans of the extended borough, and to make certified copies of or extracts from such plans evidence in all courts of justice, and for all purposes; to authorise and fix the charges to be made for inspection, copies of, or extracts from such plans.

8. To exempt the lands, houses, hereditaments, and property within the added district from all county, sewer, drainage, highway, police, educational, and other rates, tolls, duties, and assessments now levied or leviable therein, and from rates to be made by the justices of the peace for the county of Surrey, and any local or sanitary authority, highway board, or school board within the added district, or any of them, and to restrain the justices of the peace and magistrates of the county of Surrey, and any sanitary authority, local board, highway board or authority, school board or school authority, and any other existing authority or person now having any jurisdiction in or over the added district or any part thereof, from making, levying, or collecting any rates, tolls, duties, or assessments in the added district, and to make all requisite provisions as to the making, levying, collection, and apportionment thereof, and such other provisions with reference to the several matters aforesaid as the Bill may contain or Parliament sanction.

9. To vest in the Corporation, for the benefit of the extended borough, all lands, estates, and property, rights, powers, and privileges vested in or belonging to the Corporation, for the benefit of the existing borough, but subject to all debts and liabilities affecting the same, and with such exceptions or qualifications, and on such conditions (if any) as may be thought expedient, and generally to make any provisions necessary or expedient for adjusting any rights and liabilities as between the existing borough and the added

district or any part thereof, and to provide if need be for the satisfaction or apportionment of all debts, liabilities, and obligations of any county, highway, local, or sanitary authority having jurisdiction or authority within any part of the added district, and to make such other provisions with respect to these matters or any of them as the Bill will define.

10. To make provision, if thought expedient, for the repayment of the moneys borrowed and now due and owing by the Corporation or some part thereof out of rates to be levied within the existing or extended borough, and to authorise the Corporation to make, levy, collect, and recover special rates and assessments within the existing or extended borough for paying off all such moneys, and to make such provisions with reference thereto as may be contained in the Bill or as Parliament may think suitable.

11. To alter or amend the constitution of the school board having jurisdiction within the present borough, and of any school board or school attendance committee or authority in the added district, or to dissolve those school boards, or school attendance committees, or authorities, or either of them, and to transfer all or some of the rights, duties, liabilities, and property of such school boards, or school attendance committees, or school authorities, or any of them, to the Corporation, or to the school authority for the time being, and to provide that the Corporation, or the school board, or school attendance committee, or school authority having jurisdiction within the existing borough; shall be the school board, or school attendance committee, or school authority for the extended borough, or that a new school board, or new attendance committee shall be elected for the extended borough, and to transfer all or some of the powers, rights, duties, liabilities, and property of the said school boards, or school attendance committees, or school authorities, or any of them, to the Corporation or the school board, or school attendance committee, or school authority for the extended borough, and to confer on the Corporation all requisite powers with reference to schools within the extended borough.

12. To empower the Council of the extended borough to appoint out of their own number such and so many committees as they may think fit for the execution of any of the powers and duties of the Corporation which are now or may hereafter be vested in them, and to delegate to such committees any of such powers and duties.

13. To empower the Corporation to sell, exchange, lease, and let any buildings, lands, or other property to be transferred to them by the Bill or from time to time acquired by or belonging to them.

14. To make provision for and as to the making, management, repair, and maintenance of any bridges, streets, roads, and highways within the extended borough or within the added district.

15. To extend the limits within which the Corporation are authorised to supply water so as to include therein, and enable the Corporation to supply water for all purposes to and within the parishes, townships, and places lying between the boundary of the existing borough and the boundary of the borough as proposed to be extended, also to and within such parts of the parishes and places of St. Nicholas, Guildford, Artington, and Shalford, as are outside of the proposed extended boundary, and also to and within the parishes and places of Bramley and Womersley, all in the county of Surrey, and for that purpose to break up and close streets, roads (both public and private), and highways, and to lay pipes and erect all necessary works and conveniences.

16. To authorise the Corporation to demand, take, and levy rates, rents, and charges for and in respect to the supply of water, and to enable the Corporation to have and exercise within such extended limits of supply all or some of the powers and authorities conferred upon them in reference to or in connection with breaking up streets, supply of water and otherwise by the "Guildford Water Act, 1857," and the "Public Health Act, 1875," and of any other Act in force within the borough, or relating to the supply of water, and to confer on the Corporation powers to levy new and differential rates and charges, and to vary or extinguish exemptions from the payment of rates, rents, and charges respectively.

17. To provide for carrying into effect the provisions of "The Woking Water and Gas Act, 1885," so far as they relate to or affect the Corporation, and if need be to alter, amend, and repeal such provisions.

18. To provide for notification to the Corporation of the existence within the borough of infectious or other diseases, and for certificates and declarations by medical practitioners attending persons suffering therewith, and to empower the Corporation to remunerate any such medical practitioner for the same.

19. To make further and better provision for the prevention of infection from disease within the borough, and for that purpose to confer all or some of the following among other powers upon the Corporation:—

(a) To provide temporary shelter or house accommodation for the members of a family in which infectious disease has appeared, and also to provide temporary hospitals or wards.

(b) To provide or contract for the providing of nurses for attendance upon diseased persons.

(c) To compel cowkeepers and others to furnish a list of their customers in certain cases.

20. To empower the Corporation either to require any owner or occupier to cleanse and disinfect any house or part of a house, or any articles therein, or themselves to cleanse and disinfect such house, part of a house and articles, and for that purpose to remove any such articles, and to recover the expenses attending such cleansing, disinfecting, and removal from the owner or occupier, and to make other provision for defraying the expenses thereof.

21. To prohibit, if thought so expedient, the removal of the body of any person dying from infectious disease from any hospital or place of temporary accommodation as aforesaid, except for the purpose of immediate burial, and to provide for the immediate burial of the body of any person dying from an infectious disease, and for the recovery of the expenses thereof.

22. To regulate the removal and the mode of conveyance for the purpose of interment of the body of any person who has died of an infectious disease, and for the recovery of the expenses thereof.

23. To prevent the use of public conveyances for the removal of the bodies of persons who may have died from infectious disease.

24. To compel, under a penalty, common lodging-house keepers to give the notice required by Section 84 of the Public Health Act, 1875.

25. To make provision for the good government of the borough, and the prevention of nuisances and offences, and especially with reference to the following matters:—

The regulation of traffic on special or ordinary occasions;

The crying of goods for sale, or singing or

brawling or playing musical instruments in the streets of the borough.

26. To authorise and empower the Corporation to retain, alter, repair and improve any dwelling houses or buildings standing and being on lands purchased by the Corporation for public walks, pleasure grounds, or other purposes, and to use and occupy the same dwelling houses and buildings for municipal offices, or otherwise to permit the same to be used, occupied, and inhabited by the Corporation, their officers, servants, or workmen.

27. To authorise the Corporation to borrow money for the purposes of their water undertaking, or for any municipal or sanitary purposes, or for other purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund and general district rate, and general rate, the water undertaking of the Corporation, the estates, rate, revenue, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply money borrowed or authorised to be borrowed under former Acts to all or any of the purposes of the intended Act.

28. To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages, and other securities raised or granted, or hereafter to be raised or granted by the Corporation under their present statutory powers, or under the powers of the intended Act, or any Act now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of consolidated or other stock (redeemable or irredeemable) upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to provide for the transfer of stock by deed or in books, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and to extend the periods for such repayment, and to make other provisions as to or in lieu of sinking funds.

29. To authorise the Corporation to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they are now or may by the intended Act or hereafter be authorised to raise.

30. To charge the said stock upon the borough fund and rate, the district fund, general rate, and general district rate, the water undertakings of the Corporation, the estates, lands, property, tolls, rates, rents, charges, and other revenues belonging to or leviable by the Corporation or any of such securities.

31. To authorise the investment of trust funds in the said stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock, and to declare such stock to be personal estate.

32. To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, annuities, debentures, and other securities of the Corporation for the exchange or conversion thereof for or into the said stock, and to empower holders with limited interests to enter into any such arrangements.

33. To make provision with reference to the exemption from stamp duty in respect of the issue and transfers of the said stock on such terms, and subject to such payments by way of composition for stamp duty, as may be prescribed or authorised by the intended Act.

34. To empower the Corporation to enter into arrangements with the Bank of England or other banking corporation or banker for carrying into

effect the provisions of the intended Act with reference to the creation, issue, and transfer of stock under the intended Act, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

35. To make provision for the granting of stock certificates with coupons entitling the bearer to the dividends, and for the transfer of stock by the delivery of stock certificates.

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

37. On the sale of lands or property of the Corporation charged with the said stock or other securities, to free such lands and property from such charge.

38. To authorise the Corporation to levy tolls, rates, rents, and charges, to increase or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof by instalments or otherwise, and to empower the Corporation to consolidate and amalgamate tolls, rates, and charges, or to charge all or some of the matters that are not now chargeable on the borough rate or general district rate exclusively on one or other of such rates, and to empower the Corporation to levy and collect the borough rate, and to extend or amend the provisions of the Municipal Corporations Act, 1882, in relation to the making, levying, and collection of the borough rates; to authorise the making of rates prospectively or retrospectively; to empower the Corporation to allow discount on payment of rates, to rate premises not in the poor rate books, and to rate premises at a higher or lower value than that in the poor rate books, and to make other provisions with reference to the making, levying, and collection of rates, rents, and charges.

39. To vary all or some of the provisions contained in the Acts, Provisional Orders, orders, or sanctions relating to or affecting the Corporation or some of them, with reference to the payment of the sums borrowed or authorised to be borrowed under the said Acts, Provisional Orders, orders or sanctions, or any of them, and to make provision for a sinking fund or funds, and if need be to provide a sinking fund with a uniform term in which all or any of the sums borrowed or to be borrowed, either under those Acts or the Bill, shall be repaid.

40. To make provision for the distribution of the existing debt of the Corporation over the various funds or revenues of the Corporation, and to define and declare the funds or revenues liable to such debt, or upon which the same shall attach or be charged.

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

42. The Bill will or may incorporate with itself, with or without alterations, such of the provisions as may be deemed expedient of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," "The Gasworks Clauses Act, 1847," "The Public Health Act, 1875," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Commissioners Clauses Act, 1847," "The Local Loans Act, 1875," "The Municipal Corporations Act, 1882," "The Burial Acts, 1852 to 1871," "The Elementary Education Acts, 1870 and 1873," and "The Elementary Education Act, 1876," and will or may, so far as

may be necessary, alter, amend, extend, and repeal the provisions of 28 and 29 Vic., cap. 108, "The Guildford Water Act, 1857," "The Woking Water and Gas Act, 1885," and of any other Act relating directly or indirectly to the Corporation, and of any and every other Act which will interfere with any of the objects of the Bill.

43. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect as the urban sanitary authority of the borough under and according to the provisions of the Public Health Acts, and as the municipal authority under and according to the provisions of the Municipal Corporations Acts, but in both cases with such modifications as the Bill may contain, and will authorise the Corporation for all or any of the purposes of the Bill to make and enforce bye-laws and regulations, and to enter into and fulfil contracts and agreements, and will or may confirm any such contract or agreement which may be entered into prior to the passing of the intended Bill.

On or before the 30th day of November instant, a map and a duplicate thereof showing the present boundaries of the borough, and the boundaries of the proposed extension will be deposited for public inspection with the Town Clerk of the Borough of Guildford at his office at Guildford.

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

Dated this 11th day of November, 1885.

Smallpeice and Sons, Guildford, Solicitors for the Bill.

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

In Parliament.—Session 1886.

Bristol (Totterdown Bridge).

(Construction of New Bridge over the River Avon; New Roads and Approaches; Alteration of Banks and Bed of River Avon; Compulsory Purchase of Lands and Easements and Power to Take Part of Property; Levy of Rates and Charges; Borrowing of Money; Incorporation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the City of Bristol, acting as the Urban Sanitary Authority for the City and County of Bristol (hereinafter called the Corporation), 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 empower the Corporation to make and maintain the bridge, road, and approaches and works following (that is to say):—

A bridge and approaches over the River Avon, commencing in the parish of Bedminster, in the county of Somerset, at a point on the northern side of Bath-road 4 feet eastward of the party wall dividing the houses No. 39 and No. 40, Brislington-crescent, and terminating in the parish of Saint Philip and Jacob (Out), in the city and county of Bristol, at a point in Saint Philip's-marsh where an imaginary line 148 yards in length drawn in a northerly direction from the said point on the northerly side of Bath-road would meet another imaginary line 210 yards in length drawn in an easterly direction from the middle of the eastern end of the public highway known as Albert-road, Saint Philip's-marsh, aforesaid.

A road to the said bridge, wholly situate in the said parish of Saint Philip and Jacob (Out), in Saint Philip's-marsh aforesaid, commencing

at the eastern end of the said public highway known as Albert-road, Saint Philip's-marsh, aforesaid, and terminating at a point in the fence bounding a brickyard belonging to the Corporation, and on the westward side thereof, 70 yards from the north-west corner of the said brickyard.

And such bridge, road, and approaches will be situate in the said parishes, and in the city and county of Bristol and county of Somerset.

With all necessary or convenient approaches, embankments, abutments, arches, viaducts, piers, wharves, walls, fences, drains, stairs, buildings, works, and conveniences connected with the said bridge, road, and approaches.

To empower the Corporation to widen, narrow, straighten, deepen, lessen the depth of, and embank so far as may be necessary or convenient for the purposes of the proposed bridge, road, and works, the River Avon, and for the same purposes to construct either temporarily or permanently any works in, over, or upon the banks, shores, and bed of the river, at or near the proposed bridge and works.

To empower the Corporation to deviate laterally and vertically from the line and levels of the intended works shown upon the deposited plans and sections hereinafter mentioned, to the extent to be shown on the said plans and sections, or to be defined in the intended Act.

To authorise the Corporation for the purposes of the intended Act to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footpaths, towing paths, sewers, drains, streams, watercourses, pipes, and telegraph and other wires within the parishes aforesaid, and to extinguish all rights of way and other rights in, over, under, or upon any lands to be acquired under the intended Act.

To empower the Corporation to purchase or acquire by compulsion or agreement for the purposes of the intended bridge, road, approaches, and works, or other the purposes of the intended Act, lands, buildings, and hereditaments, and easement and rights in, under, or over any lands, buildings, and hereditaments, or in and over the River Avon, and the banks, bed, soil, and foreshore thereof.

To exempt the Corporation from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

To enable the Corporation to appropriate to all or any of the purposes of the intended Act any lands vested in them.

To authorise the Corporation to appropriate and lay out for building purposes portions of any lands to be acquired by them under the powers of the intended Act, and to lay out and construct roads and footpaths therein, and to sell for a gross sum or sums, or for fee-farm rents or rent charges, and to exchange or otherwise dispose of, grant building and other leases, and let for building purposes all or any lands, buildings, and hereditaments, from time to time belonging to or vested in them, and either to hold or sell the fee-farm and other rents, and the reversion in any land or buildings, and to exempt the Corporation and their superfluous lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To give the Corporation, their officers, and servants, and the Justices of the Peace and police officers for the city and county of Bristol, jurisdiction over the said bridge approaches and works, and all necessary powers for regulating

the traffic over the same, and to enable them to put in force all such police and other powers with reference to the said bridge approaches and works as may at any time be exercisable within the city and county of Bristol, and to declare that for all or any of the foregoing purposes the said bridge approaches and works shall be deemed to be within the city and county of Bristol.

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

To empower the Corporation, for the purposes of the intended Act, to borrow money on the security of the district fund and general district rate of the city and county of Bristol, and all rates and tolls leviable by the Corporation as a sanitary authority, or on any of such securities, and to empower them to execute mortgages thereof.

To empower the Corporation to levy rates and charges and to increase or vary existing rates or charges.

To incorporate with or without alteration all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869; the Lands Clauses (Umpire) Act, 1883; the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of land; the Public Health Act, 1875; and the Local Loans Act, 1875.

On or before the 30th day of November, instant plans and sections of the intended works, showing the situation and levels thereof, and the lands intended to be taken compulsorily 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 be deposited for public inspection with the Clerk of the Peace for the County of Somerset, at his office at Wells, with the Clerk of the Peace for the County of Gloucester, at his office at Gloucester, with the Clerk of the Peace for the City and County of Bristol, at his office at Bristol, and at the office of the Bristol Urban Sanitary Authority, 13, Prince-street, Bristol; and a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended works are proposed to be made, or lands are situate, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode.

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, 1885.

John Gyde Heaven, Clerk to the Bristol Urban Sanitary Authority, 13, Prince-street, Bristol.

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

In Parliament.—Session 1886.

Southwark and Vauxhall Water.
(New Reservoir, Bridge, and other Works; Purchase of Lands and Easements by Agreement, and if necessary by Compulsion, for those purposes; Compulsory Purchase of Lands at Battersea now used as a Dust Sifting Yard, and Sale, Exchange, Lease, or other Disposition of those Lands; Special Provisions as to the use thereof, and Agreements in relation thereto

with the London, Brighton and South Coast Railway Company for Sale and Exchange, or otherwise; Application of Capital; Additional Share and Loan Capital, and special provisions as to manner of raising same; 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 1886 by the Southwark and Vauxhall Water Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

To authorise the Company to make and maintain the following works, or such of them, or such part or parts thereof respectively as the Bill may define, that is to say:—

A service reservoir, wholly in the parish of Lewisham, in the county of Kent, which service reservoir will have a superficial area of 2,500 square yards or thereabouts, and will be situate on certain lands numbered 667, in the parish of Lewisham aforesaid, on the 25-inch ordnance map of the county of Kent.

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

A line of pipes (Line of Pipes, No. 2) commencing in the parish of Hampton, in the county of Middlesex, at a point on the north-eastern boundary fence of the Company's land numbered 279, in the parish of Hampton, on the 25-inch ordnance map of the county of Middlesex, distant 304 feet, or thereabouts, measured along the said boundary fence in a north-westerly direction from the south-eastern end of that boundary fence, and terminating in the parish of Tooting Graveney in the county of Surrey, in the road leading from Lower Tooting to Streatham at the point of junction of that road with Ullathorne-road, such point of termination being distant 40 feet or thereabouts, measured in a straight line in a north-easterly direction, from the northern corner of the boundary fence of the grounds of the dwelling-house known as "Woodnook," in the parish of St. Leonards, Streatham, in the county of Surrey.

A line of pipes (Line of Pipes No. 3) wholly in the parish of West Molesey, in the county of Surrey, commencing at a point distant 34 feet or thereabouts in a north-easterly direction from the water level at the western point or extremity of the island known as "Platt's Ait," in the River Thames, and terminating at a point distant 204 feet or thereabouts in a westerly direction from the water level at the eastern point or extremity of the said "Platt's Ait."

A line of pipes (Line of Pipes No. 4) commencing in the parish of West Molesey, in the county of Surrey, by a junction with Line of Pipes No. 3 hereinbefore described, at a point distant 550 feet or thereabouts, measured in a straight line in a north-easterly direction from the western extremity of the said "Platt's Ait," and

335 feet or thereabouts, measured in a straight line in a south-easterly direction from the public landing place on the northern bank of the River Thames, opposite "Platt's Ait," and terminating in the parish of Hampton, at a point in the boundary fence of the Company's land on the western side of Lower Sunbury-road, distant 105 feet or thereabouts measured in a straight line in a south-westerly direction from the southern post of the gate leading to the Company's Engine-house, lying to the west of the said Lower Sunbury-road, in the parish of Hampton, in the county of Middlesex.

A bridge crossing the Lower Sunbury-road, wholly in the parish of Hampton, commencing at a point on the Company's boundary fence on the eastern side of the said Lower Sunbury-road, distant 200 feet or thereabouts, measured in a straight line in a southerly direction from the southern post of the Company's gates leading to the Company's works, on the eastern side of Lower Sunbury-road, and terminating at a point on the Company's boundary fence on the western side of the said Lower Sunbury-road, distant 180 feet or thereabouts, measured in a straight line in a southerly direction from the southern post of the Company's gate leading to the Company's Engine-house, on the western side of Lower Sunbury-road, in the parish of Hampton, in the county of Middlesex.

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

All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, gauges, wells, filter beds, tanks, banks, walls, approaches, engines, machinery and appliances as may be necessary or convenient in connection with the before-mentioned works or any of them.

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

To authorise the Company, for the purpose of preventing and detecting waste, to lay down, affix, and maintain pipes, meters, stop cocks, stop cock boxes, and other apparatus, in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere permanently or temporarily with public and private streets, roads, lanes, footways, thoroughfares, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

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

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

A piece of land wholly situate in the parish of

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

To authorise the Company to sell, exchange, demise, or otherwise dispose of any lands not required for the purposes of their Undertaking, and to confer upon the Company all such special or other powers or authorities as may be found necessary or expedient for preventing the said piece of land at Battersea from being used as a dust-sifting yard, or for any other purpose prejudicial to the interests of the Company or the consumers of water within the Company's limits of supply. And the Bill will or may authorise and enable the Company and the London, Brighton and South Coast Railway Company to enter into and carry into effect contracts and agreements, and to do all such other acts and deeds as may be found necessary or expedient in relation to the said lands at Battersea, and in relation to any lands of the London, Brighton and South Coast Railway Company, by way of exchange of lands or otherwise.

To enable the Company to apply their existing funds and any moneys which they have still power to raise for the purposes or any of the purposes of the Bill; and for the same purposes, and for the general purposes of their Undertaking, to raise additional capital by shares or by stock, or by borrowing, and to make and enact such special provisions as to the raising and issue of such additional capital as the Bill may define, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

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

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

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

Duplicate plans and sections describing the lines, situation, and levels of the proposed reservoir, bridge, and other works, and the lands,

houses, and other property in or through which they will be made, and also duplicate plans showing the lands, houses and property intended to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in the said county of Surrey, and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county of Kent, and that on or before the said 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, or other places in or through which the intended reservoir, bridge, and other works, or any part of them, are or is intended to be made, or in which any lands or houses to be taken compulsorily under the powers of the Bill are situate together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say:— For the parishes of St. Mary, Battersea, Tooting Graveney, and Streatham, with the Clerk of the Wandsworth District Board of Works, at his office, Battersea-rise, Wandsworth, S.W.; for the parish of Lewisham, with the Clerk of the Lewisham District Board of Works, at his office, at Catford; and in the case of each other parish, with the Parish Clerk thereof, at his residence, and in the case of each extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 21st day of November, 1885.

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

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

In Parliament.—Session 1886.

Swansea Harbour.

(Power to construct certain Works and to purchase Lands by Compulsion; Extension of time for the completion of Works; Power to borrow further Money; Consolidation of Mortgage Debt; Pumping or Diversion of Water; Confirmation and varying of certain Agreements; Repeal of Provision as to Compulsory Pilotage; Amendment of Acts, &c.)

NOTICE is hereby given, that the Swansea Harbour Trustees (hereinafter called "the Trustees") intend to apply to Parliament in the next Session, for an Act for all or some of the following purposes, that is to say:—

To empower the Trustees to construct and maintain the following works, with all proper approaches and conveniences connected therewith, that is to say:—

To construct and maintain a canal lock on the eastern side of the tidal basin of the Prince of Wales Dock in Swansea Harbour.

To construct and maintain a branch canal, with a bridge or bridges over the same, commencing at the said canal lock, and terminating by a junction with an existing canal belonging to Charles Joseph Lambert and others, at the termination thereof.

To construct and maintain a canal and canal lock, with a bridge or bridges over the same, to commence at the north-west corner of the Prince of Wales Dock, and terminating at a point in the entrance channel of Swansea Harbour, by a cutting in the harbour embankment, situate on the eastern side of the said entrance channel.

To construct and maintain a lock or half-tide basin and entrance at the southern entrance of the existing half-tide basin, situated at the south end of the North Dock or Town Float, in Swansea Harbour, and to lower, widen, or otherwise alter the entrance of the said existing half-tide basin.

To excavate and deepen the bed of the said North Dock or Town Float and the half-tide basins thereof, and to enter into contracts or agreements with the respective owners of the quays and wharves abutting upon the said North Dock or Town Float and the half-tide basins thereof, with reference to such excavation and deepening.

To construct and maintain a culvert for carrying water from and to the Prince of Wales Dock from and to the North Dock or Town Float, or the southern half-tide basin thereof, commencing at a point in the north-west corner of the Prince of Wales Dock, and terminating at a point in the eastern side of the said North Dock or Town Float, or of the said half-tide basin.

To authorise the Trustees to purchase by agreement or compulsion, or to acquire easements in and over, lands, tenements, and hereditaments, for the purposes of the intended Act or any of them, and to vary or extinguish all rights and privileges in any manner connected with the lands, tenements, and hereditaments so purchased.

To extend the period limited by "The Swansea Harbour Act, 1874" (as extended by "The Swansea Harbour Act, 1883") for the completion of the docks, railways, and works authorised by "The Swansea Harbour Act, 1874."

To enable the Trustees to apply any funds belonging to them or under their control to the purposes of the intended Act, and to borrow further money on mortgage or otherwise for the general purposes of their undertaking.

To authorise and provide for the consolidation and conversion into one stock, to be called "Swansea Harbour Stock," of the various loans, mortgages, or other securities raised or granted or hereafter to be raised or granted by the Trustees, under their present statutory powers, or under the powers of any Act now or hereafter in force, or raised or granted by the Trustees appointed by virtue of any Act or Acts relating to Swansea Harbour, which has or have been repealed under the powers of any such repealed Act or Acts, and to authorise the creation and issue for that purpose of consolidated or other stocks, perpetual or otherwise, upon and subject to such conditions as may be prescribed or provided for by the intended Act, and to make provisions with reference to the repayment of existing loans, mortgages, or other securities and the sinking funds applicable thereto, and to extend the periods for such repayment, and to make other provision as to or in lieu of sinking funds, or to convert all or any of such loans, mortgages or other securities into a permanent debt.

To authorise the Trustees to raise, by the creation and issue of Swansea Harbour Stock as aforesaid, the whole or any part of the moneys which they now are or may hereafter by any Act to be passed in the ensuing or any future Session of Parliament be authorised to raise.

To charge the Swansea Harbour Stock upon the undertaking and property of the Trustees,

and upon all the rates, tolls, and revenues, and other securities upon which the Trustees are or may be authorised to raise money.

To authorise the investment of trust funds in Swansea Harbour Stock, and to exempt the Trustees from liability in respect of notice of any trust affecting such stock.

To amend or repeal the provisions of "The Swansea Harbour Act, 1857," which require the Trustees to keep distinct and separate accounts of moneys borrowed or received in respect of the docks and other works authorised by the said Act.

To authorise the Trustees of the one part, and the Duke of Beaufort, his heirs, successors, or assigns of the other part, to enter into contracts or agreements for the extinguishment of or the transfer to the Trustees of all or any rights or property now vested in or exercised or enjoyed by the said Duke in the water channel and soil of Swansea Harbour, the River Swansea, otherwise Tawe, and of Swansea Bay, or any part or parts thereof, or of all or any rights, properties, authorities, and jurisdictions whatever belonging to the said Duke, his heirs, assigns, or successors in the seignories of Gower and Kilvey, as lord or lords thereof, and otherwise relating to Swansea Harbour, the River Swansea, otherwise Tawe, and Swansea Bay.

To divert and abstract water by pumping or otherwise from the Swansea Canal, the Swansea and Neath Canal, and the Tennant's Canal, for the purpose of supplying the Docks of the Trustees.

To divert and abstract water by pumping or otherwise from the Crymlin Bog, and to authorise the Trustees to enter into contracts or agreements with the Earl of Jersey or other the owners or owner of the said Crymlin Bog with reference to such diversion and abstraction.

To sanction and confirm an agreement or agreements which has or have been or may be entered into between the Trustees and Charles Joseph Lambert and others, and also an agreement or agreements between the Trustees and Mrs. Gertrude Barbara Rich Tennant, and to vary some or any of the provisions of an agreement made on the 30th April, 1874, between the Trustees and Mrs. Gertrude Barbara Rich Tennant, and confirmed by "The Swansea Harbour Act, 1874."

To repeal Section 158 of "The Swansea Harbour Act, 1854," the marginal note whereof is "Masters of vessels inward bound refusing to take pilots to pay full pilotage," and if necessary or expedient to make other provisions in lieu thereof.

To alter, repeal, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned; that is to say—"The Swansea Harbour Act, 1854;" "The Swansea Harbour Act, 1857;" "The Swansea Harbour Act, 1859;" "The Swansea Harbour Act, 1860;" "The Swansea Harbour Act, 1861;" "The Swansea Harbour Act, 1862;" "The Swansea Harbour Act, 1864;" "The Swansea Harbour Act, 1866;" "The Swansea Harbour Act, 1873;" "The Swansea Harbour Act, 1874;" "The Swansea Harbour Act, 1876;" "The Swansea Harbour Act, 1880;" and "The Swansea Harbour Act, 1883."

And Notice is hereby also given that Swansea Harbour and Swansea Bay and the bed of the said River Tawe, and the said Town Float Docks and Basins, and the said Canals, and the said Crymlin Bog, and the lock half-tide basin, entrance canals, canal locks, bridges, cuttings, approaches, and conveniences, and other works hereinbefore-mentioned, are, or will be respec-

tively situate within the parishes, townships, and extra-parochial places, or other places following, or some of them, that is to say: Swansea, St. Thomas, St. John Llansamlet, Oystermouth, the bed and shores of Swansea Bay, the bed and shores of Swansea Harbour, the bed and shores of the River Tawe, in the County of Glamorgan.

On or before the 30th day of November next, plans and sections of the intended works, together with a Book of Reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and on or before the same day a copy of the said plans and sections, and Book of Reference, and a copy of this Notice as published in the London Gazette, will be deposited with the Parish Clerk of the parish of the town and franchise of Swansea, at his place of abode, and with the Parish Clerk of the parish of Llansamlet, at his place of abode; and on or before the 21st day of December next, printed copies of the Bill for effecting the objects specified in this Notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1885.

Francis James, Harbour Offices, Swansea,
Solicitor;
Sherwood and Co., 7, Great George Street,
Westminster,
Parliamentary Agents.

In Parliament.—Session 1886.

Torquay Harbour and District.

(Purchase and Acquisition of the Harbour Undertaking at Torquay belonging to Lord Haldon, and Confirmation of Agreement for that purpose; Vesting of Harbour Undertaking in Local Board, and Constituting the Board the Harbour Authority with Transfer to and Vesting in them of all Existing Powers and Privileges in respect of the same; Power to Sell Existing Townhall, and to Acquire Lands by Agreement; Additional Borrowing Powers; Creation of Consolidated Stock, Conversion of Existing Loans and Debts into Stock; Provisions with reference thereto; Regulations as to Streets and Buildings; Notices of Infectious Diseases and Provisions with regard thereto, and other Provisions for the good Government and welfare of the District; Making of Bye-Laws and imposition of Penalties; Money Powers; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Local Board of Health for the District of Torquay (hereinafter called "the Board") for an Act to effect the purposes and to confer the powers and privileges following, or some of them (that is to say):—

To transfer to and vest in, or provide for the transfer to and vesting in the Board, of all or any part of the Harbour Undertaking, lands, works, and easements of the Right Hon. Lawrence Hesketh, Baron Haldon, as tenant for life in possession, hereinafter called "the Harbour Undertaking," and of all the real and personal property, rights, powers and privileges, and authorities in connection therewith, for such price or consideration, and upon such terms, conditions, and stipulations, and at such period as have been, or as may be agreed on between the Board and the said Baron Haldon, or as may be defined in the Bill or prescribed by Parliament, and to provide for the application and distribu-

tion of the purchase money, and to confer on the Board and the said Baron Haldon all powers necessary for or in relation to the matters aforesaid.

To enable the Board to carry on the Harbour Undertaking, and to maintain, alter, extend, and improve the same, and to exercise all or any of the rights, powers, authorities, and privileges of the said Baron Haldon, subject to such alterations (if any) as the Bill may define or Parliament may prescribe, and all such further rights, powers, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

To empower the Board and the said Baron Haldon to enter into and carry into effect contracts or agreements touching the matters aforesaid, and to alter and vary any such contracts or agreements when made, and to confirm and carry into effect, and (if thought fit) to alter and vary a certain contract or agreement bearing date the 6th day of February, 1885, and made between the said Baron Haldon of the one part, and the Board of the other part; and to confer upon the Board all powers necessary for carrying into full effect the provisions of the said Agreement.

To confer on the Board all such further powers as may be necessary or expedient for and with reference to the purchase of and carrying on the Harbour Undertaking, and (with or without exceptions and alterations) to extend to the Board the provisions of the several Acts and Orders relating to the Harbour Undertaking, and to constitute the Board the Harbour Authority.

To authorise the Board, as such Harbour Authority or otherwise, to levy rates, duties, tolls, and charges for the use of the Harbour Undertaking, and the works and conveniences in connection therewith, and to alter the rates, duties, tolls, and charges made by the said Baron Haldon or his predecessors for the use of the Harbour and works, and to authorise the Board to levy other rates, duties, tolls, and charges in lieu thereof, and to apply the said rates, duties, tolls, and charges, and the revenues of the Harbour Undertaking in manner to be defined by the Bill.

To authorise the Board to raise] all or any part of the moneys which they are empowered to raise under their present statutory powers, or by virtue of any Act now in force or hereafter to be in force within the district or relating to the Board, by the creation of consolidated, perpetual, redeemable, or other stock or annuities to be charged on all or some of the securities mentioned in those Acts, or on all or some of the securities upon which the Board are or may be authorised to raise money, and to provide for the conversion of existing loans, debts, mortgages, annuities, and securities into such intended consolidated stock or annuities.

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

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

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

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

To confer upon the Board power to erect a new Townhall, with all necessary and usual offices and conveniences; to sell or otherwise dispose of the existing Townhall and site; to provide for the application of the proceeds of such sale or disposal, and to acquire by agreement, lands, buildings, easements, and hereditaments for all or any of the purposes of the Bill.

To confer upon the Board further powers for the improvement and good government of the district, and the prevention of nuisances, obstructions, and offences therein, and especially with respect to the following matters, that is to say—

The prevention of trespass upon their pleasure grounds, the removal of projections over thoroughfares and land open to the access of the public, the defining the line of any present or new street or streets, and any new or other buildings abutting on streets, the approval of plans of streets and buildings by the Board, and the building according to such plans, the levels and construction of streets and sewers, and the connection with and inspection of sewers, the construction of buildings in new streets, the level of ground floors, the paving and draining of yards, the height of habitable rooms, the occupation of new houses, provision for affording sufficient ingress and egress to and from public buildings, the erection of drinking fountains, seats, and shelters, the regulation of street traffic and street music, and of shows and public entertainments, also of telegraph and telephone wires, and to secure the observance of all or any of such provisions by penalties and otherwise, and to make bye-laws with regard thereto.

To authorise the Board to regulate the fishing in their reservoirs, to issue licenses, and demand and take charges and payments therefor, and to make and enforce bye-laws and penalties with relation thereto.

To authorise the Board to contribute to National and Local Charities, to public bands of music and amusements, and to expend such moneys as the Board may deem fit in making the attractions of the district known, and generally promoting the welfare of the district as a pleasure and health resort.

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

To authorise the Board to apply to and for all, or any of, the purposes of the intended Act, their funds, rates, and revenues; to levy rates, rents, duties, and charges; to vary existing rates, rents, duties, and charges; and to confer, vary, or extinguish exemptions from the payments of rates, rents, duties, and charges; and to raise money by the creation and issue of Local Board Stock, or otherwise, and to grant charges or annuities, or other annual sums, and to borrow further moneys on mortgages or debentures, or debenture stock, redeemable or irredeemable, and to charge all or any lands and property

of the Board, and also the general district fund and general district rate of the Board and the Harbour Undertaking, and the revenues thereof, or any or either of them, and all other the estates, rates, revenues, and property of the Board, or any of them, or any part or parts thereof respectively, with, and as security for, all or any part of such Local Board Stock, charges, annuities, or annual sums of money, or money to be borrowed on mortgage or debentures or debenture stock.

To authorise the Board for all or any of the purposes of the intended Act, to delegate all or any of their powers to any committee, sub-committee, or member of the Board, or officer or otherwise.

To enable the Board from time to time to extend the provisions of any existing bye-laws, including the matters or any of them mentioned in this notice, and to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this notice.

To confer upon the Board all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers granted by the Bill into execution, to vary or extinguish all existing rights and privileges which would or might in any way prevent, or interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To incorporate, with alterations and amendments, or to apply, amend, or alter all or some one of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The Municipal Corporations Act, 1882. The Public Health Act, 1875. The Towns Improvement Clauses Act, 1847. The Towns Police Clauses Act, 1847. The Local Loans Act, 1875; and all Acts amending the said Acts respectively, or any of them; and to amend, alter, or repeal the provisions, or some of the provisions, of the following Acts, viz.:—The Tormoham Improvement Act, 1835. The Tormoham Improvement Amendment Act, 1835. The Public Health Supplemental Act, 1850 (No. 3). The Torquay Waterworks Act, 1856. The Local Government Supplemental Act, 1860. The Local Government Supplemental Act, 1864 (No. 2). The Local Government Supplemental Act, 1865. The Local Government Supplemental Act, 1866 (No. 3). The Local Government Supplemental Act, 1868 (No. 4). The Local Government Board's Provisional Orders Confirmation (Bilborough, &c.) Act, 1876. The Local Government Board's Provisional Orders Confirmation (Altrincham, &c.) Act, 1877. The Local Government Board's Provisional Orders Confirmation (Ashton-under-Lyne, &c.) Act, 1879. The Local Government Board's Provisional Orders Confirmation (Alnwick Union, &c.) Act, 1880. The Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1882. The Local Government Board's Provisional Orders Confirmation (No. 3) Act, 1883; and all other Acts, whether public or local and personal, relating to or in any way affecting the Board or the district.

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

Dated this 12th day of November, 1885.

Briscoe Hooper, Town Clerk, Torquay,
Solicitor for the Bill.

Batten, Proffitt, and Scott, 32, Great
George Street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1886.

Girvan and Portpatrick Junction Railway.
(Running Powers over Portions of Glasgow and South-Western Railway, Caledonian Railway, and Kilmarnock Joint Line, and Use of Stations, &c.; Working and Traffic Agreements and Arrangements with Caledonian, London and North-Western, Midland, and Glasgow and South-Western Railway Companies; Traffic Facilities; Compulsory Purchase of Lands; Power to Raise Further Money by Borrowing, &c., with Priority over Moneys already Borrowed or Authorised and Debenture Stocks; Amendment of Section 22 of Girvan and Portpatrick Junction Railway (Arrangement) Act, 1882; Tolls, Rates, and Charges; Power to Company to Sell or Lease their Undertaking; Powers to Purchasers or Lessees; Application of Proceeds of Sale or Lease; Powers as to Company's Capital Debenture Stocks, Debentures and other Debts; Winding up and Dissolution of Company; Costs of Act; Amendment or Repeal of Acts; Other Purposes.)

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

To empower the Girvan and Portpatrick Junction Railway Company (hereinafter called "the Company") and all companies and persons lawfully working or using the railway of the Company or any part thereof on such terms and conditions and on payment of such tolls, rates, rents, or other consideration 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 own or other engines, carriages, waggons, and trucks, and officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, including local traffic, the following railways and portions of railways, or some part or parts thereof respectively (that is to say):

1. The railways of the Glasgow and South-Western Railway Company (hereinafter called "the South-Western Company"), between Girvan and Ayr, including the passenger and goods stations at Girvan and Ayr.
2. The railways of the South-Western Company between Ayr and Kilmarnock, via Barrassie and Gatehead, including their Kilmarnock passenger and goods stations.
3. The railways of the South-Western Company between the junction therewith at or near Kilmarnock of the Caledonian and Glasgow and South-Western Railway Companies, Kilmarnock Joint Line, and the Kilmarnock passenger station of the South-Western Company, and such portions of the Joint and Caledonian lines at or near Kilmarnock as are necessary to give the Company full and complete access to, and the use of, all the stations in Kilmarnock.
4. The railways of the South-Western Company between Ayr station and the junction therewith at or near Kilwinning of the railway of the Lanarkshire and Ayrshire Railway Company, including the Kilwinning passenger and goods stations of the South-Western Company.

Together with the several stations above-named, and all other stations and station yards, and all roads, approaches, platforms, points,

signals, water supplies, water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railways and stations respectively.

To authorise the Company on the one hand, and the Caledonian Railway Company, the London and North-Western Railway Company, the Midland Railway Company, and the South-Western Company, or any one or more of those Companies, or any Joint Committee of those Companies, or any one or more of them, on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements in perpetuity or otherwise with respect to the working, use, management, and maintenance of the railway undertaking and works of the Company, or any part or parts thereof; the supply and maintenance of engines, rolling or working stock and plant, and of officers and servants; the construction of sidings, accommodation works, buildings, and conveniences, and the maintenance and repair thereof; the management, regulation, interchange, transmission, and delivery of traffic; the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, revenue, and profits arising from the railway and works, or some portion or portions of the railways and works of the contracting Companies; the payments, allowances, drawbacks, or rebates to be paid, made, or allowed by any of the contracting Companies to the other or others of them, the appointment of joint committees, and the exercise of all or such other powers as may be found desirable in reference to the purposes of this notice, or any of them, and the Bill may sanction and confirm any such contracts or agreements as have been or may be previous to the passing thereof be entered into.

To provide that the powers conferred by section 14 of the Girvan and Portpatrick Junction Railway Act, 1872, on the Company on the one hand, and the Caledonian Railway Company and the South-Western Company, or either of them, on the other hand, to enter into and carry into effect working agreements with respect to the purposes therein mentioned, or any of them, shall extend to and include the powers over the railways belonging to the South-Western Company and the Caledonian Railway Company, and the Kilmarnock Joint Line of the South-Western and Caledonian Railway Companies, and works and conveniences connected therewith proposed to be conferred by the Bill, and that sections 14 and 15 of the said Act of 1872 shall be read and construed so as to include the same.

To require and compel the South-Western Company, the Caledonian Railway Company, and the Lanarkshire and Ayrshire Railway Company, and each of them, upon such terms and conditions as shall be agreed upon or settled by arbitration or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description, to or from, or over the whole or any part of the railways belonging to them respectively, or belonging to any two or more of them jointly, or leased to them, or any one or more of them, or under their respective management or control, from and to the railway of the Company, or any part or parts thereof respectively, and from and to any railway which the Company is or may be empowered to run over, work, and use, under the powers of any of the Acts herein-

after mentioned or of the Bill, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and to provide full and proper facilities of all kinds for the traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the Bill may define, and (if need be) to alter and vary the tolls and charges which the Companies aforesaid, or any committee appointed by them or any of them, are now respectively authorised to receive and take upon their respective or joint railways aforesaid, or the railways leased to them, or any one or more of them, or under their management or control, and to confer, vary, or extinguish exemptions therefrom.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use the lands hereinafter mentioned, and all houses and other property thereon for the purpose of station, siding, and other accommodation in connection with their railway, viz. :—

Certain lands in the parish of Girvan and county of Ayr situate on the east side of and adjoining the Company's railway near their Girvan Station, and extending alongside the said railway about 18 chains in a south and south-easterly direction from the bridge by which the said railway is carried over Vicarton-street, Girvan.

To empower the Company to raise a further sum of money by borrowing, and by the creation and issue of Debenture Stock, or by one of these means, with priority over all moneys borrowed, or authorised to be borrowed, by the Company by Mortgage Debenture or otherwise, and over all Debenture Stocks of the Company, whether created and issued, or not created and issued, and over all interests or dividends due, or to become due thereon, and with such other special rights, liens, or privileges attached thereto respectively, as may be authorised or prescribed by the Bill, and to provide for the application of the money so to be raised in paying the cost of the lands proposed to be acquired under the powers of the Bill for and in providing additional station, siding, and other accommodation in connection with their railway, and also in providing rolling-stock and plant for the Company, and in paying any tolls and rents due or to become due by the Company, and such other debts and expenses, if any, as the Bill may prescribe, and to authorise the Company to apply their existing funds and any moneys which they have still power to raise to the same or similar purposes.

To enable the Company, on paying off the sum of £30,000 authorised to be borrowed by the Girvan and Portpatrick Junction Railway (Arrangement) Act, 1882 (hereinafter called "the Act of 1882"), or any part thereof, from time to time to reborrow the same, and to provide that all the rights and privileges which attach to the said sum of £30,000, as authorised by the said last-mentioned Act, shall belong and attach to the money so to be reborrowed.

To repeal, alter, or amend section 22 of the Act of 1882, relating to the rights of mortgagees, creditors, and others, and to an application by holders of debenture stocks to the Court for authority to sell the undertaking in the several events therein mentioned; and that to the effect of extending the period of four years therein mentioned, and of providing for the period of six years or such other shorter or longer period as the Bill may prescribe being substituted in place of the said period of four

years, and also of providing that in the events mentioned in the said section, as the same shall be by the Bill amended as aforesaid, or whether the said section is amended or not, the Company may either by public auction or private contract, or partly by either of those modes, sell their undertaking as the same is defined in the Act of 1882, and all such lands and property, rights, powers, and privileges as may have been acquired by, or conferred on, the Company, under the provisions of any subsequent Act, or as may be acquired or conferred by, or under, the provisions of the Bill, and that subject to such terms and conditions (if any) as may be prescribed by the Bill, and to provide that all the powers and provisions applicable to a sale by the judicial factor under the Act of 1882, or some of them, shall apply to such sale.

To enable the Company, and any Company or persons, for the time being, working or using the railway of the Company, or any part thereof, to demand, take, and recover tolls, rates, fares, and charges upon, or in respect of the railways and portions of railways, stations, and works to be run over, worked, and used by them respectively, to alter existing tolls, rates, fares, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, fares, and charges.

To authorise the Company, either by public auction or private contract, or partly by either of those modes, to sell and transfer, or lease, to the Caledonian Railway Company, the South-Western Company, the London and North-Western Railway Company, and the Midland Railway Company, or any one or more of those Companies, or to any committee appointed by those Companies, or by any one or more of them, or to a Company to be incorporated, either by the Bill or otherwise, under the name of the Stanraer and Girvan Railway Company, or to any other Company or Companies, person or persons, and to authorise the said Companies or persons or any one or more of them to purchase or take on lease from the Company the whole undertaking, railway, lands, tenements, hereditaments, heritages, estates, and effects, real and moveable, powers, rights, authorities, and privileges of, and belonging to the Company, or some part or parts thereof, upon such terms as may be agreed on or be fixed under the provisions of the Bill, or otherwise to make provision for the sale and transfer or lease by the Company of its undertaking and others aforesaid, or some part or parts thereof, to the Company or Companies or persons before mentioned, or any one or more of them, and for the vesting of the same in such Company or Companies or persons, or one or more of them, and to confirm with or without alteration, extension, or amendment any agreement or agreements already made or to be made for such sale, transfer, lease, or vesting, and to provide for the incorporation of the Company to be called the Stanraer and Girvan Railway Company, and to make all necessary provisions in relation to such incorporation.

To enable the purchasers or purchaser, lessees or lessee, to or in whom the undertaking and premises of the Company in the immediately preceding paragraph of this notice mentioned, or any part thereof, may be sold, transferred, leased, or vested to hold, work, and use the same, and to have, possess, and exercise all or some of the rights, powers, and privileges of the Company, and that either subject to or freed and discharged from all charges, debts, incumbrances, liens, and liabilities, affecting the same, and all contracts, agreements, and engagements of the Company

existing at the passing of the Bill or some of them.

To confer upon any and every company, body, or person or persons to or in whom the undertaking of the Company and premises may be sold, transferred, leased, or vested, or who may make any purchases or take any lease or leases under the powers of the Bill, all such powers (including powers to apply their funds and revenues, and to raise additional capital by new ordinary and preference shares and by borrowing) as may be necessary or expedient to enable them to accept, complete, and carry into effect any such sale, purchase, transfer, lease or vesting.

To provide for the application of the proceeds of any sale or sales, or lease or leases made under the powers of the Bill among the mortgagees, debenture-holders, debenture stockholders, creditors, and shareholders of the Company, or some of them, or some class or classes thereof respectively, under the authority of the Court of Session or otherwise, and if need be to provide for the appointment of an arbitrator by the Railway Commissioners, the Board of Trade, or some other body to be prescribed by the Bill, and to authorise and empower such arbitrator to prescribe, determine, define, and regulate the rights and priorities as between themselves of such mortgagees, debenture-holders, and debenture stockholders, creditors, and shareholders, and classes respectively, and the payments to be made to each or any of them.

To provide for the consolidation, reduction, and division into classes of the nominal capital, stock, debentures, debenture stock, and debts of the Company, and to wind up and dissolve and provide for the winding up and dissolution of the Company.

To vary and extinguish all existing rights and privileges which will or may interfere with the objects of the Bill or any of them, and to confer all other powers, rights, and privileges which may be necessary, useful, or desirable for giving full effect to the purposes of the Bill, and to confer other rights and privileges, and to make provision for the payment of the costs, charges, and expenses of and incidental to the preparing, applying for, and promoting and passing of the Bill out of the proceeds of any sale, lease, transfer, or vesting made or effected thereunder, or under the Act of 1882, or out of any existing or future assets of the Company, whether in their hands or in the hands of any person or persons, Company or Companies on their or his behalf, or out of such other fund or funds, or by such person or persons, Company or Companies, body or bodies as may be defined by the Bill.

The Bill will incorporate with itself subject to such exceptions and variations as may be thought necessary "The Companies' Clauses Consolidation (Scotland) Act, 1845;" "The Companies' Clauses Act, 1863;" "The Companies' Clauses Act, 1869;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Lands Clauses Consolidation Act, 1869;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863," or some part or parts thereof, and will, so far as may be deemed necessary or expedient, repeal, alter, amend, or extend all or some of the provisions of the several Acts of Parliament following, or some of them, viz.:—"The Girvan and Portpatrick Junction Railway Act, 1865;" "The Girvan and Portpatrick Junction Railway Act, 1870;" "The Girvan and Portpatrick Junction

Railway Act, 1872;" "The Girvan and Portpatrick Junction Railway Act, 1873;" "The Girvan and Portpatrick Junction Railway Act, 1875;" "The Girvan and Portpatrick Junction Railway Act, 1877;" "The Girvan and Portpatrick Junction Railway Act, 1879," and "The Girvan and Portpatrick Junction Railway (Arrangement) Act, 1882," and all other Acts relating to the Company; "The Portpatrick Railway Act, 1877," and all other Acts relating to the Portpatrick Railway Company; "The Portpatrick and Wigtownshire Railways (Sale and Transfer) Act, 1885;" "The Glasgow and South-Western Railway Consolidation Act, 1855," and all other Acts relating to the South-Western Company, "The Caledonian Railway Act, 1845," and all other Acts relating to the Caledonian Railway Company, "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," and "The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869," and the several other Acts relating to the Kilmarnock Joint Line, "The Barrmill and Kilwinning Railway Act, 1883," and "The Lanarkshire and Ayrshire Railway Act, 1884," and any other Acts relating to the Barrmill and Kilwinning Railway Company and the Lanarkshire and Ayrshire Railway Company respectively, the Act (local and personal) 9 and 10 Victoria, cap. 204, and all other Acts relating to the London and North-Western Railway Company, and the Act (local and personal) 7 and 8 Victoria, cap. 18, and all other Acts relating to the Midland Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, a Plan describing the situation of the lands, houses, and other property proposed to be taken under the Bill, and a duplicate thereof, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this notice, as published in the London and Edinburgh Gazettes, will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Ayr at his office at Ayr, and that, on or before the said 30th day of November instant, a copy of the said Plan and Book of Reference, with a copy of the said Gazette Notice, will be deposited for public inspection with the Session-Clerk of the Parish of Girvan 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, 1885.

Carment, Wedderburn and Watson, 32, Albany-street, Edinburgh, Solicitors for the Bill.

Wm. Robertson and Co., 45, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Liverpool, Southport, and Preston Junction Railway.

(Power to raise additional Capital; Power to the Manchester, Sheffield and Lincolnshire Railway Company to subscribe to the Liverpool, Southport and Preston Junction Railway Undertaking; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Liverpool, Southport and Preston Junction Railway Company (hereinafter referred to as "the Company") for an Act for

the following or some of the following purposes, that is to say:—

To raise additional capital for the purposes of the Undertaking of the Company by the creation and issue of new shares or stock with or without any preference or priority in the payment of dividends or interest, and with other privileges, restrictions and qualifications attached thereto, and by borrowing on mortgage or by the creation and issue of debenture stock, and generally to make such provisions with respect to the capital of the Company as they may deem expedient.

To empower the Manchester, Sheffield and Lincolnshire Railway Company to subscribe and contribute funds not exceeding the sum of £100,000 towards the making and maintaining of the railway of the Company and works authorised by the Liverpool, Southport and Preston Junction Railway Act, 1884, 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 empower the Manchester, Sheffield and Lincolnshire Railway Company to take and hold shares, stock, debentures, debenture stock, or other securities of the Company.

To vary or extinguish all existing rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of the objects of the intended Act, 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 intended Act, to alter, amend, vary, extend, enlarge, or repeal the provisions, or some of the provisions of "The Liverpool, Southport and Preston Junction Railway Act, 1884," and any other Act or Acts relating to or affecting the Company, and the Act 12 and 13 Vict., cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield and Lincolnshire Railway Company.

And notice is hereby also given, that on or before the 21st day of December, 1885, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1885.

Walton and Smith, Southport, Solicitors.

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

In Parliament.—Session 1886.

Bedford and Peterborough Railway.

(Incorporation of Company; Construction of Railways from the Midland Railway at Bromham, in the county of Bedford, to the Northampton and Peterborough Line of the London and North Western Railway at Overton, in the County of Huntingdon; Special Powers to Limited Owners; Working and other Agreements, with Powers of Construction, Subscription, Guarantee, Raising and Application of Funds, and other Powers to, and Running Powers and Facilities over Railways and Works of the Midland Railway Company and the London and North Western Railway Company and the Great Eastern Railway Company; Agreements with and Powers of Construction and Appointment of Directors; 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, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively (that is to say):—

A railway (No. 1) commencing in the parish of Bromham, in the county of Bedford, by a junction with the main line of the Midland Railway at a point 15 chains or thereabouts measured along that railway from the Oakley Junction towards Bedford, and terminating in the parish of Overton Waterville, in the county of Huntingdon, by a junction with the Northampton and Peterborough line of the London and North Western Railway, at a point 50 chains or thereabouts measured along the said line from the level crossing at the Overton Station towards Peterborough.

A railway (No. 2) commencing in the parish of Bromham, in the county of Bedford, by a junction with the Northampton branch of the Midland Railway, at a point 46 chains or thereabouts measured along that branch from the Oakley Junction towards Northampton, and terminating in the parish of Clapham in the same county, by a junction with railway No. 1 above described, at a point 50 chains or thereabouts from the commencement of the same in a field numbered 117 on the Ordnance map to the scale of 25·344 inches to the mile on the sheet numbered XI. 7, Bedfordshire, which point is situate 7 chains or thereabouts in a northerly direction measured from the road from Higham Ferrers to Bedford, and 10 chains or thereabouts measured in an easterly direction from the western boundary of the said field which said intended railways and works will pass from, through, or into the several parishes, townships, extra parochial, and other places following, or some of them (that is to say): Bromham, Clapham, Goldington, Ravensden, Bolnhurst, Keysoe, Little Staughton, and Pertenhall, all in the county of Bedford; and Little Staughton, Pertenhall, Great Catworth, Little Catworth, Stow or Long Stow, Kimbolton, Great Staughton, Midloe, Little Paxton, Southoe, Diddington, Graffham, Buckden, Ellington, Easton, Spaldwick, Leighton Bromeswold, Barham, Woolley, Alconbury, Alconbury-Weston, Buckworth, Hamerton, Upton, Coppinford, Steeple Gidding, Sawtry St. Judith, Sawtry All Saints, Sawtry St. Andrew, Connington, Yaxley, Stilton, Holme, Glatton, Denton, Caldecot, Washingley, Folksworth, Morborne, Haddon, Chesterton, Alwalton, Woodstone, Fletton, Farcet, Overton Longville, and Overton Waterville, all in the county of Huntingdon.

2. To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, 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 so far as may be necessary in constructing or maintaining the said intended railways and works.

4. To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways, or either of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works or conveniences connected therewith; to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or either of them, or any part or parts thereof respectively, or any such station, siding, road, approach, buildings, works, or conveniences, either without payment or other consideration, or for such consideration pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company; and to sanction and confirm any agreements which may have been, or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

5. To authorise the Company on the one hand, and the Midland Railway Company, the London and North Western Railway Company, and the Great Eastern Railway Company, or any one or more 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, or maintenance by any or either of the contracting companies, of the intended railways and works, 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, 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, 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 authorise the before-mentioned 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 either of them, or any part or parts

thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of 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 either of them, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the before-mentioned Companies, or any one or more of them, to appoint directors of the Company.

7. 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 in default of agreement as may be settled by arbitration or defined by the Bill, the railways and portions of railways respectively hereinafter mentioned, together with the stations, 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 respectively (that is to say):—

So much of the Midland Railway as lies between the point of junction of Railway No. 1 with that railway and Bedford Station, with the use of their Bedford Station. So much of the Northampton and Peterborough line of the London and North Western Railway as lies between the point of junction therewith of Railway No. 1 and the Peterborough station of that Company, and the Great Eastern Railway Company, or either of them, and the use of that station.

And to require and compel the Midland Railway Company, the London and North Western Railway Company, and the Great Eastern Railway Company, or other the Company or Companies owning or working the said railways and portions of railways respectively, 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 railways and portions of railways 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 railways and portions of railways respectively, and the works and conveniences connected therewith.

8. To authorise agreements between the Company and the other Companies named in this Notice, or any of them, with respect to or in connection with the objects and purposes of the Bill, and to confirm and give effect to any such

agreements which may have been or may be made prior to the passing of the Bill.

9. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The 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.

10. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the Bill, to alter rates, tolls, and duties, and to confer other exemptions, and to make all such provisions as may be necessary or incidental to such objects.

11. To alter, amend, extend, and enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the powers and provisions of the Acts of Parliament following, or some of them (that is to say): "The Great Eastern Railway Act, 1862," and all other Acts relating to that Company; the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; and the Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with books of reference to such plans, and Ordnance map, with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Bedford, at his office at Bedford, and with the Clerk of the Peace for the county of Huntingdon, at his office at Huntingdon; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and 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.

On or before the 21st 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 10th day of November, 1885.

Burchell and Co., Westminster.

In Parliament.—Session 1886.

London, Brighton and South Coast Railway
(Various Powers).

(New Junction Railways at New Cross; Compulsory Purchase of Land; Tolls and Charges; Stopping Footpaths at Mitcham and Edenbridge; Extension of Time for Purchase of Land and Completion (Oxted and Groombridge Railway); Transfer of Southsea Railway; Powers to Joint Committee; Agreements with Isle of Wight Marine Transit Company; Application of Funds.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the London, Brighton and

South Coast Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following among other purposes:—

To enable the Company to exercise the following powers, and to make and maintain the railways and works hereinafter described, or part thereof, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

New Cross Junction, No. 1.

A railway wholly in the parish of St. Paul, Deptford, in the county of Surrey, commencing at a point in the station-yard of the Company at New Cross on the eastern side of their railway by a junction with one of the Company's sidings there, about 12 chains north of the centre of the bridge which carries the New Cross Road over the main line of the Company, and about 15 yards west of the western boundary wall of the East London Railway, and terminating in land belonging to the Company at or near the eastern boundary of the lands belonging to the East London Railway Company, at a point 6 chains or thereabouts north of the northern end of the passenger platforms of the New Cross (low level) station of the East London Railway Company.

New Cross Junction, No. 2.

A railway wholly in the said parish of St. Paul, Deptford, in the county of Surrey, commencing by a junction with the East London Railway at or near the bridge which carries the East London Railway over an occupation road at Cold Blow Farm, and terminating in land belonging to the Company at or near the eastern boundary of the East London Railway Company's land at a point 4 chains or thereabouts south of the before-mentioned occupation road.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the intended railways to any extent within the limits of deviation to be shown on the plans deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To authorise the purchase of lands, houses, and other property, compulsorily or by agreement.

To empower the Company to levy tolls and charges in respect of the intended railways, and to exercise other rights and privileges.

To authorise the Company to stop up the portions of footpaths in the parish of Mitcham, in the county of Surrey, hereinafter described, namely:—

- (a) So much of the public footpath as crosses on the level of the South London and Sutton Railway of the Company, about 7 chains south of the mile post on the said railway denoting 9 miles from London.
- (b) So much of the public footpath in the same parish as crosses the same railway on the level 15 chains or thereabouts south of the said mile post.
- (c) So much of the public footpath in the same parish as crosses on the level the same railway 27 chains or thereabouts south of the said mile post.
- (d) So much of the public footpath in the same parish as crosses the same railway on

the level 31 chains or thereabouts south of the said mile post;

and to extinguish all rights of way over the said portions of footpaths, so far as they are within the boundaries of the Company's property, and to vest the same in the Company.

To empower the Company to stop up so much of a public footpath in the parish of Edenbridge, in the county of Kent, leading from Mowshurst Farm, in the parish of Brasted, in the said county, to Edenbridge, as crosses the land on which the railway No. 1 authorised by the Oxted and Groombridge Railway Act, 1881, is in course of construction, and to divert the same along the north-eastern side of the said railway to join the footpath leading from Skinner's Farm to Edenbridge, and to extinguish all rights of way over the portion of the said footpath to be so stopped up.

To extend the time limited by the "Oxted and Groombridge Railway Act, 1881," and the London, Brighton and South Coast Railway (Various Powers) Act, 1884, for the compulsory purchase of lands for the purposes of the railways and works described in and authorised by the "Oxted and Groombridge Railway Act, 1881," and for the completion of the said railways and works, or some part or parts thereof.

To provide for or confirm the transfer to and vesting in the London and South Western Railway Company and the Company jointly of the Undertaking, lands and property of the Southsea Railway Company, and to provide for vesting the control and management of the said Undertaking in the Joint Committee, constituted and acting under the Brighton and Chichester (Portsmouth Extension) and London and South Western Railways Act, 1847.

To enable the Company on the one hand and the Isle of Wight Marine Transit Company (Limited) (herein called the Transit Company), on the other hand, from time to time to enter into, cancel or alter agreements with respect to the working, use, management, and maintenance of the Undertaking and works of the Transit Company, including their vessels for carrying trains, trucks, animals, goods, &c., in connection with the railways of the Company, and as to the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, and as to the division and apportionment of receipts arising from their respective Undertakings.

And the Bill may contain power for the Company to purchase, or take on lease, the said Undertaking and to carry on the same, and to admit the London and South Western Railway Company to join or participate in any such agreement, purchase, or lease.

To enable the Company to apply to any of the purposes of the intended Act such portion of their corporate funds as they may think fit.

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 it may extend, amend, vary, and enlarge the powers and provisions of the said Act of 1881 and the Act 9 and 10 Vic., cap. 283, and any other Acts relating to the Company. The Southsea Railway Act, 1880 (43 and 44 Vic., cap. 203), the Southsea Railway Act, 1883 (46 and 47 Vic., cap. 160), and any other Act or Acts relating to that Company; and the Brighton and Chichester (Portsmouth Extension) and London and South Western Railways Act, 1847 (10 and 11 Vic., cap.

244), the 4 and 5 Wm. IV., cap. 88, and any other Acts relating to the London and South Western Railway Company.

Plans and sections showing the line and levels of the railways and works proposed to be authorised by the Bill, and the lands which may be taken compulsorily under the intended Act, also a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands; an ordnance map with the lines of the said intended railways delineated thereon, so as to show their general course and direction, 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 Kent, at his office at Maidstone, and on or before the same day a copy of the said plans, sections, book of reference and notice, will be deposited with the parish clerk of each parish at his residence, excepting that in the case of the parish of St. Paul, Deptford, the said plans and other documents will be deposited with the clerk to the Greenwich District Board of Works, at his office at 141, Greenwich-road, Greenwich, S.E., and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 16th day of November, 1885.

Norton, Rose, Norton, and Co., 6, Victoria-street, Westminster Abbey, S.W., Solicitors for the Bill.

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

In Parliament.—Session 1886.

Cambridge University and Town Waterworks. (Further Works; Power to Take Streams, &c.; Compulsory Purchase of Lands; Breaking up of Roads, &c.; Rates and Charges; Supply of Water by Measure; Power to Sell, &c. Meters, &c.; Protection against Nuisances, Waste, &c.; Power to Hold, Sell, &c. Lands; Agreements with Public Bodies and Authorities; Further Money Powers; Amendment of Acts.)

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

To authorise the Cambridge University and Town Waterworks Company (hereinafter called "the Company") to make and maintain the waterworks and other works and conveniences following, or some of them, or some part or parts thereof (that is to say):—

(a) A well and pumping station wholly in the parish of Fulbourn, in the county of Cambridge, to be situate in the field adjoining and on the northern side of the public road (hereinafter referred to as "the Fulbourn-road") leading from Cambridge to Fulbourn, and adjoining and on the eastern side of the public road (hereinafter referred to as "the Teversham-road") leading from the Fulbourn-road to Teversham, which field is reputed to belong to Ebenezer Bird Foster, and is in the occupation of Joseph Chaplin.

(b) An aqueduct, conduit, or line of pipes (No. 1), wholly in the parish of Fulbourn aforesaid, commencing in the stream or drain known

as the Tenth Public Drain (set out under and referred to in the Award deposited at the office at Cambridge of the Clerk of the Peace for the County of Cambridge, and made in pursuance of the Fulbourn Inclosure Act (46 Geo. III, cap. 56), and which stream or drain runs along the east side of the Teversham-road aforesaid), at or near the junction therewith of the Eleventh Public Drain hereinafter mentioned, and terminating in the well (a) above described.

(c) An aqueduct, conduit, or line of pipes (No. 1a) wholly in the parish of Fulbourn aforesaid, commencing in the stream or drain known as the Eleventh Public Drain (set out under and referred to in the Award deposited and made as set forth above in sub-paragraph (b), and which stream or drain joins the Tenth Public Drain aforesaid at or about the distance of 90 yards north of the Fulbourn-road aforesaid), at a point in the said Eleventh Public Drain about 230 yards measured along the last-mentioned drain from its junction with the Tenth Public Drain aforesaid, and terminating in the intended well (a) above described.

(d) An aqueduct, conduit, or line of pipes (No. 2) commencing in the parish of Fulbourn aforesaid, in and out of the well and pumping station (a) above described, and terminating in the Company's existing reservoir in the parish of Cherryhinton, in the county of Cambridge.

(e) A reservoir wholly in the parish of Cherryhinton aforesaid, adjoining and on the west side of the Company's existing reservoir in that parish, and to be situate between that reservoir and the road leading from Cherryhinton to Shelford.

(f) An aqueduct, conduit, or line of pipes (No. 3) commencing in the parish of Cherryhinton aforesaid, by a junction with the intended aqueduct, conduit, or line of pipes (No. 2) above described, at or near the point at which the said road leading from Cherryhinton to Shelford joins the Fulbourn-road aforesaid, at or near Springhead, and terminating in the parish of St. Andrew the Less, in the borough of Cambridge, in the county of Cambridge, in Hills-road, opposite or nearly opposite the east end of Avenue-road.

(g) An aqueduct, conduit, or line of pipes (No. 4), wholly in the parish of Cherryhinton aforesaid, commencing at and in the Company's pumping station, in the said parish of Cherryhinton, on the south side of the Fulbourn-road aforesaid, and terminating in the Company's existing reservoir in the parish of Cherryhinton aforesaid.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned.

To enable the Company to collect, impound, take, use, divert, and appropriate for the purposes of their undertaking the waters of the streams or drains aforesaid, known as the Tenth Public Drain, and the Eleventh Public Drain, and of all such streams and all such waters as will or may be intercepted by the proposed new works, or as may be found in, upon, or under any lands for the time being belonging to the Company or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements.

The waters of the said stream or drain known as the Tenth Public Drain now flow into the Second Public Drain, and the waters of the said

stream or drain known as the Eleventh Public Drain now flow into the Twelfth Public Drain, and thence into the Second Public Drain at or near the aqueduct in the parish of Fulbourn aforesaid, and from thence the waters of the said Tenth and Eleventh Public Drains flow into the Public Drain which runs northward and through the parishes of Teversham and Fen Ditton, both in the county of Cambridge, and enter the stream below Quy Mill known as Quy River, and thence the said waters flow along the Quy River through Bottisham Lode, and thence into the River Cam and River Ouse until they enter the sea at the Wash.

To authorise and empower the Company to purchase and take by compulsion or agreement, and to take leases or grants of, or to take by compulsion or agreement easements over lands, houses, springs, streams, waters, and other hereditaments in the parishes of Fulbourn, Cherryhinton, and St. Andrew the Less aforesaid, or elsewhere within their limits of supply for the purposes of their intended works or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and hereditaments, and will or may incorporate with itself, and apply to the works to be thereby authorised, and the Company in respect thereof, the provisions, or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads, and with respect to the temporary occupation of lands near the railway during the construction thereof.

To authorise the Company to lay down, make and maintain, and from time to time renew, in the parishes aforesaid, in connection with their works, or for any purposes of their undertaking, all necessary and convenient approaches, embankments, roads, ways, tunnels, adits, tanks, filtering-beds, weirs, dams, sluices, filters, gauges, outfalls, culverts, cuts, channels, conduits, drains, mains, pipes, pillars, pumps, engines, machinery, works, and conveniences, for obtaining, collecting, filtering, storing, and distributing water, and for carrying into effect the objects and purposes of the Bill, and to sanction and confirm any such works and conveniences as last aforesaid, already laid, constructed, or provided, and any acts, matters, or things done by the Company, for or in connection with their undertaking, and any expenditure thereon or in connection therewith.

To empower the Company to open, break up, 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 aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Company, for or in connection with the objects of the Bill.

To authorise and empower the Company to demand and take and recover, rates, rents, and charges, differential or otherwise, for the supply of water, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges.

To empower the Company to supply water by measure, and to sell or let, or provide on hire or otherwise, cisterns, tanks, meters, fittings, and other apparatus in connection with their supply of water, and to demand and take and recover rates, rents, and charges for the same, or for the use thereof, and the Bill will or may make provision for exempting the same from distress or execution.

To make new or further provision for the protection of the waterworks, water supply, and property of the Company, and for defining and regulating such supply, and for preventing frauds on the Company, and for preventing the contamination, fouling, waste, misuse, and undue consumption of water, and for imposing penalties in respect of all or any such matters.

To enable the Company to hold a certain piece of land recently purchased by or held in trust for them known as Springfield, and the buildings thereon, abutting towards the south upon the Fulbourn-road aforesaid, towards the east on the Company's land and property at Springhead, towards the west on the Cherryhinton Hall Estate of the Company, and towards the north upon the Cherryhinton Brook.

To authorise the Company to sell and dispose of, or let on lease or otherwise from time to time, any land, houses, and property for the time being belonging to the Company.

To empower the Company on the one hand, and any Local Board of Health, Urban or Rural Sanitary Authority, or any other local authority, and the trustees of any turnpike or other road, or any Highway Board, or any surveyor of any highway, and any railway company, and any other companies, bodies, or persons 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 limits of supply of the Company, and to vary, suspend, or rescind any contract or arrangement, and to enter and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon all such authorities, boards, trustees, surveyors, companies, bodies, and persons, and to enable them to apply for the purposes of any such contract or arrangement any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise, and, if thought fit, to confirm any such contract or agreement which may have been or may be entered into.

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

To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Cambridge University and Town Waterworks Act, 1853, the Cambridge University and Town Waterworks Act, 1855, the Cambridge University and Town Waterworks Act, 1866, the Cambridge University and Town Waterworks Act, 1871, or any or either of those Acts, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November, 1885, plans and sections of the works proposed to be authorised by the Bill, showing the situation and levels thereof, such plans also showing the lands intended to be compulsorily taken under the

powers of the Bill, with a book of reference to such plans respectively, 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 Cambridge, at his office at Cambridge, in that county; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended works are to be made, or in which any lands which are intended to be taken compulsorily 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 intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1885.

William Peed, Bank-buildings, Benet-street, Cambridge, Solicitor for the Bill.

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

Board of Trade.—Session 1886.

The Tramways Act, 1870.

North Staffordshire Tramways Extensions and Amendment Order, 1886.

(Application for a Provisional Order to Authorize the Construction of Tramways in the Borough of Stoke-upon-Trent; Amendment of the North Staffordshire Tramways Order, 1880, and the North Staffordshire Tramways (Extensions) Order, 1881; Abandonment of certain Tramways and Portions of Tramways; Authority to use Steam or other Mechanical Power; Return of Deposit; Repeal and Amendment of Acts; Extension of Time; and other Purposes.)

NOTICE is hereby given, that application is intended to be made by the North Staffordshire Tramways Company Limited (hereinafter called "the Company"), on or before the 23rd day of December, 1885, to the Board of Trade for a Provisional Order to effecting the following purposes, or some of them (that is to say):—

To authorize the Company to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):—

Tramway No. 1, in the parish of Stoke-upon-Trent, commencing in London-road, Stoke, by a junction with the existing tramway there, proceeding thence along London-road, Stoke, to the termination of that road at its junction with London-road, Newcastle-under-Lyme.

Tramway No. 1 will be a single line, except—

(a.) In London-road, Stoke, at a point 3 furlongs from its commencement, for a distance of 3 chains south-westward.

(b.) In London-road, Stoke, at a point 5 furlongs 7·50 chains from its commencement, for a distance of 3 chains south-westward.

A less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway—

(a.) In London-road, Stoke, from a point 3 furlongs from its commencement, for a distance of 3 chains south-westward.

(b.) In London-road, Stoke, from a point 5 furlongs 7·50 chains from its commencement, for a distance of 3 chains south-westward.

The total length of Tramway No. 1 is 6 furlongs 1·80 chains, of which 5 furlongs 5·80 chains is single line, and 6 chains is double line.

Tramway No. 3.—In the parish of Stoke-upon-Trent, commencing in High-street, Stoke-upon-Trent, at or near the junction of High-street with London-road, Stoke, and terminating in that road by a junction with the existing tramway there, at a point about 1 chain north-east from the centre of Hill-street.

Tramway No. 3 will be a single line throughout its entire length.

The total length of Tramway No. 3 is 1·75 chains.

The proposed tramways will be made and pass from, in, through, and into the following parish and township (that is to say) Stoke-upon-Trent.

To empower the Company, with the consent of the owners, lessees, and occupiers of any works or premises adjoining any tramways, either already authorized or to be authorized by the Provisional Order, to make junctions from the tramways to such works or premises.

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly specified in this notice, as may be necessary for or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stables, carriages, houses, works, or buildings of the Company.

To authorize and empower the Company, and all persons, corporations, and companies lawfully using the proposed tramways, or any or either of them, and also any other tramways constructed or authorized to be constructed by the Company, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to or in substitution for animal power.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend, all or some of the provisions of that Act, and of the following among other Acts: "The Locomotives Act, 1861;" and "The Locomotives Act, 1865;" and "The Highways and Locomotives Act, 1878;" or any Act amending such Acts.

To extend the time for the construction of certain of the tramways authorized to be constructed by "The North Staffordshire Tramways Order, 1880;" and "The North Staffordshire Tramways (Extensions) Order, 1881."

To amend "The North Staffordshire Tramways Order, 1880;" and "The North Staffordshire Tramways (Extensions) Order, 1881," by authorising the abandonment of the following tramways, or portions of tramways, authorized by such Orders respectively, that is to say:—

That portion of Tramway No. 3 authorized by "The North Staffordshire Tramways Order, 1880," running through Marsh-street and Great York-street, Hanley; and also the portion from the present terminus in Market-place, Burslem, to its termination.

The whole of Tramway No. 5 authorized by "The North Staffordshire Tramways Order, 1880."

The Tramways Nos. 4, 5, 6, 7, and 8 authorized by "The North Staffordshire Tramways (Extensions) Order, 1881."

To provide for the return to the Company of a proportionate part of the deposits paid in accordance with the Board of Trade regulations in respect of the tramways, and the portions of the tramway to be abandoned.

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

To amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Order, all or some of the provisions of "The North Staffordshire Tramways Order, 1880;" "The North Staffordshire Tramways (Extensions) Order, 1881;" "The Tramways Act, 1870;" and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways.

And notice is hereby given, that duplicate plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Stafford, at his office at Stafford.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map with the line of the proposed tramways marked thereon, and a diagram, will be deposited at the Office of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this notice, will, on or before the same day, be deposited in the office of the Clerk of the Parliaments, and in the Private Bill Office, and that a copy of such plans and sections, or of so much thereof as relates to their respective parishes or districts, and a copy of this notice will, on or before the same day, be deposited as follows:—With the Town Clerk of the borough of Stoke-upon-Trent, at his office at Stoke-upon-Trent, and with the parish clerk of each parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of 1s. for each copy, to all persons applying for the same at the office of the undersigned, W. P. Slater, 3, King-street, Cheapside, in the city of London.

Any company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned, W. P. Slater, at 3 King-street, Cheapside, London, E.C., and in forwarding to the Board of Trade such objection, the objectors or their agents must state that a copy of the same has been so sent to the Promoters.

Dated this 18th day of November, 1885.

W. P. Slater, 3, King-street, Cheapside, London, E.C., Solicitor and Parliamentary Agent.

In Parliament.—Session 1886.

Lincolnshire Marshes and East Coast Railway.

(Incorporation of Company; Construction of Railways from East Lincolnshire Railway near Firsby, to Manchester, Sheffield, and Lincolnshire Railway near New Clee Station, with branches and junctions with other Railways; Compulsory Purchase of Lands; Tolls, &c.; Running powers over Railways of Agreements with, and Provisions affecting, Great Northern, Manchester, Sheffield, and Lincolnshire, Louth and East Coast, Sutton and Willoughby, Spilsby and Firsby, and Firsby and Wainfleet Railway Companies; North Sea Fisheries (East Lincolnshire) Harbour and Dock Company, and Alford and Sutton Tramway Company; 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 so to be incorporated (in this Notice called "the Company") to make and maintain the railways hereinafter mentioned, or some, 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, wholly in the parts of Lindsey, in the county of Lincoln (that is to say):—

(1.) A railway (No. 1) commencing in the parish of Bratoft, by a junction with the East Lincolnshire (Great Northern) Railway, at a point 10 chains or thereabouts to the north-eastward of the point at which the road leading from Bratoft to Keythorpe is crossed by the said railway on the level, and terminating in the parish of Sutton-le-Marsh, at a point on the south-east side of the public road which runs in a north-easterly direction from the parish church of the said parish, and being 250 yards or thereabouts to the north-east of the north-east corner of the churchyard attached to the said church, which intended railway will be made or pass through, from, in or into the following parishes, townships, and places, or some of them, that is to say:—Bratoft, Gunby, Burgh-le-Marsh, Orby, Ingoldmells, Addlethorpe, Hogsthorpe, Mumby-cum-Chapel, Mumby-Chapel, Anderby, Huttoft, and Sutton-le-Marsh.

(2.) A railway (No. 2) commencing by a junction with the intended railway (No. 1) at its termination as above described, and terminating in the parish of Mablethorpe Saint Marys, at a point about 10 yards eastward from the Louth and East Coast Railway, and on the north side of the public road, which is crossed by that railway 1,050 yards or thereabouts to the northward of its termination, which intended railway (No. 2) will be made or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say:—Sutton-le-Marsh, Trushtorpe, and Mablethorpe Saint Marys.

(3.) A railway (No. 3) commencing by a junction with the intended Railway No. 2 at its termination as above described, and terminating in the parish of Saltfleetby Saint Peters, at a point 320 yards, or thereabouts,

to the northward of the Louth and East Coast Railway, such distance of 320 yards being measured at right angles to the said railway from a point on that railway distant 620 yards, or thereabouts, measured along the railway from and to the westward of the western end of the platform of the Saltfleetby station on the said railway, which intended Railway No. 3 will be made or pass from, in, through, or into the following parishes, townships, and places, or some of them (that is to say):—Mablethorpe Saint Marys, Mablethorpe Saint Peters, Theddlethorpe Saint Helens, Theddlethorpe All Saints, Great Carlton, Saltfleetby All Saints, Saltfleetby Saint Clements, Saltfleetby Saint Peters.

(4.) A railway (No. 4) commencing by a junction with the intended Railway No. 3 at its termination above described, and terminating in the parish of Clee by a junction with the Manchester, Sheffield, and Lincolnshire Railway (Grimsby and Cleethorpes Branch), at a point 710 yards or thereabouts, measured along the said branch railway eastward, from the eastern end of the platform of New Clee Station, which intended Railway No. 4 will be made or pass from, in, through, or into the following parishes, townships, and places, or some of them (that is to say):—Saltfleetby Saint Peters, South Cockerington, Skidbrook-cum-Saltfleet, Skidbrook, Saltfleet, South Somercotes, North Somercotes, Conisholme, Grainthorpe, Ludney, Wragholme, Marsh Chapel, North Cotes, Tetney, Tetney Lock, Humberston, Cleethorpes, Thrunscoe, and Clee.

(5.) A railway (No. 5) wholly in the parish of Sutton-le-Marsh, commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating by a junction with the authorised Sutton and Willoughby Railway, at or near the point at which on the plans deposited for and referred to in the Sutton and Willoughby Railway Act, 1884, the centre line of the last-named railway is shown as intended to cross the road numbered on the said plans 18, in the parish of Sutton.

(6.) A railway (No. 6) commencing in the parish of Mablethorpe Saint Marys by a junction with the intended railway (No. 2) at its termination as above described, and terminating in the parish of Mablethorpe Saint Peters by a junction with the Louth and East Coast Railway at a point 1310 yards, or thereabouts, measured along that railway from its termination at Mablethorpe.

(7.) A railway (No. 7) wholly in the parish of Saltfleetby Saint Peters, commencing by a junction with the intended Railway No. 4 at its commencement as above described, and terminating by a junction with the Louth and East Coast Railway at a point 170 yards or thereabouts to the westward of the western end of the platform at Saltfleetby station.

(8.) A railway (No. 8) wholly in the parish of Clee, commencing by a junction with the intended Railway No. 4 at a point 10 yards, or thereabouts, to the northward of the dyke along which the boundary between the parishes of Clee and Humberston runs, and 20 yards or thereabouts to the eastward of the southern end of 'Goose Puddle drain, and terminating at a point 60 yards

or thereabouts to the southward of Sussex-street, Cleethorpes, and 70 yards or thereabouts to the westward of the sea wall at Cleethorpes.

- (9.) A railway (No. 9) wholly in the parish of Clee, commencing by a junction with the intended Railway No. 4, at a point about 450 yards south-east by east or thereabouts, from the south-east corner of the Cleethorpes Cemetery, and terminating by a junction with the intended Railway No. 8, at a point about 390 yards south-west or thereabouts of its termination as above described, and about 60 yards to the eastward of the occupation road leading from Cleethorpes to Thrunscoe Farm.

A diversion of the Alford and Sutton Tramway, in the parish of Sutton, the diversion commencing at a point about 10 chains westward from the termination of the said tramway at Sutton, and running thence in a northerly direction for about 175 yards. And the Bill will or may authorise and empower the Company to stop up and discontinue for traffic the portion of the said tramway lying to the eastward of the point of commencement of the intended diversion above described.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plan hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the section hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

3. To empower the Company to cross, open, break up, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, sewers, canals, towingpaths, navigations, reservoirs, streams, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and telephonic apparatus, 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.

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

5. To 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 railway and portions of railway, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer ex-

emptions 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 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, carriage, and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railway and portions of railways following (that is to say):

The East Lincolnshire Railway of the Great Northern Railway Company (a) from the junction therewith of the intended Railway No. 1 to Firsby Station including that station, and thence to the junctions with the said East Lincolnshire Railway of the Spilsby and Firsby Railway, and the Firsby and Wainfleet Railway respectively; and (b) from the junction of the Louth and East Coast Railway with the said East Lincolnshire Railway to the Louth Station on the said last-mentioned Railway, including that station.

The Manchester, Sheffield, and Lincolnshire Railway (Grimsby and Cleethorpes Branch) from the junction of the intended Railway No. 4 therewith, to Great Grimsby Town Station, including that station.

So much of the Louth and East Coast Railway as lies between the junction therewith of the proposed Railway No. 6, and the junction of the said Louth and East Coast Railway with the East Lincolnshire Railway of the Great Northern Railway Company.

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

7. To empower the Company on the one hand, and the Sutton and Willoughby Railway Company, the Louth and East Coast Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Spilsby and Firsby Railway Company, the Firsby and Wainfleet Railway Company, the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company, and the Alford and Sutton Tramway Company, 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 or either of them of their respective railways, tramways, harbours, docks, 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, tramways, harbours, or docks of the contracting Companies or any or either of them; the supply and maintenance of engines, stock, plant, and machinery; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways, tramways, harbours, docks, 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 for carrying into effect every or any of such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

9. 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.

10. 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):—9 and 10 Vict., caps. 71 and 88, and 10 and 11 Vict., cap. 148, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vict., cap. 81, and 24 and 25 Vict., cap. 86, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 35 and 36 Vict., cap. 110, and all other Acts relating to the Louth and East Coast Railway Company; 47 and 48 Vict., cap. 170, and all other Acts relating to the Sutton and Willoughby Railway Company; 47 Vict., cap. 33, and all other Acts relating to the North Sea Fisheries (East Lincolnshire) Harbour and Dock Company; and 43 and 44 Vict., cap. 168, and all other Acts relating to the Alford and Sutton Tramway Company; 23 and 29 Vict., cap. 238, and all other Acts relating to the Spilsby and Firsby Railway Company; 32 and 33 Vict., cap. 5, and all other Acts relating to the Firsby and Wainfleet Railway Company.

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, 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 parts of Lindsey, in the county of Lincoln, at his office at Lincoln, 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 or extra-parochial place in or through which the said railways and 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 in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 18th day of November, 1885.

Brooksbank and Galland, 14, Gray's-inn-square, London, Solicitors for the Bill.

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

In Parliament.—Session 1886.

Marple Local Board Gas.

(Compulsory Purchase of Lands; Construction of Gas Works; Manufacture and Supply of Gas; Purchase by Agreement or Compulsion of the Undertaking of the Marple Gas Company Limited; Power to the Local Board and the Company to make Agreements; Winding up and Dissolution of Company; Power to Local Board to carry on Undertaking to make and Supply Gas; To Break up Streets; Power to Local Board to transfer to Sanitary and other Authorities parts of Undertaking, and Powers to such Sanitary and other Authorities to carry on same when so transferred; Imposition of Penalties; Regulations relating to the Supply of Gas; Power to Levy and Alter Rates and Charges; To Borrow Money; Incorporation of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Local Board for the district of Marple, in the county of Chester (hereinafter called the Local Board), for leave to bring in a Bill for the following, or some of the following, amongst other purposes, that is to say:—

1. To authorise the Local Board to purchase by compulsion or agreement all or some parts or part of certain lands and premises in the township of Marple, in the parish of Stockport, in the county of Chester, including amongst others the following, that is to say—

(a) A piece or parcel of land, situate in the township of Marple, in the parish of Stockport, in the county of Chester, containing one and a quarter acres or thereabouts, known as "The Brows," belonging or reputed to belong to George Turner, and in the occupation of James Westbrooke. The said piece of land is situate in the south-eastern corner of a field or meadow formerly divided into three fields or meadows, and numbered respectively 171, 173, and 196 on the 25-inch ordnance map of the county of Chester, and is bounded on the southern side thereof by an occupation road called Buxton-lane, leading from a road called Cross-lane to a farm called Wood Farm, on the eastern side thereof by the Macclesfield, Bollington, and Marple Branch Railway of the Manchester, Sheffield, and Lincolnshire Railway Company, and on the northern and western sides thereof by other lands of the said George Turner, also in the occupation of the said James Westbrooke.

2. To authorise the Local Board to construct upon all or some parts or part of the said piece of land works for the manufacture of gas, and for the manufacture or conversion of the residual products, and for the storage of gas and residual products, and to lay mains and pipes for the supply and distribution of gas and to supply gas and sell residual products.

3. To authorise the Local Board to stop up, alter, or divert temporarily or permanently all streets, roads, and highways, public and private footpaths, becks, streams, watercourses, sewers, pipes, and works of any description, which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the Bill, and to amend any local and personal Acts, so far as may be necessary or expedient for effecting any of the objects of the Bill, and to vary or extinguish all existing rights and privileges, which would or might in any way prevent or impede the accomplishment of any such objects, and to confer other rights and privileges.

4. To confer upon the Local Board all necessary powers for lighting and supplying gas within the following limits, that is to say:—

The district of the Local Board.

The townships of Ludworth, Mellor, and Chisworth, in the parish of Glossop, in the county of Derby, or some of them, or some parts or part thereof respectively.

5. To authorise the Local Board to purchase by agreement or compulsion, and to provide for the transfer to and vesting in them of the undertaking, lands, mains, pipes, machinery, and property powers and enements, which at the date of the transfer may belong to the Marple Gas Company Limited (hereinafter called the Gas Company), or of so much or such part thereof as may be defined by the Bill, and to authorise and require the Gas Company to sell and transfer their undertaking, property, and rights accordingly, or such part thereof as aforesaid, for such price and consideration, and upon such terms, conditions, and stipulations as have been or may, prior to the passing of the Bill, be agreed upon, or as may be settled by arbitration or otherwise, or as may be expressed and contained in or provided for by the Bill.

6. To enable the Local Board, subject to the provisions of the Bill, to carry on and to have and exercise within the limits of supply defined by the Bill the powers and privileges of the Gas Company, and also to exercise within such limits, or such part of such limits respectively, all necessary or usual powers conferred on gas companies or upon local boards supplying gas, and to maintain, improve, renew, alter, and extend the existing gas works of the Gas Company—upon lands situate in the township of Ludworth, in the parish of Glossop, in the county of Derby, at lower Fold, and on the western side of the road leading from Marple to Compstall, and containing a superficial area of 2,120 square yards, or thereabouts—and the gas works to be provided by the Local Board under the Bill, or either of them, and to break up streets, and to make, maintain, and renew all necessary works, mains, pipes, ways, approaches, and landing places; to manufacture, acquire, sell, and deal in meters, fittings, pipes, and other apparatus and things; to acquire, hold, and use patent rights and licenses, and thereunder to sell, supply, and distribute gas for public, private, sanitary, and other purposes; to manufacture, sell, and dispose of coke, tar, and other things producible from the residual products arising from the manufacture of gas; to prevent waste, misuse, or undue consumption of gas; to levy charges and receive rates and rents for gas and for meters and fittings.

7. To empower the Local Board, after the vesting in them of the undertaking of the Gas Company, to transfer by sale or otherwise any part or parts thereof to any sanitary or other authority or body, and to authorise such sanitary or other authority or body to purchase and acquire the same, and when so acquired to manufacture and sell gas, to levy rates and borrow moneys, and to exercise within their district all the powers, rights, and privileges which the Local Board might have exercised if no such transfer had been made.

8. To provide for the winding up of the affairs of the Gas Company, and for the distribution of the purchase money, or allocation of the annuities or other securities, or consideration to be issued in payment for, or satisfaction of, the transfer of the said undertaking or any part thereof, and of their other assets respectively amongst the shareholders or other persons entitled thereto, and to dissolve the Gas Company.

9. To empower the Local Board to supply gas by agreement to persons outside their prescribed limits of supply, and to supply gas to any corporation, local board, or other authority, and to enter into contracts and agreements for that purpose to confer upon such corporation, local board, or other authority, all necessary powers of levying rates and borrowing moneys for such purposes, and to apply for such purposes any moneys under their control.

10. To authorise the Local Board to levy or impose new or other rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payments of rates, rents, duties, and charges.

11. To authorise the Local Board to apply to all or any of the objects or purposes of the Bill any rates, rents, and charges levied by them or under their control, and to levy other and additional rates, whether general or special, for any of the objects or purposes of the Bill, and to create and grant annuities or rent charges, or other annual sums or debenture stock, and to borrow, and from time to time re-borrow money on mortgage or debenture, or debenture stock; to authorise the conversion of annuities into debentures or debenture stock; and to charge as well the undertaking, rents, revenues, and property, or any part thereof which they may acquire, under the Bill; as also the General District Rate, or any other rate or rates levied within the said district, and all the estate, rents, revenues, and property of the Local Board, or any of them, or any part or parts thereof respectively, with and as security for all or any part of such annuities, rents, charges, or annual sums of money or moneys to be borrowed on mortgage or debenture, or debenture stock, as aforesaid, and to authorise trustees and others to lend on mortgage debentures, or debenture stock of the Local Board, and to take and hold annuities of the Local Board.

12. To alter, vary, or extinguish all rights and privileges which would impede or interfere with any of the objects of the Bill, and to confer upon the Local Board such further or other rights, powers, and privileges as may be necessary or expedient for effecting the several objects of the Bill, or in relation thereto.

13. To incorporate with or apply to the purposes of the Bill 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; the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871; the Public Health Act, 1875; and the Local Loans Act, 1875, and all other public general Acts which may be specified in the Bill, or wholly or partially to exempt the Local Board from any of the provisions of those Acts, or either of them, or to modify or vary the same with reference to all or any of the objects of the Bill.

14. On or before the 30th day of November, 1885, a plan in duplicate of the lands which may be taken under the compulsory powers of purchase to be applied for in the Bill, together with a book of reference to such plan, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester; and on or before the said 30th day of November a copy of the said plan and book of reference, together with a copy of the said notice, will be deposited for public inspection with the parish clerk of the said parish of Stockport, at his place of abode.

On or before the 21st day of December next, printed copies of the Bill will be deposited at the Private Bill office of the House of Commons.

Dated this 14th day of November, 1885.

Charles F. Johnson, County Chambers, Stockport, Solicitor for the Bill.

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

In Parliament.—Session 1886.

East London Water.

(Power to raise Further Money on Mortgage or by Debenture Stock; Special Application of Same; New Works; Laying of Rails over Hanworth Road, Sunbury; Compulsory Purchase of Lands; Taking of Water from River Lea, Chingford Mill Tail, and River Thames; Provisions for preventing Waste, &c.; Rates, &c., for Water supplied for Public Purposes; Agreements with Sanitary and other Authorities, Corporations, &c.; Provisions as to giving Notices by Company and Representation of Company before Inferior Tribunals; 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 London Waterworks Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To authorise the Company to raise further money not exceeding £300,000 by borrowing on mortgage, or by the creation and issue of debenture stock, such money to be applied by the Company solely in payment of the costs, charges, and expenses of and incident to the applying for, obtaining, and passing of the intended Act, and in the purchase of lands and property for and the execution of works to be authorised by the intended Act, and in providing and laying down mains and pipes for the supply of water, and in fulfilling their statutory obligations relating to the supply of water or otherwise, and in meeting the increased demand for water within their existing limits of supply.

The works above referred to and to be authorised by the Bill are as follows:—

(1.) A well and pumping-station to be situate wholly in the township of Waltham, in the parish of Waltham Holy Cross, otherwise Waltham Abbey, in the county of Essex, on certain lands forming portion of the lands numbered 67 on the $\frac{1}{2500}$ Ordnance map of the said parish of Waltham Holy Cross, in the county of Essex, and belonging or reputed to belong to the Lea Conservancy Board.

(2.) An aqueduct, conduit, or line of pipes No. 1 wholly in the township of Waltham aforesaid, commencing at the well and pumping-station above described, and terminating in or under the main road leading from Waltham Abbey to Waltham Cross at a point therein about 90 yards westward from the bridge by which that road is carried over the Lea Navigation.

(3.) A service reservoir to be situate on lands in the township of Upshire, in the said parish of Waltham Holy Cross, otherwise Waltham Abbey, numbered 541 and 542 on the $\frac{1}{2500}$ Ordnance map of the said parish.

(4.) An aqueduct, conduit, or line of pipes No. 2 wholly in the township of Upshire aforesaid, commencing in the southern corner of the service reservoir lastly above described, and running south-easterly for a distance of about 40 yards to and terminating in the

main road leading from Woodford to Epping.

(5.) A Cut No. 1 in extension of the Chingford Mill tail commencing at the point where the said Chingford Mill tail joins the River Lea, in the parish of Chingford, in the county of Essex, passing thence through the parish of Edmonton, in the county of Middlesex, and terminating in the parish of Walthamstow, in the said county of Essex, in the River Lea, at a point about 150 yards from the north-western corner of the existing reservoir of the Company known as the High Maynard reservoir.

(6.) A Cut No. 2, being a diversion of the River Lea, commencing in the parish of Chingford aforesaid, 130 yards or thereabouts measuring up the said river from the point at which the Chingford Mill tail joins the said river, thence passing through the parish of Edmonton aforesaid, and terminating in the River Lea, in the parish of Walthamstow aforesaid, at a point 230 yards or thereabouts measuring in a straight line southward from the point at which the Chingford Mill tail joins the said river.

(7.) A cut No. 3, being a diversion of the Ching brook commencing at or near the point in the said parishes of Chingford and Walthamstow, or one of them, where the bridge known as Folly Bridge crosses the said brook, and terminating in the River Lea, in the said parish of Walthamstow, at a point 240 yards or thereabouts westward from such bridge.

(8.) A cut No. 4, wholly in the parish of Walton-on-Thames, in the county of Surrey, commencing in the River Thames at a point about 300 yards south-west of the southernmost part of Sunbury Weir, and running north-westwardly for a distance of about 68 yards, and terminating in the back water.

(9.) An aqueduct, conduit or line of pipes No. 3, wholly in the parish of Enfield, in the county of Middlesex, commencing at or near the eastern boundary of the Cambridge line of the Great Eastern Railway Company, where the said railway crosses the public road leading from South-street to Ponder's End Lock, and terminating in the bridge over the Mar Dyke at or near the boundary between the parishes of Enfield and Chingford aforesaid.

(10.) All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, dams, sluices, gauges, wells, filter-beds, tanks, banks, walls, approaches, communications, pipes, buildings, engines, machinery and appliances as may be necessary or convenient in connection with the before-mentioned works or any of them.

To authorise and empower the Company to lay down and maintain in the parish of Sunbury, in the county of Middlesex, one or more rail or rails over and across the Hanworth-road at or near the Company's Hanworth Pumping Station, in the said parish of Sunbury.

To enable the Company to deviate from the lines and levels of the proposed works to such extent as may be authorised by or defined in the Bill.

To authorise the Company to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere, permanently or temporarily, with public and private streets, roads, lanes, footways, thoroughfares, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

To enable the Company to acquire, compulsorily or by agreement, and to hold lands, buildings, easements, waters, and property for the purposes of the works to be authorised by the Bill and of their Undertaking, and to extinguish all public and other rights of way or water or other rights (if any) over, under, or affecting any such lands, buildings, or property.

To empower the Company by means of the intended works to take and divert into their now existing reservoirs and works, and into the intended reservoir and works aforesaid, and therein impound and thence distribute the water of the River Lea and its tributaries, and of Chingford Mill tail, and of any other streams and any other waters on or near the site of the said existing and intended reservoir and works, or on any land for the time being belonging to the Company, and also to take and divert by means of the intended Cut No. 4, and to use the waters of the River Thames and its tributaries.

To make special provision for the protection of the waterworks property and water supply of the Company and for the prevention of waste, misuse or contamination of the Company's water, and for regulating the communication pipes for supplying premises with water.

To make further provision with respect to the rates and charges to be taken by the Company for water supplied for street watering, flushing drains, and other public purposes.

To empower the Company to enter into and carry into effect contracts and arrangements with any Corporation, Urban or Rural Sanitary Authority or other Local Authority, and the Trustees of any turnpike or other road, or any Highway Board or any Surveyors of any Highway and any Railway Company, and any other Companies, bodies, or persons with respect to the supply of water in bulk or otherwise as the Company may think fit, and for such periods and on such terms, pecuniary or otherwise, and conditions as the Company may think fit, and to vary, suspend, or rescind any such contracts or arrangements and to make others in lieu thereof and in addition thereto, and to confer all necessary powers in reference to the matters aforesaid upon all such authorities, trustees, boards, surveyors, companies, bodies, and persons, and to enable them to apply for the purpose of any such contract or arrangements or of the Bill, any funds or moneys or any rates which they have raised or may raise under any Act of Parliament or otherwise.

To make further provision as to the giving of notices by the Company under any Act relating to them, or any Act incorporated therewith with reference to the breaking up or disturbance of streets, bridges, sewers, drains, tunnels, railways, tramways or lands, and to prescribe or define the person or persons by whom the Company may be represented in any proceedings before Courts of summary jurisdiction, Judges of County Courts, and other courts and tribunals, other than the High Court of Justice.

To enable the Company to apply their existing and authorised funds and revenues for the purposes or any of the purposes of the Bill.

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

To incorporate, extend, and make applicable to the purposes of the Bill, all or some of the powers and provisions of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands and the interference with roads.

To alter, amend, and repeal, so far as may be

necessary for any of the purposes of the Bill, all or some of the provisions of the several Acts following, or some of them, that is to say: 47 Geo. III., Sess. 2, caps. 5 and 72; 48 Geo. III., cap. 8; 10 Geo. IV., cap. 117; 15 and 16 Vict., caps. 7 and 164; 16 and 17 Vict., cap. 166; 17 and 18 Vict., cap. 65; 18 and 19 Vict., cap. 196; 25 and 26 Vict., cap. 22; 30 and 31 Vict., caps. 148 and 149; and 44 and 45 Vict., cap. 160; and any other Acts relating to the Company, and any other local and personal Acts which it may be necessary or expedient to alter, amend, or repeal for any of the purposes of the Bill; and the Bill will or may further alter, amend, and, if need be, repeal, for the purposes of the Bill, the Metropolis Water Act, 1852, and the Metropolis Water Act, 1871, or certain of the provisions of those respective Acts.

And notice is hereby given that, on or before the 30th day of November instant, plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made or intended to be taken compulsorily under the powers of the Bill, together with a Book of Reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses and other property, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county; 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 county of Surrey, at his office at the Sessions House, Newington Causeway, in the said county of Surrey; and that on or before the said 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 and extra-parochial or other 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 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, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1885.

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

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

Board of Trade.—Session 1886.

City of Oxford and District Tramways Extensions.

(Extension, Construction of Tramways in the City of Oxford, and Amendment of the Oxford Tramway Orders 1879 and 1883, and other Acts, and other Purposes).

NOTICE is hereby given, that application is intended to be made on or before the 23rd December next, to the Board of Trade, by the City of Oxford and District Tramways Company, Limited, hereinafter called "the Promoters," under the provisions of "The Tramways Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for

the following, or some of the following, among other purposes, that is to say:—

1. To authorise the Promoters to make, lay down, form, and maintain the tramway, or all, or some of the portions of tramway hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turn-tables, turn-outs, crossings, passing places, carriages, building works, and conveniences connected therewith. The said tramway and the said portions of such tramway are the following, namely:—

Tramway No. 11, forming a tramway route 6 furlongs and 2 chains in length, consisting of 1 furlong 7 chains and 35 links of double line and 4 furlongs 4 chains 65 links of single line, situated partly in the Parish of St. Aldate, in the County and City of Oxford, partly in the parish of North Hinksey, in the county of Berks, and partly in the parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing in St. Aldates-street, in the said Parish of St. Aldate, in the County and City of Oxford, by a junction with the existing tramway of the Promoters at a point 4 chains 40 links south of the centre of Carfax, and passing along St. Aldates-street, over Folly Bridge, and along Abingdon-road, terminating in the said Abingdon-road, at a point opposite the south side of Lake-street, in the village of New Hinksey, in the Parish of St. Aldate, in the Liberty of Grandpont, in the county of Berks.

Portion A.—A single line, 1 furlong 36 links in length, wholly in the Parish of St. Aldate, in the County and City of Oxford, commencing by a junction with the existing Tramway of the Promoters at a point 4 chains 40 links south of the centre of Carfax and terminating at a point about 1 chain 90 links south of Brewers-street.

Portion B.—A double line, 8 chains in length, wholly in the Parish of St. Aldate, in the County and City of Oxford, commencing by a junction with Portion A at a point 1 chain 90 links south of Brewers-street, and terminating at a point about 1 chain south of English-row.

Portion C.—A single line, 6 chains 85 links in length, partly in the Parish of St. Aldate, in the County and City of Oxford, and partly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion B at a point about 1 chain south of English-row, and terminating at a point opposite the south side of Isis Street.

Portion D.—A double line 6 chains in length, partly in the Parish of North Hinksey, in the County of Berks, and partly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion C at a point opposite the south side of Isis-street, and terminating at a point in Abingdon-road, 6 chains southerly from its commencement.

Portion E.—A single line 1 furlong and 45 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion D. at a point in Abingdon Road, 6 chains south of Isis Street, and terminating at a point 1 furlong 45 links southerly from its commencement.

Portion F.—A double line, 3 chains 35 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion E, at a point about 7 chains south of

Western-road, and terminating at a point 3 chains 35 links southerly from its commencement.

Portion G.—A single line, 1 furlong 6 chains 99 links in length, wholly in the Parish of St. Aldate, in the Liberty of Grandpont, in the County of Berks, commencing by a junction with Portion F, at a point about 10 chains 35 links south of Western-road, and terminating at a point opposite the south side of Lake-street, in the village of New Hinksey.

Each line of Tramway will consist of a pair of rails on the gauge of 4 feet.

It is not intended to run on the Tramway carriages or trucks adapted for use upon railways, and it is not proposed to lay any portion of the Tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path of either side of the street and the nearest rail of the Tramway, except in the case of the following portions, and then only at the places hereinafter described, that is to say:—

Portion A.—Commencing at a point about 40 links north of Brewers-street on the east side of St. Aldates-street for a distance of 50 yards, and terminating 1 chain 90 links south of Brewers-street.

Portion B.—Commencing at a point 1 chain 90 links south of Brewers-street along both sides of St. Aldates-street for a distance of 176 yards, and terminating at a point about 1 chain south of English-row.

Portion C.—Commencing at a point about 1 chain south of English-row, along the west side of St. Aldates-street, for a distance of 33 yards, and terminating at a point 2 chains 40 links south of English-row.

Portion D.—Commencing at a point 20 links south of Isis-street, along both sides of Folly-bridge and Abingdon-road for a distance of 128 yards, and terminating at a point 6 chains south of Isis-street.

Portion E.—Commencing at a point 6 chains south of Isis-street, along the west side of Abingdon-road, for a distance of 70 yards, and terminating at a point opposite the north side of Western-road.

Portion F.—Commencing at a point about 7 chains south of Western-road, along both sides of Abingdon-road for a distance of 74 yards, and terminating at a point 10 chains 35 links south of Western-road.

Portion G.—Commencing at a point about 10 chains 35 links south of Western-road, along the west side of Abingdon-road for a distance of 374 yards, and terminating at a point opposite the south side of Lake-street, in the village of New Hinksey.

To authorise the Promoters, with the consent of the Local Authority or the Road Authority where such Tramway is situate, to work and use the proposed Tramway by means of steam or mechanical or animal power, or by all or any of those means.

To extend all powers under the Oxford Tramway Orders 1879 and 1883, to the new lines so far as applicable, and to extend the powers by this Order authorised to the said Orders of 1879 and 1883 respectively, or either of them, and the works executed thereunder, and to amend the said Orders and "The Tramway Confirmation Act, 1879."

Duplicate plans and sections of the proposed Tramway and Works (as approved by the local and road authorities), and a copy of this Notice as published in the London Gazette, will be deposited for public inspection on or before the

30th day of November, 1885, with the Clerk of the Peace for the County of Oxford, at his office in Oxford, and on or before the same date a copy of the said plans and sections will be deposited at the office of the Clerk of the Peace and Town Clerk of the City of Oxford, at the Town Hall, Oxford, at the office of the Oxford Local Board, at Oxford, at the office of the Clerk of the Peace for the County of Berks, in Abingdon, in the County of Berks, and a copy of so much of the said plans and sections as relates to each Parish, in or through which the intended Tramway and works will be made, and a copy of this Notice will be deposited in the case of each such Parish with the Parish Clerk thereof, at his residence, and at the office of the Board of Trade, Whitehall, London.

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, 1885, and printed copies of the Order when deposited, and of the Provisional Order when made, will be obtainable, at the price of 1s. each, at the offices of the undersigned.

Every Company, Corporation, or Person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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, 1886, and copies of such objections must at the same time be sent to the Promoters or their Agents.

Dated this 14th day of November, 1885.

Henry Kimber, Elliott, and Company,
79, Lombard-street, London, E.C.,
Solicitors for the Order.

In Parliament.—Session 1886.

Easton and Church Hope Railway.

(Construction of New Railways and Works in the Parish of Portland, in the County of Dorset; Consequential Abandonment of Portion of Railway (No. 1) authorised by the Easton and Church Hope Railway (Portland Extension) Act, 1884; Additional Capital; Compulsory Purchase of Lands, &c.; Houses of Labouring Classes; Tolls and Alteration of Tolls; Power to the Portland Railway Company to Sell their Undertaking to the Easton and Church Hope Railway Company, and Power to the latter Company to Purchase, &c.; Agreement with the Portland Railway Company as to Alteration of the Gauge of their Railway; Alteration of Levels of Existing Railway Authorised by the Easton and Church Hope Railway Act, 1867; Extension of Time for Compulsory Purchase of Lands, and Completion of Works Authorised by the Act of 1884; Alteration or Repeal of Section 35 of that Act; Running Powers over Railways of other Companies and Use of Stations; Working and other Agreements with other Companies; Payment of Interest during Construction; Amendment of Acts.)

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

To enable the Easton and Church Hope Railway Company (hereinafter called "the Company") to make and maintain in the parish of Portland, in the county of Dorset, the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, sidings, approaches, roads, stations, turntables, buildings, yards, and other works and conveniences connected therewith (that is to say):—

A Railway (No. 1,) commencing in the East Weir, at a point $2\frac{1}{4}$ chains or thereabouts, westward of the north-west corner of the western reservoir of "Folly Pier" Waterworks, and terminating by a junction with the railway which connects the Weymouth and Portland Railway with the Admiralty sidings, at or near the west end of the Portland Breakwater, at a point distant $19\frac{1}{2}$ chains or thereabouts westward of the south-west corner of the engineer's office, at the said breakwater.

A Railway (No. 2), commencing by a junction with the Company's existing railway, at a point 10 yards, or thereabouts, measured in a southerly direction from where the centre of the public road leading from Wakeham to Weston crosses that railway, and terminating at the east fence of the public road leading from Weston to Southwell, at a point $4\frac{1}{2}$ chains, or thereabouts, south-west of the north-west corner of the "Prince Alfred Inn," at Weston.

A Railway (No. 3), commencing by a junction with Railway No. 2, authorised by the Act of 1884, in a field called "Sheep Croft," at a point 2 chains, or thereabouts, westward of the west side of the Volunteer Drill-hall, situated in the road leading from Fortunes Well to Easton, and terminating at or near the south-west side of that road, at a point $16\frac{1}{4}$ chains, or thereabouts, south-west of the south-west corner of the Rectory-house of St. George's Church.

A Railway (No. 4), commencing by a junction with the aforesaid railway, which connects the Weymouth and Portland Railway with the Admiralty sidings, at a point $1\frac{1}{2}$ chains, or thereabouts, measured in a north-easterly direction from the bridge carrying the road leading from Chiswell to Castleton over the Weymouth and Portland Railway, and terminating on the south side of the said road leading from Chiswell to Castleton, at or near the point where that road is crossed by the Portland Railway.

To empower the Company to abandon and relinquish the construction of such portion of the Railway No. 1, authorised by the Easton and Church Hope Railway (Portland Extension) Act, 1884 (hereinafter called "the Act of 1884") as will be rendered unnecessary by the construction of the intended Railway No. 1 (that is to say):—

Such portion of the authorised Railway No. 1 as lies between a point 1 mile 40 chains from the commencement of that railway and its termination, as shown on the plans deposited, with reference to the application for the Act of 1884.

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 enter upon, cross, divert, alter, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, tramways, waterpipes, gaspipes, electric telegraph, electric lighting, and telephone pipes, tubes, wires, and apparatus within the parish aforesaid, that 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 enable the Company to apply to the purposes of the Bill any capital or funds now belonging to them, 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 enable the Company to purchase and take by compulsion and by agreement lands, houses, tenements, and hereditaments, 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 or affecting the lands, houses, tenements, and hereditaments so purchased or taken.

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 Bill, 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 same.

To levy tolls, rates, and duties upon or in respect of the intended railways and works; to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Portland Railway Company to sell, demise, or lease, and the Company to purchase, or take on lease, or otherwise rent the undertaking of the said Portland Railway Company, for such period and upon such terms and conditions as may be agreed upon, or as may be specified in or provided by the Bill, and to authorise or confirm any agreement or agreements between the two Companies for all or any of those purposes which may be entered into before the Bill shall pass into an Act.

To empower the Company and the Portland Railway Company to enter into and carry into effect an agreement or agreements with reference to the alteration of the gauge of the railway of the said Portland Railway Company.

To empower the Company and William Henry Purcell Weston to enter into and carry into effect an agreement or agreements with reference to the alteration of the gauge of the railway or railways, belonging to the said William Henry Purcell Weston.

To enable the Company to alter the levels of the existing railway authorised by the Easton and Church Hope Railway Act, 1867, as shown on the plans thereof deposited with the Clerk of the Peace for the County of Dorset, with reference to the application for that Act, for a distance of 28 chains or thereabouts, measured along the said railway from the eastern terminus thereof, all in the said parish of Portland, in the manner and to the extent shown and defined upon the plan and section of that railway to be deposited as hereinafter mentioned, subject to such power of vertical deviation as may be provided by the Bill.

To extend the time limited by the Act of 1884 for the compulsory purchase of lands and completion of the works authorised by that Act.

To alter or repeal the provisions, or some of the provisions, of section 35 (the marginal note to which is "For the Protection of the Lords of the Admiralty") of the Act of 1884.

To enable the Company to build, or to acquire by purchase or hire, and to work and maintain steam and other vessels in connection with their undertaking, and to use and apply their corporate funds for that purpose.

To enable the Company, or 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 provided by the Bill, with their engines, carriages, and waggon, officers and servants, for the purposes of their traffic of every description, the railways and stations hereinafter mentioned (that is to say):—

The railway connecting the Weymouth and Portland Railway with the Admiralty sidings at the Portland Breakwater;

The Weymouth and Portland Railway and stations;

The railway of the Portland Railway Company;

The railways belonging to William Henry Purcell Weston;

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 and stations.

To enable the Company on the one hand and the London and South-Western, the Great Western, and the Portland Railway Companies, and William Henry Purcell Weston, 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, 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 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 of the works authorised by the Act of 1884, and until the completion thereof, or during such time as may be prescribed by the Bill, interest or dividends at and after 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 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 Easton and Church Hope Railway Company's Act of 1867, and all other Acts relating to or affecting that Company; the 4 and 5 Will. IV., cap. 88, the 38 and 39 Vict.,

cap. 166, and all other Acts relating to or affecting the London and South-Western Railway Company; the 5th and 6th Will. IV., cap. 107, and all other Acts relating to or affecting the Great Western Railway Company; and the 6th Geo. IV., cap. 121, and all other Acts relating to the Portland Railway Company.

On or before the 30th day of November instant plans and sections of the intended railways and works, with a book of reference to such plans, and plans and sections of so much of the existing railway authorised by the Act of 1867 the levels of which it is proposed to alter, 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 Dorset, at his office at Sherborne, in that county, and with the parish clerk of the parish of Portland, 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.

Badham and Williams, 3, Salter's Hall-court, Cannon-street, London, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1885-6.

Keighley, Bingley, Shipley, and Charlestown Extension Tramways.

(Construction of Street Tramways in the Districts of Bradford, Shipley, Bingley, Keighley, and Charlestown, all in the West Riding of the County of York; Extension of Existing Tramways; Amendments of Shipley Tramways Order, 1881, and Shipley Tramways Extension Order, 1885; Use of Mechanical Power; Power to Acquire Lands; Leasing Tramways; Running Powers over other Lines; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made by the Bradford District Steam Tramways, Limited (hereinafter called "the Company"), to the Board of Trade for a Provisional Order authorising the construction and maintenance of the several road tramways hereinafter described, all in the West Riding of the county of York, with all necessary and proper rails, plates, sleepers, sidings, passing places, works, and conveniences.

Tramway No. 1, a single line (except as hereinafter mentioned) 5 furlongs 1.40 chains in length or thereabouts, wholly in the Shipley Local Board district, township of Shipley, parish of Bradford, and West Riding of the county of York, commencing with a junction with existing tramway in the Bradford and Keighley road at a point 84 yards west of the centre of Moorhead-lane, passing road, and terminating at the boundary of the parishes of Bradford and Bingley in the said road.

Tramway No. 1a, forming with Tramway No. 1 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 1, at points respectively 16 yards east and 50 yards west of the centre of Slensingford-road.

Tramway No. 1b, forming with Tramway No. 1a a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 1, at points respectively 76 yards and 10 yards east of the fourth milestone from Bradford.

Tramway No. 2, a single line (except as hereinafter mentioned) 7 furlongs 2.72 chains in length or thereabouts, wholly in the district of the Bingley Local Board, township and parish of Bingley, West Riding of the county of York, commencing with a junction with Tramway No. 1 in the Bradford and Keighley road, at the boundary of the parishes of Bradford and Bingley, passing thence in a westerly direction along the aforesaid road, and terminating at the approach of the Cottingley Bridge, which crosses the River Aire in the said road.

Tramway No. 2, forming with Tramway No. 2a a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 2, at points respectively 33 yards east and 33 yards west of footpath leading to Cottingley.

Tramway No. 2b, forming with Tramway No. 2 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 2, at points respectively 10 yards east and 56 yards west of the centre of Cottingley-road.

Tramway No. 2c, forming with Tramway No. 2 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 2, at points respectively at the crossing and 66 yards west of Syke Beck.

Tramway No. 2d, forming with Tramway No. 2 a double line (not to be used as a passing place) 2.70 chains in length or thereabouts, commencing with a junction with Tramway No. 2 in the Bradford and Keighley road, at a point 70 yards east of the termination of Tramway No. 2, and terminating at the approach of the Cottingley Bridge in the said road. For the whole distance of this tramway a less space than 9 feet 6 inches wide will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the said road.

Tramway No. 3, a double line (not to be used as a passing place) 8 chains in length, in the township and parish of Bingley, in the West Riding of the county of York, commencing in the Bingley Local Board district, in the Bradford and Keighley road with junctions with Tramways Nos. 2 and 2d at the approach of the Cottingley Bridge, thence over the bridge crossing the River Aire, and terminating in the said road in the district of the Bingley Improvement Commissioners, at a point 60 yards north of the centre of the said bridge. This bridge is under the control of the Justices of the West Riding of the County of York.

The whole of this tramway will be so laid that a space of less than 9 feet 6 inches will intervene between the edge of the footpath and the nearest rail of the tramway on both sides of the said road.

Tramway No. 4, a single line save as hereinafter mentioned, 1 mile 3 furlongs 1.60 chains in length or thereabouts, wholly in the Bingley Improvement Commissioners' district, in the township and parish of Bingley, West Riding of the county of York, commencing with a junction with Tramway No. 3 in the Bradford and Keighley road at a point 60 yards north of the centre of Cottingley Bridge, passing thence in a north-westerly direction along the said road through the town of Bingley, and terminating at the boundary of the districts of the Bingley Improvement Commissioners and the Bingley Local Board, in the Bradford and Keighley road.

Tramway No. 4a, forming with Tramway No. 4 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 4, at points respectively 154 yards and 88 yards south-east of the lodge entrance gates to Ashfield House.

Tramway No. 4b, forming with Tramway No. 4 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 4, at points respectively 28 yards south-east and 38 yards north-west of the centre of Leonard's-place.

Tramway No. 4c, forming with Tramway No. 4 a double line, but not to be used as a passing place, 9.50 chains in length or thereabouts, commencing with a junction with Tramway No. 4 in the Bradford and Keighley road opposite the centre of Mount-road, passing thence along the main street of the town of Bingley, and terminating opposite the centre of Chapel-lane.

Tramway No. 4d, forming with Tramway No. 4 a double line, and being a passing place, 5 chains in length or thereabouts, commencing with a junction with Tramway No. 4c in the main street of the town of Bingley, opposite the centre of Chapel-lane, and terminating opposite the centre of Queen-street, in the said main street.

Tramway No. 4e, forming with Tramway No. 4 a double line, but not to be used as a passing place, 2 furlongs 6.50 chains in length or thereabouts, in the main street of the town of Bingley, commencing with a junction with Tramway No. 4d opposite the centre of Queen-street, and terminating with a junction with Tramway No. 4, at a point 70 yards south of the entrance gates to the Bingley Vicarage. The whole of the above Tramways 4b, 4c, 4d, and 4e, with the corresponding portions of Tramway No. 4, will be so laid that a less space than 9 feet 6 inches will intervene between the footpath of the said road and the nearest rail of the tramway on both sides of the said road.

Tramway No. 4f, forming with Tramway No. 4 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley-road with a junction with Tramway No. 4, at points respectively 215 yards and 281 yards north-west of the entrance gates to the Bingley Vicarage.

Tramway No. 5, a single line (save as hereinafter appears) 7 furlongs 3.50 chains in length or thereabouts, wholly in the district of the Bingley Local Board, the township and parish of Bingley, and West Riding of the county of York, commencing with a junction with Tramway No. 4 in the Bradford and Keighley road, at the boundary of the districts of the Bingley Local Board and the Bingley Improvement Commissioners' district, passing thence in a north-westerly direction along the aforesaid road, and terminating at the boundary of the townships of Bingley and Morton, in the said road.

Tramway No. 5a, forming with Tramway No. 5 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 5, at points respectively 224 yards and 270 yards north of the district boundary.

Tramway No. 5b, forming with Tramway No. 5 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 5, at points respectively 26 yards and 92 yards north-west of the seventh

mile-stone from Bradford. This tramway will be so laid that a less space than 9 feet 6 inches will intervene between the footpath on the north-east side of the said road and the nearest rail of the tramway.

Tramway No. 6, a single line 1 mile 5 furlongs 2 chains in length, wholly in the district of the rural sanitary authority for the township of Morton, in the parish of Bingley, in the West Riding of the county of York, commencing with a junction with Tramway No. 5 in the Bradford and Keighley-road, at the boundary of the township of Morton and Bingley, passing thence in a north-westerly direction along the aforesaid road, and terminating 22 yards north of the north end of Stock Bridge over the River Aire in the said road.

Tramway No. 6a, forming with Tramway No. 6 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 6, at points respectively opposite and 66 yards north-west of Low-lane Farnhouse.

Tramway No. 6b, forming with Tramway No. 6 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 6, at points respectively 33 yards south-east, and 33 yards north-west of the Airedale Heifer public-house.

Tramway No. 6c, forming with Tramway No. 6 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 6, at points respectively 76 yards and 10 yards south-east of the centre of Banks-lane.

Tramway No. 7, a double line 4 chains in length or thereabouts, in the West Riding of the county of York, commencing in the district of the rural sanitary authority for the township of Morton, in the parish of Bingley, with a junction with Tramway No. 6 in the Bradford and Keighley road, at a point 22 yards north of the north end of Stock Bridge which crosses the River Aire, passing thence over the bridge and terminating in the Oakworth Local Board district, township, and parish of Keighley, at a point 22 yards south of the south end of the said bridge in the said road. This bridge is under the control of the Justices of the Peace for the West Riding of the County of York.

The whole of the above tramway will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the edge of the footpath on both sides of the said road.

This tramway is not to be used as a passing place.

Tramway No. 8, a single line (save as hereinafter appears), 9 chains in length or thereabouts, wholly in the Oakworth Local Board district, township, and parish of Keighley, West Riding of the county of York, commencing with a junction with Tramway No. 7, at a point 22 yards south of the south end of Stock Bridge, and terminating at the boundary of the borough of Keighley and the Oakworth Local Board district, in the said road.

Tramway No. 8a, forming with Tramway No. 8 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 8, at points respectively 20 yards and 86 yards south-west of the entrance to Bridge Inn. The whole of this tramway will be so laid that a less space than 9 feet 6 inches

will intervene between the outside edge of the footpath on the north-west side of the said road and the nearest rail of the tramway.

Tramway No. 9, a single line save as hereinafter appears, 6 furlongs 9 chains in length or thereabouts, in the township, parish, and borough of Keighley, West Riding of the county of York, commencing with a junction with Tramway No. 8 in the Bradford and Keighley road, at the boundary of the borough of Keighley and the Oakworth Local Board district, passing thence in a south-westerly direction along the aforesaid road, and terminating at a point opposite the centre of Coney-lane.

Tramway No. 9a, forming with Tramway No. 9 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 9, at points respectively 33 yards north-east and 33 yards south-west of the north lodge entrance to Eastwood House.

Tramway No. 9b, forming with Tramway No. 9 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 9, at points respectively 66 yards north-east and opposite the centre of Dalton-lane.

Tramway No. 9c, forming with Tramway No. 9 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Keighley road with a junction with Tramway No. 9, at points respectively 99 yards and 33 yards north-east of the centre of Coney-lane.

The whole of these tramways and the corresponding portions of Tramway No. 9 will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside edge of the footpath on both sides of the said road.

Tramway No. 10, a single line, save as hereinafter appears, 1 mile 1 furlong 6 chains in length or thereabouts, in the township, borough, and parish of Keighley, West Riding of the county of York, commencing in Low-street with a junction with Tramway No. 9, at a point opposite the centre of Coney-lane, passing thence in a westerly and northerly direction along Low-street and North-street respectively, and terminating at the borough boundary in the last-named street.

Tramway No. 10a, forming with Tramway No. 10 a double line 2 furlongs 0.30 chains in length, not to be used as a passing place, commencing in Low-street with a junction with Tramway No. 9, at a point opposite the centre of Coney-lane, passing thence along Low-street and North-street, and terminating with a junction with Tramway No. 10, at a point opposite the centre of Russell-street.

Tramway No. 10b, forming with Tramway No. 10 a double line, and being a passing place, 3 chains in length, commencing and terminating in North-street with a junction with Tramway No. 10, at points respectively 22 yards and 88 yards north of the centre of Bow-walk.

Tramway No. 10c, forming with Tramway No. 10 a double line, and being a passing place, 3 chains in length, commencing and terminating in North-street with a junction with Tramway No. 10, at points respectively 22 yards and 88 yards north of the centre of Spring-gardens-lane.

Tramway No. 10d, forming with Tramway No. 10 a double line, and being a passing place 3 chains in length, commencing and terminating in North-street with a junction with Tramway

No. 10, at points respectively 198 yards and 132 yards south of the centre of North-view-street.

The whole of the above Tramways 10a, 10b, 10c, and 10d, with the corresponding portions of No. 10, will be laid so that a less space than 9 feet 6 inches will intervene between the nearest rail of the tram and the outside edge of the footpath on both sides of the said street.

Tramway No. 11, a single line save as hereinafter appears, 2 furlongs 8 chains in length or thereabouts, in the Oakworth Local Board district, township, and parish of Keighley, West Riding of the county of York, commencing in the Keighley and Skipton road with a junction with Tramway No. 10 at the boundary of the borough of Keighley, passing thence in a north-westerly direction in the said road to Low Utley, and terminating at a point 132 yards north-west of the centre of the road leading to High Utley.

Tramway No. 11a, forming with Tramway No. 11 a double line, and being 3 chains in length, commencing and terminating in the Keighley and Skipton road with a junction with Tramway No. 11, at points respectively 33 yards and 99 yards north-west of Stoney Croft-lane.

Tramway No. 11b, forming with Tramway No. 11 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Keighley and Skipton road with a junction with Tramway No. 11, at points respectively 33 yards and 99 yards north-west of the centre of the road leading to High Utley. The portion of Tramway No. 11 corresponding to Tramways No. 11a and No. 11b will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outer edge of the footpath on the south-west side of the said street.

Tramway No. 12, a single line, save as hereinafter appears, 1 furlong 6.40 chains in length or thereabouts, wholly in the Shipley Local Board district, in the township of Shipley, parish of Bradford, and West Riding of the county of York, commencing with a junction with the existing tramway in Commercial-street, in the town of Shipley, at a point opposite the entrance to the Fox and Hounds Hotel, curving into the Bradford and Otley road, and passing thence in a north-easterly direction along the said road, over the bridge crossing the Leeds and Liverpool Canal, continuing along the said road, and terminating at a point 20 yards south of the south end of Baildon Bridge in the said road.

Tramway No. 12a, forming with Tramway No. 12 a double line, and being a passing place 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 12, at points respectively 106 yards and 40 yards from the south end of Baildon Bridge. The whole of this tramway will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside edge of the footpath at north side of the said road.

Tramway No. 13, a single line, save as hereinafter appears, 7.30 chains in length or thereabouts, in the West Riding of the county of York, commencing in the Shipley Local Board district, in the township of Shipley and parish of Bradford, with a junction with Tramway No. 12 in the Bradford and Otley road, at a point 20 yards south of the south end of the Baildon Bridge, passing thence over the bridge crossing the River Aire, and terminating in the Baildon Local Board district, township of Baildon, parish of Otley, at a point 120 yards north of the centre of the River Aire at the Baildon Bridge in the said road.

Tramway No. 13a, forming with Tramway No. 13 a double line, but not to be used as a passing place, 4 chains in length, and commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 13, at points respectively 40 yards south and 48 yards north of the centre of the River Aire at the Baildon Bridge. The whole of this tramway will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outer edge of the footpath on both sides.

Tramway No. 14, a single line, save as hereinafter appears, 7 furlongs 5 chains in length or thereabouts, wholly in the district of the Baildon Local Board, in the township of Baildon, parish of Otley, West Riding of the county of York, commencing with a junction with Tramway No. 13 in the Bradford and Otley road, at a point 120 yards north of the centre of the River Aire at the Baildon Bridge, passing thence in a north-easterly direction along the said road, under the Shipley and Guiseley Railway, and terminating at a point opposite the north-east corner of the New Inn public-house at Charles-town.

Tramway No. 14a, forming with Tramway No. 14 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 14, at points respectively opposite and 66 yards east of the centre of Cliffe-lane. The whole of this tramway will be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outer edge of the footpath on both sides of the said road.

Tramway No. 14b, forming with Tramway No. 14 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 14, at points respectively 12 yards and 78 yards north-east of the centre of road leading to Baildon.

Tramway No. 14c, forming with Tramway No. 14 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 14, at points respectively 201 yards and 135 yards south-west of the centre of crossing of the Shipley and Guiseley Railway.

Tramway No. 14d, forming with Tramway No. 14 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 14, at points respectively 86 yards and 20 yards south-west of the centre of William-street.

Tramway No. 14e, forming with Tramway No. 14 a double line, and being a passing place, 3 chains in length, commencing and terminating in the Bradford and Otley road with a junction with Tramway No. 14, at points respectively 99 yards and 33 yards south-west of the termination of Tramway No. 14.

Also to authorise the promoters to purchase, compulsorily or by agreement, or take on lease, lands, buildings or hereditaments, rights or easements, and to erect offices, stables, buildings, and workshops, and to sell or lease the same when so acquired.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of traffic upon the same, and to confer, vary, or extinguish other rights or privileges.

To enable the promoters to use steam, electric, or other mechanical or animal power, and to hold and acquire patent and other rights in relation to such power, or in connection with other parts or equipment of their undertaking.

To empower the promoters from time to time, and either temporarily or permanently, to make and maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this notice) 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 several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the promoters.

To reserve to the promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail, and to prohibit, except by agreement with the promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the promoters, with carriages with flange wheels or other wheels especially adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the promoters and any other persons or corporations for the use by such persons and corporations of the said tramways and works, or for the use by the Company of the tramways or works of other persons and corporations, and to confer all necessary powers on that behalf.

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

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 powers, rights, privileges, and authorities conferred on, vested in, and exercisable by the promoter of the said Orders of 1881 and 1885 respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised, and to vary and extend the said Orders.

And notice is hereby given, that duplicate plans and sections of the proposed road, tramways and works, or book of reference to such plans, and a copy of this advertisement as published in the 'London Gazette,' will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the West Riding of the County of York, with the Town Clerks of the Corporation of Bradford and Keighley, with the clerks of the following Local Boards, viz., Shipley, Baildon, Bingley, Morton, and Oakworth, with the parish clerks of Bradford, Bingley, and Otley, with the clerk to the Bingley Improvement Commissioners, at the office of the Board of Trade, Whitehall, the Private Bill Office of the House of Commons, and the Clerk of the Parliaments at the House of Lords.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1885, be obtained at the office of the undersigned, Edward Morley Chubb, 11, Pancras-

lane, London, E.C., and at the office of Mr. F. McGowen, 9, New Kirkgate, Bradford, on payment of 1s. each.

And notice is hereby further given, that printed copies of the said Provisional Order when settled and made by the Board of Trade will be deposited for public inspection at the office of the Clerk of the Peace for the West Riding of the County of York, and at the office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of the undersigned, Edward Morley Chubb, 11, Pancras-lane, London, E.C., and F. McGowen, of 9, New Kirkgate, Bradford, and will there be supplied to all persons applying for them at the price of 1s. each.

All persons 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 on or before the 15th of January next ensuing, and copies of the objections must at the same time be sent to the undersigned, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

Dated this 14th day of November, 1885.

Edward Morley Chubb, 11, Pancras-lane,
London, E.C., Solicitor for the proposed
Provisional Order.

In Parliament.—Session 1886.

Rhymney Railway.

(New Railways in the Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls, &c.; Running Powers over portions of Railways of London and North Western Railway Company, Great Western Railway Company, and Taff Vale Railway Company and Bute Dock Lines; Traffic Facilities; Working Agreements with those Companies; Owner of Bute Docks to construct Additional Lines of Railway; Sidings to be made by Pontypridd, Caerphilly, and Newport Railway Company at Pontypridd; Provisions as to Trespass on Railways of the Company; Additional Capital; Application of Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Rhymney Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill"), and to pass an Act, for the following, or some of the following, among other purposes (that is to say):

To authorise the Company to make and maintain the following railways and works, or some part or parts thereof, together with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the parish of Rudry, in the county of Glamorgan, by a junction with the Rhymney Railway Company's Cardiff and Caerphilly Railway, at a point thereon distant 231 yards, or thereabouts, measured along that railway towards Caerphilly, from the northern end of the Caerphilly Tunnel, and terminating in the parish of Machen, in the county of Monmouth, by a junction with the London and North Western Railway Company's Sirhowy Railway, at a point distant 202 yards, or thereabouts, measured

along that railway in a south-easterly direction from the post indicating 14½ miles from Nantybwh, which intended railway (No. 1) will pass from, in, through, or into, or be situated within the parishes or places of Rudry, Van, and Bedwas, in the county of Glamorgan, and Bedwas, Machen Upper, and Machen, in the county of Monmouth, or some or one of them.

A railway (No. 2) situate wholly in the county of Monmouth, commencing in the parish of Machen by a junction with the intended railway (No. 1) at a point 25 yards, or thereabouts, measured in a south-westerly direction from the north-east corner of the enclosure, numbered 108 on the $\frac{1}{62500}$ Ordnance map of the parish of Machen, and terminating in the parish of Mynyddislwyn, at a point 17 yards, or thereabouts, measured in a westerly direction from the north-west corner of the block of buildings numbered 4190 on the $\frac{1}{62500}$ Ordnance map of the parish of Mynyddislwyn, and thereon named Pandy, which intended railway (No. 2) will pass from, in, through, or into, or be situated within the parishes or places of Machen and Mynyddislwyn, or one of them.

A railway (No. 3) to be situated wholly in the parish of Mynyddislwyn, in the county of Monmouth, commencing by a junction with the intended railway (No. 2) at the termination thereof, and terminating by a junction with the Western Valleys Railway of the Monmouthshire section of the Great Western Railway, at a point distant 525 yards or thereabouts, measured along that railway in the direction of Abercarn, from the north-west corner of the Cross Keys Station-house on that railway.

A railway (No. 4) situate wholly in the county of Monmouth, commencing in the parish of Mynyddislwyn by a junction with the intended railway (No. 2) at the termination thereof, and terminating in the parish of Mynyddislwyn, at a point upon or near to the easternmost siding of the Celynen Colliery sidings, 60 yards or thereabouts, measured along that siding in a north-westerly direction from the gate which divides those sidings from the Great Western Railway, near to the junction of those sidings with the Great Western Railway to the south of Celynen Colliery, which intended railway (No. 4) will pass from, in, through, or into, or be situated within the parishes or places of Risca or Mynyddislwyn, or some or one of them.

To purchase and take for or in connection with the purposes aforesaid certain lands, being or reputed to be common or commonable lands, of which the following are the particulars and the estimated quantities proposed to be taken, viz.:—

Railway.	Name by which Lands are Known.	Where the Lands are Situate.	Quantity within Limits of Deviation.	Estimated Quantity to be Taken.
No. 1.	Rudry Common.	Parish of Rudry, county of Glamorgan.	15 acres.	5 acres.

To authorise the Company to purchase by compulsion, or otherwise, all or any lands, houses, and property, for the purpose of the intended railways and works in the before-mentioned parishes.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any land and houses proposed to be purchased, taken, used, or interfered with for the purposes of the Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or any of them respectively, or the objects or purposes of the Bill, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes aforesaid, as it may be necessary to pass across or over, or under or to divert, alter, or stop up, or interfere with, by reason of the construction of the intended railways or works, or any of them, or otherwise for the purposes of the Bill, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking.

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

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payments of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorise the Company and all companies and persons lawfully using the railways of the Company or any of them to run over and use with their engines, carriages, wagons, and servants, and for the purpose of traffic of all kinds, and upon terms, tolls, and conditions and other regulations to be agreed upon or settled by arbitration, or as may be defined by the Bill, the railways and portions of railways next herein-after mentioned, some or one of them, or some part or parts thereof respectively (that is to say):

- (a) The Sirhowy Railway of the London and North-Western Railway Company;
- (b) The Western Valleys Railways of the Great Western Railway Company, and or including the Sirhowy, the Ebbw Vale, the Nantyglo and Cymtillery branches, and the railway known as Hall's Tramways;
- (c) So much of the railways of the Taff Vale Railway Company and of the railways leased or worked by them as are situated to the northward of an imaginary line drawn from east to west through the junction of the Pontypridd, Caerphilly, and Newport Railway with the Taff Vale Railway, near Pontypridd;
- (d) The railways and sidings of the Marquess of Bute or his trustees connected with or adjacent to the Bute Docks at Cardiff.

together with the use of all terminal and other stations, booking offices, buildings, sidings, junctions, platforms, points, signals, watering

places, water engines, roads, works, and conveniences connected with those railways and portions of railways.

To require the London and North-Western Railway Company, and the Great Western Railway Company, and the Taff Vale Railway Company respectively to receive, book through, forward, accommodate, and deliver on and from their undertaking, and at the stations, warehouses, wharves, and booking offices, through traffic of whatever description coming from or destined for the railways of the Company, upon such terms and conditions as may be agreed upon, or, failing agreement, as shall be settled by arbitration, or as may be defined by the Bill, and if need be for the purposes aforesaid to alter the tolls, rates, and charges, which that Company may take and receive upon their undertaking.

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

To require the owner or owners of the Bute Docks to construct upon his or their own land for the use of the Company additional lines of railway to the eastward or southward of the point where the Bute Dock Branch of the Great Western Railway crosses that of the Rhymney Railway on the level, or as may be defined by the Bill.

To require the Pontypridd, Caerphilly, and Newport Railway Company to construct, maintain, and work at the junction of their railway with the railway of the Taff Vale Railway Company at Pontypridd proper and sufficient sidings in connection with that junction.

To make other and more effectual provisions than now exist for the prevention and punishment of trespassers upon the railways, stations, or works of the Company, and on any railways, stations, or works leased to or worked by the Company, and to vest in the Company and their officers and servants more immediate power for the removal or apprehension of such trespassers, and to provide that all notices required to be exhibited with respect to the matters aforesaid, or any of them may, instead

of being painted on boards, or printed on paper and posted on boards, be printed, painted, or enamelled on enamelled or other iron, or on any other material that the Company may select.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railway Clauses Acts, 1845 and 1863," and "The Regulation of Railways Act, 1868."

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, extend, amend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz., 20 and 21 Vic., cap. 140, 24 and 25 Vic., cap. 144, 27 and 28 Vic., caps. 244 and 275, 29 and 30 Vic., cap. 259, and 30 and 31 Vic., cap. 171, 56 and 37 Vic., cap. 44, 44 and 45 Vic., cap. 135, 48 and 49 Vic. cap. 178, and all other Acts relating to the Company, 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company, 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company, 6 Will. IV., cap. 82, and all other Acts relating to the Taff Vale Railway Company.

And notice is also hereby given, that plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands and houses, together with an ordnance map with the lines of the proposed railways delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in the said county, and the Clerk of the Peace for the county of Monmouth, at his office at Usk, in the said county, and on or before the same day, a copy of so much of the said plans, sections, and books of reference as relates to each parish or place in or through which the intended railways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that on or before the 21st 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 18th day of November, 1885.

Bompas, Bischoff, Dodgson, and Coxe,
Solicitors, 4, Great Winchester-street,
London.

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

Local Government Board.—Session 1886.

Droitwich Corporation Gas.

(Application to the Local Government Board in pursuance of the Provisions of the "Public Health Act, 1875," and the "Gas and Water Works Facilities Act, 1870," for a Provisional Order to enable the Corporation to purchase and acquire by agreement, and to hold additional Lands for the purposes of their Gas Undertaking, and to erect Gasworks and works for the manufacture of residual products, and works for the storage of Gas and residual products; Powers for manufacture and sale of Gas and residual products; Borrowing and other money powers; Rates and charges. Or if the Local Government Board shall so think fit, for a Provisional Order in pursuance of the "Public Health Act, 1875;" the "Gas and Water Works Facilities Act, 1870," and the "Gas and Water Works Facilities Act, 1870, Amendment Act, 1873," as Amended by the "Statute Law Revision Act, 1883," to accomplish the foregoing objects by Amending, Extending, or Varying the Droitwich Gas Order, 1878; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that in pursuance of the "Gas and Water Works Facilities Act, 1870," and the "Public Health Act, 1875," application is intended to be made to the Local Government Board, on or before the 23rd day of December next, by the Mayor, Aldermen, and Burgesses of the borough of Droitwich (hereinafter called the Corporation), as the Urban Sanitary Authority for the borough of Droitwich, in the county of Worcester, for a Provisional Order for all, or some, of the following among other purposes:—

To authorise the Corporation to purchase and acquire by agreement, and to hold the following piece of land, viz.—

(a) A piece of land situate in Friar-street, in the parish of Saint Nicholas, in the said borough of Droitwich, in the county of Worcester, containing a superficial area of 675 square yards or thereabouts, bounded on the north by the Droitwich Canal, on the south by the said street called Friar-street, on the east by the existing Gasworks of the Corporation, and on the west by the main road leading from Droitwich to Kidderminster; which said lands belong, or are reputed to belong, to the devisees of the late Mary Lloyd, and are in the occupation of Ann Twigg.

(b) A piece of land in the said parish of Saint Nicholas, separated from the piece of land lastly hereinbefore described by the Droitwich Canal, which forms its southern boundary; bounded on the north partly by lands in the occupation of William Parker, and partly by lands in the occupation of William Loughton, on the east by lands in the occupation of the said William Loughton, and on the west by the said main road leading from Droitwich to Kidderminster, and containing a superficial area of 405 square yards or thereabouts.

To enable the Corporation in and upon the lands hereinbefore described, or some part or parts thereof, to erect, construct, and maintain, and from time to time to enlarge, extend, improve, renew, and discontinue gasworks and works connected therewith, and works for the conversion, manufacture, utilisation, and distribution of materials used in and about the manufacture of gas, and of residual and manufactured

products, matters, and things, and to manufacture, store, supply, and sell gas, and to manufacture, store, convert, utilise, buy, sell, and dispose of at the gasworks and elsewhere coal, coke, asphaltum, pitch, coal, tar, ammoniacal liquor, and other residual and manufactured products, matters, and things arising from the manufacture of gas.

To authorise the Corporation to apply to the purposes of the Provisional Order the rates and revenues and any moneys which they are now authorised to raise, and to make and levy additional and alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions therefrom.

To alter and enlarge the present borrowing powers of the Corporation, and to empower them for the purposes of the Provisional Order, and of their gas undertaking, to borrow further moneys by mortgage or debenture annuities, and to charge the same on all or any of the following securities:—The gas rates, rents, and revenue, borough fund, and the gas reserve fund of the Corporation, and the lands, undertakings, and properties of the Corporation, and to make provision for the repayment and reborrowing of the borrowed moneys.

To enable the Corporation, with the consent of the Local Government Board, to apply their gas reserve fund to the purposes following, that is to say:—(a) The purchase of the lands hereinbefore described; (b) The cost of the gasholder or holders and other works to be erected and provided upon the said lands.

To vary and extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the Provisional Order.

To alter, amend, extend, and enlarge, so far as may be necessary, for the purpose of the Provisional Order, the Droitwich Gas Order, 1875 the Local Government Boards (Gas) Provisional Orders Confirmation (Droitwich, &c.) Act, 1878, and any other Act or Acts relating to or affecting the Corporation.

The intended Provisional Order will incorporate, with or without alteration, the provisions, or some of the provisions, of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Lands Clauses Acts, 1845, 1860, and 1869, except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement, and the entry upon lands by the promoters of the undertaking.

Or, if the Local Government Board shall so determine, the application will be for a Provisional Order to accomplish all or some of the above objects, and to confer upon the Corporation all or some of the powers hereinbefore specified by amending, extending, or varying the Droitwich Gas Order, 1878, in pursuance of the provisions enabling the Local Government Board in that behalf of the Public Health Act, 1875, the Gas and Water Works Facilities Act, 1870, the Gas and Water Works Facilities Act, 1870, Amendment Act, 1873, and the Statute Law Revision Act, 1883, or some or one of those Acts.

On or before the 30th day of November instant a copy of this Notice, as published in the London Gazette, and a map showing the lands proposed to be used for the manufacture and storage of gas, and residual products and a plan and section of the proposed new works will be deposited for public inspection with the Clerk of the Peace for the county of Worcester at his office at the Shire Hall, Worcester, and also at the office of the Local Government Board, Whitehall, London.

On and after the 23rd day of December next printed copies of the Draft Provisional Order may be obtained of Samuel John Tombs, Town Clerk of the said Borough, at his office at the Town Hall, Droitwich, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Local Government Board, printed copies thereof may be obtained at the said office of the said Samuel John Tombs on payment of one shilling for each copy, or such other sum as the Local Government Board may direct.

Any Company, Corporation, or person desirous of bringing before the Local Government Board any objection respecting the application of the Corporation for a Provisional Order may do so by letter addressed to the Secretary of the Local Government Board, to be lodged with the said Board on or before the 15th day of January next ensuing the making of such application, and a copy of such objection must at the same time be sent to the Corporation at the office of the undersigned, Samuel John Tombs.

Dated this 20th day of November, 1885.

Samuel John Tombs, Droitwich, Town Clerk.
Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Midland Railway.

(Additional Powers).

(New Railways, Roads, Footpaths, and other Works, and Additional Lands in the Counties of Derby, Middlesex, Gloucester, York (West Riding), and Lancaster; Extension of Time for Construction of Hendon Crossing Railway, and for Sale of Superfluous Lands; Abandonment of Hendon Crossing Railway; Agreements with other Companies as to Joint Stations and Train Services; Exercise by Company of Borrowing Powers of other Companies; Dissolution of other Companies; Additional Capital; Amendment of Acts.)

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

To empower the Company to make and maintain the railways following or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):—

A railway (to be called "the Heanor Deviation") situate wholly in the townships of Codnor and Loscoe, and Heanor in the parish of Heanor, in the county of Derby, commencing by a junction with the Company's intended Ripley and Heanor Extension Railway, authorised by "The Midland Railway (Additional Powers) Act, 1884" in a field numbered 97 in the said parish, on the plan deposited for the purposes of that Act with the Clerk of the Peace for the county of Derby, and terminating by a junction with the Company's Heanor Branch Railway 45 chains or thereabouts from its termination at Heanor.

And to empower the Company to abandon and relinquish the construction of so much of the said Ripley and Heanor Extension Railway as lies between its authorised termination and the commencement of the proposed deviation railway:—

A railway (to be called "the Staveley Railways Improvement") situate wholly in the parish

of Staveley, in the county of Derby, commencing by a junction with the Company's Speedwell Branch Railway at a point thereon 5 chains or thereabouts measuring along that railway in a westerly direction from the level crossing thereof by the public road known as "Hall-lane," and terminating by a junction with the Company's Seymour Branch Railway at a point thereon 23 chains or thereabouts measuring along that railway in a north-westerly direction from the bridge carrying that railway over the River Doe Lea.

To empower the Company to make a new road in the township and parish of Skipton, in the West Riding of the county of York, commencing by a junction with the existing public road from Carlton to Skipton at a point thereon 13 chains or thereabouts measuring along that road in a westerly direction from the bridge, carrying it over the Company's railway from Skipton to Leeds, and terminating by a junction with the main road from Manchester to Skipton opposite to the entrance to the Skipton Station, and to empower the Company to stop up and discontinue and extinguish all rights of way over so much of the public footpath from Carlton to Skipton, which crosses the Company's railway from Derby to Leeds by a bridge near the eastern end of the Skipton Station as lies between the northern foot of the said bridge and a point on the said footpath 4 chains or thereabouts south of the southern foot of that bridge.

To empower the Company to construct a new road in the parish of Hendon in the county of Middlesex, commencing by a junction with the public road, called "Collin Deep Lane" at a point thereon eight chains or thereabouts east of the bridge carrying that road over the Company's Railway from London to Bedford and terminating by another junction with the same road at a point thereon 1 chain or thereabouts from the centre of the bridge carrying that road over the brook called "Silk Stream" and to stop up and discontinue and extinguish all rights of way over so much of the existing road as lies between the commencement and termination of the proposed new road, and to repeal, alter, or amend so much of Section 21 of "The Midland Railway (Additional Powers) Act, 1881," as relates to Collin Deep Lane.

To empower the Company to construct a new footpath in the said parish of Hendon, commencing by a junction with the existing footpath which crosses under the Midland Railway 9 chains or thereabouts south of the bridge carrying Collin Deep-lane over that railway at a point thereon 6 chains or thereabouts west of its crossing under the said railway, and terminating by a junction with the proposed new road hereinbefore described at or near the south-west corner of the field numbered 27 in the said parish on the plan deposited for the purposes of the Hendon Crossing Railway authorised by "The Midland Railway (Additional Powers) Act, 1881," with the Clerk of the Peace for the county of Middlesex, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between its junction with Collin Deep-lane and the commencement of the said new footpath.

To empower the Company to construct a new road in the parish of Stroud, in the county of Gloucester, commencing by a junction with the London road 5 chains or thereabouts measuring along that road in a north-westerly direction from its junction with Park-road, and

terminating in the Company's new Stroud goods station.

To empower the Company to construct a new footpath situate wholly in the township of Draughton, in the parish of Skipton, in the West Riding of the county of York, commencing by a junction with the existing footpath leading from Addingham to Bolton Bridge at a point thereon 7 chains or thereabouts, measuring in a westerly direction along that footpath from the centre line of the Company's authorised Skipton and Ilkley Railway in course of construction, and terminating by a junction with the existing footpath leading from Draughton through Lob Wood to Bolton Bridge at a point thereon 7 chains or thereabouts, measuring in a westerly direction along that footpath from the centre line of the Company's said Skipton and Ilkley Railway, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath leading from Addingham to Bolton Bridge as lies between its junction with the said footpath from Draughton to Bolton Bridge on the east side of the said Railway and the commencement of the proposed new footpath.

To empower the Company to construct a new footpath situate wholly in the parish of Rothwell in the West Riding of the county of York, commencing by a junction with the Leeds and Wakefield turnpike road at a point thereon 1 chain or thereabouts, measuring in a north-easterly direction from the bridge carrying the said turnpike road over the Company's North Midland Railway, and terminating by a junction with the existing footpath leading from the said turnpike road along the north-easterly fence of the said railway to the Pontefract road at a point on that footpath 15 chains or thereabouts from its junction with the said turnpike road and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between its junction with the said turnpike road and the termination of the proposed new footpath.

To empower the Company to make a new footpath in the township and parish of Sheffield, in the West Riding of the county of York, commencing by a junction with the existing footpath from Heeley to Sheffield, which crosses the Midland Railway 6 chains or thereabouts south of the East Bank Signal Box at or near the junction of that footpath with Olive-grove, and terminating by a junction with Queen's-road 1 chain or thereabouts north-east of the junction therewith of the said existing footpath, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between its junction with Queen's-road and the commencement of the intended new footpath.

To empower the Company to stop up and discontinue and extinguish all rights of way over so much of the existing footpath or reputed footpath situate in the parishes of Blackfordby and Netherseal and Overseal, in the county of Leicester, which crosses the Company's Swadlincote and Woodville Branch Railway at the Albion Works as lies between the fences of the Company's said branch railway.

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf dépôt, mineral, goods, and other accommodation and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act and for other purposes con-

nected with their undertaking, the lands, houses, and buildings following or some of them (that is to say) :—

Certain lands, houses, and buildings situate in the parish of Whalley, in the chapelry of Colne, in the county of Lancaster, lying on the east side of and adjoining the Company's Leeds and Bradford Extension Railway and north of Guy Syke-lane.

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

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

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

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

To empower the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railways and works, and to confer exemptions from the payment of tolls, rates, and charges.

To extend the time limited by "The Midland Railway (Additional Powers) Act, 1881," for the construction of the Hendon Crossing Railway and works by that Act authorised.

To extend the time for the sale by the Company and by the Company and any other Company or Companies with whom they jointly hold lands, and any Joint Committee of the Company and any other Company or Companies, of all or any lands acquired or held by them or any of them which are not or eventually may not be required for the purposes of the undertaking in connection with which such lands were acquired or are held, and to confer further powers on the Company in relation to the said lands, and to enable the Company and such other Companies and Joint Committee as aforesaid to sell the lands which have been acquired by them or some part or parts thereof for building or other purposes, or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands or any part or parts thereof on chief rents or otherwise, and so far as may be necessary to alter and amend the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To empower the Company to abandon and relinquish the construction of the Hendon Crossing Railway authorised by "The Midland Railway (Additional Powers) Act, 1881," and so

far as may be necessary to alter and amend that Act.

To empower the Company on the one hand, and such other Company or Companies as may be authorised by the intended Act in that behalf on the other hand, to make and carry into effect agreements with respect to the joint provision by the contracting Companies of terminal accommodation at and of train services between towns, places, and stations on their respective systems and (in connection therewith) with reference to the alteration and enlargement of any existing station and the supply of rolling stock and the appointment, equipment, and payment of servants and the appointment and procedure of Joint Committees, and the regulation and apportionment within the statutory powers of the contracting Companies of fares, rates, and charges in respect of traffic using such joint terminal stations, accommodation, or train services, and to make other provisions and regulations with reference to the making of such agreements and the giving effect thereto, and with reference to the settlement of disputes arising thereunder between the contracting Companies or any other parties, and to other matters in connection therewith.

To empower the Company to grant and issue in their name and under their seal and upon the security of their undertaking, mortgages bonds, debentures, or debenture stock in renewal of or in exchange, substitution, or satisfaction for mortgages, debentures, or debenture stock of any other Company whose undertaking is vested in, leased to, or worked by the Company either alone or in conjunction with any other Company or Companies, or is otherwise under the management or control of the Company.

To provide for the dissolution and extinguishment as a separate undertaking of any Company or Companies whose share capital has been or may be consolidated with that of the Company under the powers of "The Midland Railway (Additional Powers) Act, 1885," and so far as may be necessary to alter, amend, or repeal any Act or Acts relating to such Company or Companies.

To empower the Company to raise a further sum of money for all or any of the purposes of the intended Act, and of any other Act of the same Session, and for any other purpose of, or connected with any railway belonging to the Company either alone or jointly with any other Company or Companies or otherwise for the general purposes of the Company by the creation of new shares or stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge or to repeal all or some of the powers and provisions of the Act, local and personal, 7 and 8 Vict. cap. 18, and all other Acts relating to the Company.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this Notice as published in the London Gazette, will before the 30th day of November in the present year be deposited for public inspection as follows (that is to say) : As regards the works and lands in the county of Derby with the Clerk of the Peace for that county, at his office at Derby ; as regards the works and lands in the West Riding of the county of York, with the Clerk

of the Peace for that riding, at his office at Wakefield; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at Clerkenwell; as regards the works and lands in the county of Gloucester, with the Clerk of the Peace for that county, at his office at Gloucester; as regards the lands in the county of Lancaster with the Clerk of the Peace for that country, at his office at Preston; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this Notice as published in the London Gazette, will on or before the said 30th day of November be deposited with the parish clerk of each such parish at his residence, and as regards any extra-parochial place with the parish clerk of some adjoining parish at his residence.

And notice is hereby further given, that copies of the intended Act will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1885.

Beale and Co., 28, Great George-street, Westminster, Solicitors.

In Parliament.—Session 1886.

Cardiff, Avonmouth, and Burnham

Railway-Steamers Company.

(Works at Avonmouth and Burnham; Compulsory purchase of Land; Quays, Wharves, Warehouses, &c.; Dredging; Meters and Weighers; Tolls, Rates, and Charges; Bye-laws and Regulations; Steam Vessels; Removal of Hospital; Agreements as to Pier and Works at Cardiff; Purchase or Lease of Pier at Burnham; Working and other Agreements; Running Powers at Avonmouth and Burnham; Facilities to be afforded; Contributions by other Companies and Corporation of Bristol).

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:—

To incorporate a Company (hereinafter called "the Company") with power to make and maintain the works hereinafter described, with all necessary approaches, buildings, works, machinery, and conveniences connected therewith, that is to say:—

Works at Avonmouth.

A railway or sidings at or near the Avonmouth Dock, commencing by a junction with a siding of the Corporation of Bristol which passes there between the cattle sheds and the light-house, such railway or sidings to commence at a point 130 yards or thereabouts northward of the dock master's house, and to terminate on the foreshore to the west of the cattle lairs at a point 130 yards or thereabouts northwards of the northernmost end of the pier at the entrance to the Avonmouth Dock which is situate on the northern side of the channel leading thereto.

A cut, channel, or inlet, commencing at the point hereinbefore described as the termination of the said railway or sidings, and terminating in the channel of the River Avon, on the eastern or north-eastern side thereof, 430 yards or thereabouts from the outer gate of the lock leading to the Avonmouth Dock.

Which said intended works will be in or ad-

joining the parish of Westbury-upon-Trym or Shirehampton in the county of Gloucester.

Works at Burnham.

A railway or sidings commencing by a junction with the Somerset and Dorset Railway between Burnham and High-bridge, at a point 170 yards or thereabouts southward of the southernmost end of the station on that railway at Burnham, and terminating alongside and on the southern side of the causeway or pier connected with the said railway which extends into the estuary or channel at a point 20 yards or thereabouts west of the sea wall.

A cut, channel, or inlet commencing at the termination of the said intended railway or sidings lastly hereinbefore described, and extending thence in a westerly direction for a distance of 400 yards or thereabouts, and terminating in the said estuary or channel.

Which said intended works will be in or adjoining the parish of Burnham, in the county of Somerset,

To confer powers on the Company for the following purposes:—

To purchase and take by compulsion or agreement any lands, houses, and other hereditaments, and any rights and easements which may be required for the purposes of the intended Act,

To erect, make, and maintain quays, wharves, landing places, tramways, sidings, ponds, dams, piles, pontoons, buoys, moorings, roadways, approaches and conveniences, and to execute all necessary works in connection with the intended undertaking of the Company.

To deepen and dredge the beds of the Rivers Avon and Parrett, or the channels leading thereto, or the Bristol Channel, at or near the site of the intended works.

To divert, stop up, alter, and interfere with roads, watercourses, sewers, drains, and telegraph and telephonic wires, tubes, and other apparatus, so far as may be necessary for effecting any of the purposes of the intended Act.

To erect and maintain warehouses, sheds, offices, buildings, weighing machines, cranes, hoists, and other machinery, and appliances and conveniences in connection with the said piers, quays, and landing stages; also to lease or grant the use or occupation of their piers, works, warehouses, sheds, buildings, weighing machines, cranes, hoists, and other conveniences, or any of them, or any part thereof respectively, and to appoint and employ meters, weighers, and other officers; to levy, demand, and take tolls, dues, rates, rents, and charges in respect of their vessels, piers, railway works and other conveniences, and any piers, works, or conveniences leased to or used by them, and to confer exemptions from the payment of any such tolls, dues, rates, rents, and charges; to reserve certain of the intended works for the exclusive use of the Company, and to make, alter, rescind, and enforce bye-laws, rules, and regulations for regulating the use of the said piers, quays, works, and conveniences, and of vessels and persons using or frequenting the same or employed thereon or otherwise in relation to the various subject matters of the intended Act.

To provide for and authorise the removal of the Hospital at Avonmouth, situate on the shore to the northward of the cattle lairs hereinbefore referred to, and to enable the Company to acquire and provide a new site for the same.

To enable the Company to purchase certain lands in the parish of Westbury-upon-Trym or Avonmouth, in the county of Gloucester, on the foreshore of the Bristol Channel, lying between the intended pier and works at Avonmouth

hereinbefore described, and the boat-house at the end of the road leading to the shore from the Marine Hotel.

To make, alter, or rescind and enforce bye-laws, rules, and regulations for protecting and regulating the use and working of the vessels of the Company, and passenger and other traffic using the same, and regulating or preventing the anchorage of vessels and craft near the intended piers, quays, and landing places.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned.

To enable the Company to purchase, hire, let on lease, or provide and maintain and work steam vessels, and to enable the Company on the one hand, and the Marquess of Bute, or the trustees of the Marquess of Bute, or other the owners of the Bute Docks at Cardiff, on the other hand, to enter into and carry into effect any agreements as to the construction of a pier or jetty, entrance, landing-place, or other works at or in connection with the Bute Docks at Cardiff, and as to the lease of the same or any part thereof to the Company, and the use and occupation by the Company or their lessees of any existing works or conveniences at Cardiff, and as to the appropriation of any pier, jetty, or other works for the use of the Company.

To enable the Company to purchase or take on lease the existing pier or causeway at Burnham hereinbefore referred to, and to demand and levy tolls, rates, and charges for the use thereof, and to enter into and carry into effect agreements relative thereto with the Somerset and Dorset, Midland, and South Western Railway Companies, or some or one of them.

To enable the Company on the one hand, and the Somerset and Dorset, London and South Western, and Midland Railway Companies, the Bristol Port Railway and Pier Company, the mayor, aldermen, and burgesses of the city of Bristol, or any of those bodies, on the other hand, to enter into and carry into effect agreements with regard to the formation of the intended works, or any part thereof, the appropriation and use of land for the purposes thereof, the forwarding, delivery, and accommodation of traffic destined for or coming from their respective undertakings, and the division and apportionment of any receipts arising from any of such traffic.

To enable the Company to run over and use with their engines and carriages, officers and servants, and for all purposes of their traffic, so much of the railways, tramways, or sidings of the Corporation of Bristol, and the Great Western and Midland Railway Companies (if any), as will intervene between the intended pier and works at Avonmouth and the Bristol Port and Pier Railway, and also so much of the Somerset and Dorset Railway as will intervene between the intended pier, and works of the Company at Burnham, and the Highbridge stations of the Somerset and Dorset and Great Western Railway Companies, together with the said stations, and all other stations, sidings, watering places, sheds, works, and conveniences connected with the said portions of railway and stations upon such terms and conditions as may be defined in the Bill; and to require the said Companies to receive, accommodate, forward, and deliver with expedition and despatch traffic coming from or destined for the vessels or works of the Company.

To authorise the Somerset and Dorset Railway Company, the Midland Railway Company, and the London and South Western Railway Company, and the Corporation of Bristol to subscribe and

contribute funds towards the making of the intended works or any of them, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company the payment of interest or dividend (annual or otherwise), or other payments on all or any shares or stock of the Company, and the principal or interest of any loan, and for such purposes to apply their respective capital or corporate funds, and to raise further moneys by the creation of new shares or by borrowing, and to nominate or appoint one or more Directors of the Company in respect to the money so subscribed or guaranteed by them or other their interest in the Company's undertaking.

The intended Act will vary or extinguish all rights and privileges which will interfere with the objects of the intended Act, and will confer all such other powers, rights, and privileges as may be deemed necessary or expedient for effecting those objects, and may incorporate with itself some of the provisions of the "Companies Clauses Acts, 1845, 1863, and 1869;" the "Lands Clauses Acts, 1845, 1860, and 1869;" the "Railways Clauses Consolidation Act, 1845;" "The Harbours, Docks, and Piers Clauses Act, 1847," with such exceptions and modifications as may be thought fit; and will alter, amend or repeal all or some of the provisions of the following local and personal Acts, namely: the 23 and 24 Vic., cap. 191; the 28 and 29 Vic., cap. 188; the 33 and 34 Vic., cap. 151; and any other Act or Acts relating to or affecting Burnham Harbour; "The Bristol Dock Act, 1884," and any other Acts relating to the Corporation of Bristol, or any of the docks belonging to them; "The Bristol Port, Railway, and Pier Act, 1862," and any other Act or Acts relating to that Company; the 7 and 8 Vic., cap. 18; and the 48 and 49 Vic., cap. xc; and any other Act or Acts relating to the Midland Railway Company; and the 4 and 5 Win. 4, cap. 88; and the 48 and 49 Vic., cap. cxviii, 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 works proposed to be authorised by the Bill, and the lands which may be taken compulsorily under the intended Act, also a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the clerk of the peace for the county of Somerset, at his office at Wells, and also with the clerk of the peace for the county of Gloucester, at his office at Gloucester; and on or before the same day a copy 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 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 19th day of November, 1885.

G. F. Hill, Solicitor, Cardiff.

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

In Parliament.—Session 1886.

Oldham Corporation.

(Construction of New and Alteration of Existing Waterworks in County Palatine of Lancaster and West Riding of County of York; Diversion of Roads and Footpaths; Purchase of Deanhead Reservoir, and Dissolution of Commissioners thereof; Diversion of Streams and Waters; Construction of Gas Works; Power to make New Cemetery; Compulsory Purchase of Lands; Construction of Gas and Water Pipes through Streets, Lands, and Premises, and Compulsory Easements therefor; Revival of Powers of Part 4 of Oldham Improvement Act, 1880, and Amendment thereof and of Section 80 of that Act; Increase in Number of and Alteration and Rearrangement of Wards, and Provision for Representation thereof; Exclusion of Borough from Jurisdiction of Court of Record for the Hundred of Salford; Provisions as to Closing of Parks and of Fine Art Gallery, Free Libraries, and Museums, and Exhibitions therein, and use thereof; Powers with respect to Parks, Cemeteries, or Recreation Grounds near the Borough, and to Subscribe to Charitable Institutions; Application of Funds; Further Money Powers; Amendment of Acts, &c.)

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

1. To empower the Corporation to make and maintain the following waterworks, that is to say:—

(1.) A reservoir ("Head Green Reservoir") to be situate on Deanhead Clough (sometimes called or known in parts of its course as Blackbourne, or Blackbrook, but in this notice referred to throughout as Deanhead Clough), Great Clough and South Strines Clough to be formed by an embankment across Deanhead Clough, about 250 yards in length from south-east to north-west, crossing the said clough at a point 17 yards or thereabouts, measured in a straight line in a north-easterly direction, from the junction of South Strines Clough with the said Deanhead Clough, which intended reservoir will extend up the said Deanhead Clough for a distance of 432 yards or thereabouts from the said intended embankment, measured in a straight line in a south-westerly direction from the point at which the said embankment will cross the said clough as aforesaid. The intended Head Green Reservoir will be wholly situate in the township of Scammonden, otherwise Deanhead, in the parish of Huddersfield, in the West Riding of the county of York.

(2.) A reservoir ("West Carr Reservoir") wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to be situate on Deanhead Clough, to be formed by an embankment across the said clough, about 370 yards in length from south-east to north-west, crossing the said brook at a point 38 yards or thereabouts, measured in a straight line in an easterly direction, from the footbridge across the said clough on the footway running from the farm-house and buildings called West Carr, past the farm-house and building called Wormald, which intended reservoir will extend in a south-westerly direction from the said embank-

ment to a point on the said Deanhead Clough to, or nearly to, the foot of the outer slope of the existing Deanhead Reservoir embankment.

(3.) A reservoir ("Eastwood Reservoir") wholly in the township of Scammonden aforesaid, to be situate on Deanhead Clough and Stubbing Clough, to be formed by an embankment across Deanhead Clough, about 203 yards in length, from south-east to north-west, crossing the said clough at a point six yards or thereabouts, measured in a straight line in a south-westerly direction, from the bridge across the said clough, known as Eastwood Bridge, at Middle Mill, which Eastwood Reservoir will extend from the said embankment for a distance measured in a direct line in a south-westerly direction of 497 yards or thereabouts.

(4.) An aqueduct, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence at and in Deanhead Clough aforesaid, at a point 92 yards or thereabouts, measured in a straight line in a westerly direction, from the junction of Great Clough with Deanhead Clough, and to terminate in Deanhead Clough at a point 78 yards or thereabouts, measured in a straight line in a northerly direction, from the bridge across Deanhead Clough at Middle Mill, known as Eastwood Bridge.

(5.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence in the Deanhead Clough in the intended Head Green Reservoir (1) beforementioned, at a point in the said clough 63 yards or thereabouts, measured in a straight line in a westerly direction, from the junction of South Strines Clough with Deanhead Clough, and to terminate by a junction with the intended aqueduct, conduit, or line of pipes (4) above described at a point 110 yards or thereabouts, measured in a straight line in a north-easterly direction, from the junction of South Strines Clough with Deanhead Clough, and 320 yards or thereabouts, measured in a straight line in a south-easterly direction, from the south-east corner of the building, or house, called New Lathe or Head Green.

(6.) An aqueduct, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence at or near the end of the existing discharge culvert or outlet at the foot of the outer slope of the existing Deanhead Reservoir, and to terminate by a junction with the intended aqueduct, conduit, or line of pipes (4) above described, at a point 25 yards or thereabouts, measured in a straight line in a northerly direction, from the said point of commencement, and 30 yards or thereabouts, measured in a straight line in a south-westerly direction, from the footbridge across Deanhead Clough on the footway leading from Lane End past Lower Head Gate.

(7.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence in the intended West Carr Reservoir (2) above described, at a point 35 yards or thereabouts, measured in a straight line in a south-westerly direction, from the footbridge across the Deanhead Clough, on the footway running from the farm-house and buildings called West Carr, past the farm-house and building called Wormald, and to terminate by a junction with the intended aqueduct, conduit, or line of pipes (4) at a point in

- Deanhead Clough 112 yards or thereabouts, measured in a straight line in an easterly direction, from the same footbridge.
- (8.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence in Deanhead Clough, in the intended Eastwood Reservoir (3), at a point 75 yards or thereabouts, measured in a straight line in a south-westerly direction, from the bridge called Eastwood Bridge, across the said clough at Middle Mill, and to terminate in Deanhead Clough, at a point 72 yards or thereabouts, measured in a straight line in a northerly direction, from the same bridge.
- (9.) An aqueduct, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence at a point 142 yards or thereabouts, measured in an easterly direction, from the south-east corner of St. Bartholomew's Church, in the stream which runs immediately to the eastward of that church and into Deanhead Clough, and to terminate by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (14) hereinafter described, at its point of commencement, as also hereinafter described.
- (10.) An aqueduct, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence in the stream called Lumb Clough, at a point 147 yards or thereabouts, measured in a straight line in an easterly direction, from the easterly corner of the farm-house called White Lee, and to terminate by a junction with the aqueduct, tunnel, conduit, or line of pipes hereinafter described (14) at its point of commencement, also hereinafter described.
- (11.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence by a junction with the aqueducts, tunnels, conduits, or lines of pipes (4 and 7), or one of them, at the point of termination, as above described, of the intended aqueduct, tunnel, conduit, or line of pipes (7), and to terminate by a junction with the aqueduct, tunnel, conduit, or line of pipes (14), hereinafter described, at its point of commencement, as also hereinafter described.
- (12.) An aqueduct, tunnel, conduit, or line of pipes, to commence in the township of Barkisland, in the parish of Halifax, in the West Riding of the County of York, in the stream called Hey House Clough, at a point 32 yards or thereabouts, measured in a straight line in a westerly direction, from the north-westernmost corner of the houses called Lower Hey House, and to terminate in the township of Scammonden, otherwise Deanhead, aforesaid, in the intended Eastwood Reservoir (3), at a point 72 yards or thereabouts, measured in a straight line in a north-westerly direction, from the bridge, called Eastwood Bridge, crossing Deanhead Clough at Middle Mill, and 100 yards or thereabouts, measured in a straight line in a north-easterly direction, from the bridge across the same clough called Upper Mill Bridge.
- (13.) An aqueduct, conduit, or line of pipes, wholly in the township of Scammonden, otherwise Deanhead, aforesaid, to commence in the stream called Lumb Clough, at a point 137 yards or thereabouts, measured in a straight line in a north-easterly direction, from the north-east corner of the farm-house called White Lee, and to terminate in the intended Eastwood Reservoir (3), at a point 108 yards or thereabouts, measured in a straight line in a south-easterly direction, from Eastwood Bridge aforesaid, and 157 yards or thereabouts, measured in a straight line in a south-easterly direction, from the Upper Mill Bridge aforesaid.
- (13A.) A diversion wholly in the township of Scammonden, otherwise Deanhead, aforesaid, of the road or lane crossing Deanhead Clough, and connecting West Carr-lane, on the south side of Deanhead Clough, with the road or lane near to the house called Lane Side, on the north side of the same clough, such diversion to commence at a point nine yards or thereabouts, measured in a straight line in a northerly direction along the road to be so diverted, from its junction with West Carr-lane, near Lane-end, and to terminate at a point 28 yards or thereabouts, measured in a straight line in a westerly direction along the road to be so diverted from the most northerly corner of the house called Lane Side.
- (14.) An aqueduct, tunnel, conduit, or line of pipes, to commence in the township of Scammonden, otherwise Deanhead, aforesaid, at a point in the footway running from the farm-house and buildings called Stone Stile, past the farm-house and building called Wormald, which point is 137 yards or thereabouts, measured in a straight line in a westerly direction, from the north-westerly corner of the farm buildings at Stone Stile, and to terminate in the division of Friar Mere, in the township or chapelry of Quick, otherwise Saddleworth, hereafter mentioned, on the westerly side of Cudworth Clough, at a point 33 yards or thereabouts, measured in a straight line in a northerly direction, from the junction of Oaken Lee Clough with Cudworth Clough, and 400 yards or thereabouts, measured in a straight line in an easterly direction, from the most northerly corner of the most easterly of the buildings at Broadhead, which intended aqueduct, tunnel, conduit, or line of pipes will be made or pass from, in, through, or into the townships of Scammonden, otherwise Deanhead, Slaithwaite, and Marsden-in-Huddersfield, in the parish of Huddersfield, all in the West Riding of the County of York, and the division of Friar Mere, in the township or chapelry of Quick, otherwise Saddleworth, in that part of the parish of Rochdale which is in the West Riding of the County of York, or some of them.
- (15.) An aqueduct, tunnel, conduit, or line of pipes, to commence in the division of Friar Mere, in the township or chapelry of Quick, otherwise Saddleworth, aforesaid, by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (14) above described, at its point of termination as above described, and to terminate in the division of Quick Mere, in the same township or chapelry of Quick, otherwise Saddleworth, aforesaid, in the existing reservoir of the Corporation, known as Lower Striesdale Reservoir, and on the easterly side thereof, at a point 290 yards or thereabouts, measured in a straight line in a northerly direction, from the easterly end of the embankment forming the said reservoir.
- (16.) A reservoir ("Upper Castle Shaw Reservoir"), wholly in the division of Friar Mere, in the township or chapelry of Quick,

otherwise Saddleworth, aforesaid, to be situate on Hull Brook, Bank Clough, Cudworth Clough, Oaken Lee Clough, and Lee Clough, and to be formed by an embankment across Hull Brook, about 435 yards in length from north-west to south-east, crossing the said brook at a point 73 yards or thereabouts, measured in a straight line in a north-easterly direction, from the bridge carrying the public road between Low Gate-lane and Dirty-lane, across the said brook, and which intended Upper Castle Shaw Reservoir will extend to a point on Cudworth Clough 530 yards or thereabouts, measured in a straight line in a north-easterly direction, from the said intended embankment.

- (17.) A reservoir ("Lower Castle Shaw Reservoir"), wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to be situate on Hull Brook, and to be formed by an embankment extending about 233 yards in length from north-west to south-east, and from its south-eastern end 251 yards or thereabouts in length in a north-easterly direction, crossing the said brook at a point 203 yards or thereabouts, measured in a straight line in a north-easterly direction, from the most northerly building at the mill known as Jonny Mill, which intended Lower Castle Shaw Reservoir will extend to a point on Hull Brook aforesaid 633 yards or thereabouts, measured in a straight line in a north-easterly direction, from the said intended embankment.
- (18.) An aqueduct, conduit, or line of pipes, wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence at and in the stream known as Lee Clough, at a point 135 yards or thereabouts, measured in a straight line in a south-easterly direction, from the south-east corner of the farm-house or buildings, called Oaken Hill, and to terminate by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (14) above described, at or near the intended termination thereof as above described.
- (19.) An aqueduct, conduit, or line of pipes, wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence at and in Waters Clough at a point 100 yards or thereabouts, measured in a straight line in an easterly direction, from where Cote-lane crosses the said clough, and to terminate in the intended Lower Castle Shaw Reservoir (17) above described, at a point 28 yards or thereabouts, measured in a straight line in a south-westerly direction, from the north-westerly corner of the farm building at Castle Hill Cote on the west side of Cote-lane, and 185 yards or thereabouts, measured in a straight line in a northerly direction, from the easterly corner of the building called Waters Mill.
- (20.) An aqueduct, tunnel, conduit, or line of pipes wholly in the division of Friar Mere in the township of Quick, otherwise Saddleworth, aforesaid, to commence in Hull Brook in the intended Upper Castle Shaw Reservoir (16) above described, at a point 186 yards or thereabouts, measured in a straight line in a north-easterly direction, from the bridge carrying the public road between Low Gate-lane and Dirty-lane across the said brook, and to terminate by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (15), at a point 83 yards or thereabouts, measured in a straight line in a

north-westerly direction, from the aforesaid bridge, and 125 yards or thereabouts, measured in a straight line in a north-easterly direction, from the south-easterly corner of the house or building called Ridding.

- (21.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence in Hull Brook in the intended Lower Castle Shaw Reservoir (17) above described, at a point 325 yards or thereabouts, measured in a straight line in a north-easterly direction, from the north corner of the most northerly building at the mill known as Jonny Mill, and to terminate in Hull Brook aforesaid at a point 120 yards or thereabouts, measured in a straight line in a north-easterly direction, from the same point at Jonny Mill.
- (22.) An aqueduct, tunnel, conduit, or line of pipes, wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (20) above described, at or near its termination as above described, and to terminate in the intended Lower Castle Shaw Reservoir (17) at a point 17 yards or thereabouts, measured in a straight line in a south-westerly direction, from the bridge carrying the public road between Low Gate-lane and Dirty-lane, across the said brook.
- (23.) An aqueduct, conduit, or line of pipes, wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (15), at a point 87 yards or thereabouts, measured in a straight line in a north-westerly direction, from the bridge carrying the public road between Low Gate-lane and Dirty-lane across Hull Brook, and 133 yards or thereabouts, measured in a north-easterly direction, from the south-easterly corner of the house or building called Ridding, and to terminate in the intended Lower Castle Shaw Reservoir (17) above described, at a point six yards or thereabouts, measured in a straight line in a south-westerly direction, from the same bridge.
- (24.) A diversion wholly in the division of Friar Mere, in the township of Quick, otherwise Saddleworth, aforesaid, of the public road crossing the Hull Brook, and connecting Low Gate-lane with Dirty-lane, such diversion to commence at a point in the said road 100 yards or thereabouts, measured in a north-westerly direction along the course of such road, from the bridge carrying such road across Hull Brook, and to terminate in the same road 120 yards or thereabouts, measured in a southerly direction along the said road, from the same bridge.
- (25.) An aqueduct, conduit, or line of pipes, wholly in the division of Quick Mere, in the township or chapelry of Quick, otherwise Saddleworth, aforesaid, to commence by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (15) above described, at a point 87 yards or thereabouts, measured in a straight line in a south-easterly direction, from the bridge across the waste water-course running from the existing Upper Strinesdale Reservoir to the existing Lower Strinesdale Reservoir, and 123 yards or thereabouts, measured in a straight line in a westerly direction, from the north-westerly corner of the house called Gayley

Hall, and to terminate in the Upper Strinesdale Reservoir of the corporation on the easterly side thereof, at a point 43 yards or thereabouts, measured in a straight line in a north-easterly direction, from the same bridge.

- (26.) An aqueduct, conduit, or line of pipes, wholly in the division of Quick Mere, in the township of Quick, otherwise Saddleworth, aforesaid, to commence by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (15) above described, at or near the point of commencement, as above described, of the intended aqueduct, conduit, or line of pipes (25) above described, and to terminate by a junction with the existing pipe from the Lower Strinesdale Reservoir at a point 22 yards or thereabouts, measured in a straight line in a southerly direction, from the southerly end of the valvehouse on the south side of, and adjoining to, the waste watercourse from the existing Lower Strinesdale Reservoir.
- (27.) A reservoir ("Rooden Reservoir") to be situate on Hanging Lees Clough, above the Hanging Lees Reservoir of the Corporation, and to be formed by two embankments, the northernmost of which will be about 193 yards in length from east to west, and will be made across the said clough at a point about 323 yards or thereabouts, measured in a straight line in a north-easterly direction, from the north-east corner of the farm-house and building called Rooden, from which embankment the reservoir will extend 300 yards or thereabouts, measured in a straight line in a southerly direction, to the embankment next hereinafter described, where it will terminate, and the southernmost of which intended embankments will be about 445 yards in length, will be placed across the head or summit of the said clough, at a point 373 yards or thereabouts, measured in a straight line in a south-easterly direction, from the same corner of the aforesaid building called Rooden. The intended Rooden Reservoir will be wholly situate in the division of Bleakedgate-cum-Rough-bank, otherwise Haugh Ward of the Milnrow Local Board District, in the township of Butterworth, in that part of the parish of Rochdale which is in the County Palatine of Lancaster.
- (28.) An aqueduct, tunnel, conduit, or line of pipes to commence in the division of Friar Mere, in the township or chapelry of Quick, otherwise Saddleworth, in that part of the parish of Rochdale which is in the West Riding of the County of York, at a point in Readycon Dean Brook 140 yards or thereabouts, measured in a northerly direction, from the weir across the said brook, at the head of the existing Crook Gate Reservoir, and to terminate in the division of Bleakedgate-cum-Rough-bank, otherwise Haugh Ward in the Milnrow Local Board District, in the township of Butterworth aforesaid, in the intended Rooden Reservoir near to the northerly end of the intended southerly embankment thereof at a point 434 yards or thereabouts, measured in an easterly direction, from the north-east corner of the farm-house and building called Rooden, and 268 yards or thereabouts, measured in a straight line in a south-easterly direction from the bridge in Hanging Lees Clough.
- (29.) An aqueduct, tunnel, conduit, or line of pipes to commence in the stream which separates from each other the moorland

called Green Meadows and Fool Hill at a point 260 yards or thereabouts, measured in a straight line in a south-easterly direction, from the junction of the said stream with Piethorn Brook, and to terminate in the intended Rooden Reservoir, near to the easterly end of the northern embankment thereof, at a point 360 yards or thereabouts, measured in a straight line in a north-easterly direction, from the north-east corner of the farm-house and building called Rooden, and 150 yards or thereabouts, measured in a straight line in a south-easterly direction, from the bridge across Hanging Lees Clough. The intended aqueduct, tunnel, conduit, or line of pipes (29) will be wholly situate in the division of Bleakedgate-cum-Rough-bank, otherwise Haugh Ward of the Milnrow Local Board District, in the township of Butterworth aforesaid.

- (30.) An aqueduct, tunnel, conduit, or line of pipes wholly in the division of Bleakedgate-cum-Rough-bank, otherwise Haugh Ward of the Milnrow Local Board District, in the township of Butterworth aforesaid, to commence in the intended Rooden Reservoir (27) above described, at a point 160 yards or thereabouts, measured in a straight line in a south-westerly direction, from the bridge across Hanging Lees Clough, and to terminate in the said clough at a point 13 yards or thereabouts, measured in a straight line in a north-easterly direction, from the same bridge.
- (31.) The enlargement of the existing Ogden Reservoir of the Corporation, constructed under the powers of the Oldham Corporation Waterworks, &c., Act, 1870, by the raising of the existing embankment and waste weir of the said reservoir, which embankment and waste weir, when raised, will be 568 yards or thereabouts in length. The said reservoir, when enlarged, will extend from the said existing embankment, in a north-easterly direction, for a distance of 650 yards or thereabouts, measured in a straight line, to, and will terminate in, the brook running into the existing reservoir at a point 15 yards or thereabouts, measured in a straight line in a westerly direction, from the most westerly building of the Kitcliff Mill. The said enlargement will be wholly situate in the division of Bleakedgate-cum-Rough-bank, otherwise the Haugh Ward of the Milnrow Local Board District, in the township of Butterworth aforesaid.
- (32.) An aqueduct, tunnel, conduit, or line of pipes (in substitution for part of the existing aqueduct, tunnel, conduit, or line of pipes of the Corporation, constructed under the powers of the Oldham Corporation Waterworks, &c., Act, 1870), to commence in the division of Haugh, otherwise Haugh Ward of the Milnrow Local Board District, by a junction with the said existing aqueduct, tunnel, conduit, or line of pipes, at a point 84 yards or thereabouts, measured in a southerly direction, from the south-westerly corner of the building used as a Baptist chapel and schools, at the junction of the public roads leading to Kitcliff Mill and Wicken Hall, and to terminate in the division of Bleakedgate-cum-Rough-bank, otherwise Haugh Ward of the Milnrow Local Board District, aforesaid, in the Ogden Reservoir of the Corporation (proposed to be enlarged as aforesaid), at a point 227 yards or thereabouts, measured in a straight line in a north-easterly direction, from the angle in

the existing reservoir embankment, and 53 yards or thereabouts, measured in a straight line in a westerly direction, from the west corner of the Waterman's Cottage, occupied by John Hardy, which intended aqueduct, tunnel, conduit, or line of pipes will be wholly situate in the township of Butterworth, in that part of the parish of Rochdale which is in the County Palatine of Lancaster.

And the Bill will, or may, authorise and empower the Corporation to stop up and discontinue and to take up and remove that part of their said existing aqueduct, tunnel, conduit, or line of pipes for which the intended aqueduct, tunnel, conduit, or line of pipes (32) will be substituted.

2. To empower the Corporation to make and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, bywashes, weirs, gauges, reservoirs, wells, tanks, filter-beds, filters, embankments, bridges, roads, approaches, telegraphic and telephonic apparatus, engines, machinery, and appliances as may be necessary or convenient in connection with the before-mentioned works or any of them.

3. It is proposed to take for the intended works certain lands being or reputed to be commonable lands of which the following are the particulars:—

Works for which the lands will be taken.	Names by which the lands are known.	Parish in which the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Aqueduct, tunnel, conduit, or line of pipes. (Work No. 14, above described.)	Burne Moss Knoll Pasture or Halter Lee Stack-end Stotley Moss Hey Green Pits Short Grain Wichen-green Close Moss.	Huddersfield, in the West Riding of the County of York.	A. R. P. 135 2 0	A. R. P. 5 2 5
Aqueduct, tunnel, conduit, or line of pipes. (Work No. 14, above described.)	Blea-green Millstone Edge Castle Shaw Moor.	That part of Rochdale which is in the West Riding of the County of York.	24 2 0	5 0 0
Aqueduct, tunnel, conduit, or line of pipes. (Work No. 29, above described.)	Bleakedge Moor Fool-hill.	That part of Rochdale which is in the County Palatine of Lancaster.	16 0 8	1 2 16

4. To enable the Corporation to purchase and to hold and maintain as part of their waterworks, the existing Deanhead Reservoirs and works belonging thereto or connected therewith, situate on Deanhead Clough, and wholly in the township of Scammenden, otherwise Deanhead, aforesaid, and to authorise the Commissioners of the Deanhead Reservoir to sell and convey the said reservoir and works to the Corporation, and, if thought fit, to provide for the dissolution of the said Commissioners and the winding up of their affairs, and the transfer to the Corporation of all or any of their property, rights, powers and privileges, duties, and liabilities, and to amend and, if need be, repeal all or some of the provisions of the Act of the 1 and 2 Vict., cap 64, and the Act of 4 and 5 Vict., cap 60, and to empower the Corporation and the Commissioners to enter into and carry into effect agreements for any of the above objects, and to make such provision as may be deemed necessary or expedient for effecting such objects or some of them, and the Bill will or may confirm any such agreement as aforesaid which may have been or may hereafter be entered into.

5. To incorporate with the Bill, and to apply

to the aforesaid works, or any of them, the provisions, or some of the provisions, of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

6. To empower the Corporation to deviate laterally from the lines, or vertically from the levels, of the aforesaid works to such extent as may be defied upon the plans and sections to be deposited as hereinafter mentioned or specified in the Bill.

7. To empower the Corporation from time to time to cross, open, or break up, alter, divert, or stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, lanes, streets, highways, footpaths, bridges, rivers, canals, towing-paths, streams, watercourses, sewers, drains, railways, tramways, navigations, gas, water, and other pipes, and telegraph or other electric apparatus, or other works within the townships, parishes, and places aforesaid.

8. To empower the Corporation to purchase and acquire, compulsorily or by agreement, and to hold lands, houses, buildings, rights of water, and other hereditaments within the townships, parishes, and places aforesaid, or terms, estates, interests, easements, rights, or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease, any such lands, houses, and property, and the Bill will, or may, vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, or take as aforesaid.

9. To enable the Corporation to appropriate to all or any of the purposes of the Bill any lands for the time being vested in them.

10. To enable the Corporation to divert, collect, impound, take, and use, in their existing or proposed works, or any enlargement thereof, all such streams and waters as will or may be intercepted by such works, or as may be found on, in, or under any of the lands for the time being belonging to the Corporation, or over or in respect of which they have or may acquire easements, and especially the following springs, streams, and waters:—

(1.) The springs and streams called or known as Little Whinning Gulf, Great Whinning Gulf, Culvert Clough, Cold Greave Clough, Hanging Lees Clough, Stake Slack, Piethorn Brook, Tom Clough, Wicken Hall Clough, Raghole Clough, which now flow into the River Beal, River Roach, River Irwell, Manchester, Bolton, and Bury Canal, the Clifton Colliery or Fletcher's Canal, the Manchester and Salford Junction Canal, the Duke of Bridgewater's Canal, otherwise the Bridgewater Navigation, the Mersey and Irwell Navigation, and the River Mersey, or some or one of them.

(2.) The springs and streams called or known as Great Clough, South Strines Clough, Sprutman Clough, Head Clough, Stubbing Clough, Lumb Clough, Spring Clough, Hey House Clough, Deanhead Clough, Black Brook, which now flow into the River Calder, the Calder and Hebble Navigation, the River Aire, the Aire and Calder Navigation, the Knottingley and Goole Canal, the Selby Canal, the River Ouse, the River Humber, and thence into the German Ocean, or some or one of them.

(3.) The springs and streams called or known as Black Gulf, Middle Clough, Great Clough, Beadgoon Dean Brook, Brimmy Clough, Lumb-hole Brook, Bank Clough, Spar Clough,

Cudworth Clough, Oaken Lee Clough, Lee Clough, Waters Clough, Hull Brook, which now flow into the river Tame, the Ashton-under-Lyne, Macclesfield, and Peak-forest Canal, the Huddersfield Canal, the Manchester, Ashton-under-Lyne, and Oldham Canal, the Manchester and Salford Junction Canal, the Duke of Bridgewater's Canal (otherwise the Bridgewater Navigation), the Mersey and Irwell Navigation, and the River Mersey, or some or one of them.

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

12. To empower the Corporation to erect and maintain, and from time to time alter, improve, and extend, renew or discontinue gasworks and works for the manufacture, distribution, and storage of gas, and for the conversion, utilization, and distribution of the materials used in and about the manufacture of gas and the residual products resulting from such manufacture upon the following lands or some of them, or some part or parts thereof respectively, that is to say:—Lands in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the County Palatine of Lancaster, and in the townships of Failsworth and Moston, both in the parish of Manchester, in the said County Palatine of Lancaster, situate near the nightsoil depôt at Bower Clough of the Corporation, and belonging or reputed to belong to the Corporation, the Lancashire and Yorkshire Railway Company, and the Company of Proprietors of the Rochdale Canal respectively, and in their respective occupations, and containing by estimation 20 acres or thereabouts, which lands are bounded on the south-easterly side by the Lancashire and Yorkshire Railway, on the north-easterly side by land belonging to the Corporation and by a public footpath, on the north-westerly side by land belonging or reputed to belong to William and Robert Marland and the Company of Proprietors of the Rochdale Canal, and on the westerly side by the towing path of the Rochdale Canal, on the south-westerly side by a road from Wrigley Head to New Moston, and to empower the Corporation to purchase and acquire compulsorily or otherwise, and to hold the said lands or some of them, or some part or parts thereof respectively, and to stop up and discontinue the public footpath now crossing the said lands, and the Bill will or may extinguish all public or other rights of way or other rights in, over, or affecting the said lands.

13. To empower the Corporation to lay down, construct, maintain, and from time to time inspect and renew the mains or lines of pipes for conveying and distributing gas and water into, through, or under any roads, streets, lands, or premises within the borough of Oldham, or at any place within the respective districts of the Corporation for the supply of gas and water, and to create and acquire permanent easements or wayleaves in or over lands or premises traversed by such conduits, mains, and pipes, or compulsorily to take and purchase such lands and premises absolutely.

14. To revive the powers conferred by Part IV. of the Oldham Improvement Act, 1880, upon the Corporation with respect to the production and supply of light, heat, and motive power by means of electricity or other like means, and to extend the time by the said Act limited for the

exercise of such powers, and if thought fit, to modify the aforesaid provisions, or to confer upon the Corporation further powers with respect to the production and supply of electricity.

15. To divide the borough of Oldham into an increased number of wards, and for that purpose to divide into new wards certain of the existing wards, and to alter and rearrange the boundaries of others of the existing wards or certain of them, and to form parts of existing wards into new wards and to transfer, or provide for the transferring, of some of the Aldermen and Councillors of existing wards to the new or altered wards, or some or one of them, and to make provision for the representation of the new wards, and for that purpose to alter and increase the number of the Aldermen and Councillors for the borough, and to provide for the election and retirement and time of going out of office and rotation of the Aldermen and Councillors, or to make provision for determining any of the aforesaid matters.

16. To exclude the borough from the jurisdiction of the Court of Record for the Hundred of Salford, in the county of Lancaster, and of any judge or officer thereof, and to exempt the burgesses of the borough from such jurisdiction.

17. To enable the Corporation to purchase and acquire, by compulsion or by agreement, and to use for the purposes of a cemetery and purposes connected therewith the following lands, that is to say, lands situate partly in the township of Oldham, in the parish of Prestwich-cum-Oldham, and partly in the Audenshaw division of the parish of Ashton-under-Lyne, both in the County Palatine of Lancaster, near Lime Side Farm-house, and belonging, or reputed to belong, to John Joseph Jones and Joseph Lees, and in the respective occupations of Daniel and William Walker, Joseph Schofield, and Edmund Collinge, and containing, by estimation, 35 acres or thereabouts, and which lands are included within an imaginary line, commencing at a point distant 110 yards or thereabouts, in a south-westerly direction, from the most south-westerly corner of Lime Side Farm-house, thence proceeding in a south-easterly direction for a distance of 489 yards or thereabouts, thence proceeding in a south-westerly direction for a distance of 376 yards or thereabouts, thence proceeding in a north-westerly direction (partly along the north-easterly side of Lime-lane) for a distance of 497 yards or thereabouts, and thence proceeding in a north-easterly direction for a distance of 293 yards or thereabouts, to the said point of commencement; and to apply to such cemetery and enable the Corporation to exercise in reference thereto all or any of the powers conferred upon them as an Urban Sanitary Authority with respect to cemeteries, and to exercise such other powers, rights, and privileges as may be deemed expedient; and to empower the Corporation to stop up and discontinue the public footpath now crossing the said lands, and the Bill will or may extinguish all public and other rights of way, or other rights in, over, or affecting the said lands, or any of them, or any part or parts thereof.

18. To empower the Corporation from time to time to close any public park, or part of any public park, within the borough for a limited period, and during such period to appropriate and use any such park, or part thereof, for any special purpose, and to receive payment for such appropriation or use, and to make provision for the regulation of, and to confer upon the Corporation all such powers with respect to parks, cemeteries, or recreation grounds within one mile of the boundary of the borough as the

Corporation now have, and enjoy in respect to parks within the borough.

19. To enable the Corporation to close the Fine Art Gallery, and any free library or museum within the borough for a limited period, and to hold exhibitions in any such gallery or museum and to charge for admission thereto.

20. To empower the Corporation to, from time to time, appoint a person or persons to represent them in any legal proceedings, either generally or for any special purposes or period.

21. To authorise the Corporation to subscribe to or towards any of the following institutions, to wit, the Manchester Infirmary, the Manchester Eye Hospital, and any borough or county hospital, infirmary, or dispensary, or the Oldham Workshop for the Blind, or any other similar institution.

22. To amend and explain the provisions of Section 80 of the Oldham Improvement Act, 1880, with respect to the compensation to be paid by the Corporation on the setting back of the line of frontage of any street under the provisions of that section, and to alter the times fixed by the said Act for closing the registers of transfers of Oldham Corporation Debenture Stock to enable the Corporation from time to time to fix the times of closing such registers.

23. To authorise the Corporation for the purposes of the proposed works, and for all or any of the purposes of the Bill, and for fire brigade purposes, and for recreation grounds, baths, and warehouses, and for free libraries within the borough to apply their funds, rates, and revenues, and any moneys which they are now authorised to raise, and to make and levy additional and to alter existing rates, rents, duties, and charges, and to confer exemptions from the payment of rates, rents, duties, and charges, and to raise further money by mortgage or the creation and issue of debenture stock, and to charge the same on all or any of the following securities, that is to say—the borough fund, borough rate, general district fund, general district rate, and other rates, tolls, revenues, estates, lands, undertakings, and property of the Corporation.

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

25. And it is intended, so far as may be necessary for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts following, or some of them, that is to say—6 Geo. IV., cap. 171; 1 and 2 Vict., cap. 96; 16 Vict., cap. 42; 18 Vict., cap. 47; 33 and 34 Vict., cap. 144; 38 and 39 Vict., cap. 180; 43 and 44 Vict., cap. 147; and any other Act or Acts relating to the Corporation or the Borough; 1 and 2 Vict., cap. 64, and 4 and 5 Vic., cap. 60, and any other Act or Acts relating to the Commissioners of the Deanhead Reservoir or to that reservoir; 9 and 10 Vict., cap. 126; 31 and 32 Vic., cap. 130, and any other Act or Acts relating to the Court of Record for the Hundred of Salford in the County Palatine of Lancaster.

26. And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the before-mentioned works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands intended to be taken compulsorily 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 Palatine of Lancaster, at his office at Preston, in that county, and with

the Clerk of the Peace for the West Riding of the County of York at his office at Wakefield in that Riding, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, book of reference, as relates to each parish or extra-parochial place, in or through which the intended works or any of them will be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence, and that on or before the same day a map showing the boundaries of the wards of the borough as proposed to be altered by the Bill will be deposited for public inspection at the offices of the Town Clerk in the Town-hall, Oldham.

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 20th day of November, 1885.

A. Nicholson, Town Clerk, Oldham.

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

Board of Trade.—Session 1886.

Cranleigh Water.—Provisional Order.

(Power to construct Waterworks, supply Water, and take rates therefor; Acquisition of Lands; Protection of Water; Agreements with Local Authorities as to supply of Water, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade pursuant to the Gas and Water Works Facilities Act, 1870, for a Provisional Order for effecting the purposes or some of the purposes following, that is to say:—

To empower the Undertaker or Undertakers to be specified in the intended Order, or a Company formed for that purpose (hereinafter referred to as "the Undertakers") to supply water for public and private purposes to and within the parishes hereinafter mentioned or some of them, or some part or parts thereof respectively, that is to say: the parish of Cranleigh, and so much of the parish of Wonersh as lies within a distance of 1,200 yards from the north-eastern corner of the building known as the Surrey County School Laundry, in the said parish of Wonersh, all in the county of Surrey.

To empower the Undertakers to make and maintain with all necessary approaches, embankments, roads, filtering-beds, wells, dams, sluices, culverts, mains, pipes, engines, and all works and conveniences necessary for the supply of water as aforesaid, the waterworks and other works hereinafter mentioned, or some of them or some part or parts thereof respectively, all in the county of Surrey, that is to say:—

(a.) A covered reservoir or collecting chamber (Reservoir No. 1) situate in the parish of Bramley, in the north-western corner of a certain piece of woodland known as "Nore Brook," numbered 599 in the said parish of Bramley on the 25-inch ordnance map of the county of Surrey. The said reservoir will be distant 143 yards or thereabouts in a northerly direction from the Bench mark at the south-eastern corner of Nore Cottage, and will have a superficial area of 50 feet or thereabouts.

(b.) A covered reservoir or collecting chamber (Reservoir No. 2) situate in the said parish of Bramley, in the said piece of woodland known as "Nore Brook," and in a north-easterly direction from the lastly-herein-

before described covered reservoir, and distant 240 yards or thereabouts in a north-easterly direction from the said Bench mark at the south-eastern corner of Nore Cottage, and distant 166 yards or thereabouts in an easterly direction from the gateway in the south-western corner of the lands numbered 598 in the said parish of Bramley on the 25-inch ordnance map of the county of Surrey, and will have a superficial area of 50 feet or thereabouts.

(c.) A covered reservoir or collecting chamber (Reservoir No. 3) situate in the said parish of Bramley, in the said piece of woodland known as "Nore Brook," and in a north-easterly direction from the lastly hereinbefore described covered reservoir, and distant 270 yards or thereabouts in a north-easterly direction from the said Bench mark at the south-eastern corner of Nore Cottage, and distant 190 yards or thereabouts in an easterly direction from the gateway in the south-western corner of the lands numbered 598 in the said parish of Bramley on the 25-inch ordnance map of the county of Surrey, and will have a superficial area of 50 feet or thereabouts.

(d.) A covered service reservoir (Reservoir No. 4) situate in the said parish of Bramley, in the said piece of woodland known as "Nore Brook," and in a southerly direction from the lastly hereinbefore described covered reservoir, and the centre of which Reservoir No. 4 will be distant 253 yards or thereabouts in a north-easterly direction from the said Bench mark at the south-eastern corner of Nore Cottage, and distant 187 yards or thereabouts in an easterly direction from the gateway in the south-western corner of the lands numbered 598 in the said parish of Bramley on the 25-inch ordnance map of the county of Surrey, and which Reservoir No. 4 will have a superficial area of 2,376 feet or thereabouts.

(e.) An aqueduct, conduit, or line of main pipes (Conduit No. 1) wholly in the said parish of Bramley, and wholly in the said piece of woodland known as "Nore Brook," commencing on the eastern side of the Reservoir No. 1 hereinbefore described, and terminating on the south-eastern side of the Reservoir No. 4 hereinbefore described.

(f.) An aqueduct, conduit, or line of main pipes (Conduit No. 2) wholly in the parish of Bramley, commencing in the said piece of woodland known as "Nore Brook," on the south-eastern side of the Reservoir No. 4, hereinbefore described, and terminating in the high road leading from Horsham to Guildford at a point in that road distant 130 feet or thereabouts in a westerly direction from the front door of the farm-house known as "Tillings," in the parish of Cranleigh.

(g.) An aqueduct conduit, or line of main pipes (Conduit No. 3), commencing in the said parish of Bramley by a junction with the said Conduit No. 2 at the point of termination of that conduit as hereinbefore described in the said high-road leading from Horsham to Guildford, and terminating in the said parish of Cranleigh at the point of junction of the high road leading from Wonersh to Cranleigh with another high road leading from Dunsfold to Cranleigh.

To authorise the Undertakers to deviate laterally from the lines of the intended works, and vertically from the levels thereof.

To authorise the Undertakers in the parishes
No. 25533.

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aforesaid, or any of them, to cross, divert, alter, or stop up, whether temporarily or permanently, all turnpike and other roads, highways, streets, pipes, sewers, rivers, streams, bridges, railways, and tramways.

To empower the Undertakers to take, collect and divert into the intended reservoirs and works aforesaid and therein impound, and thence distribute any water which may be obtainable by them from the works hereinbefore described as well as the waters of any springs and streams, or any other waters on or near the site of the proposed reservoirs and works or which may be from time to time in, on or under any lands for the time being belonging to the Undertakers.

To authorise the Undertakers to supply water by meter, and to make and sell meters and let meters on hire.

To authorise and empower the Undertakers to demand and take and receive rates, rents and charges within the aforesaid parishes, for the supply of water and for the purchase and hire of meters, and to confer, vary or extinguish exemptions from the payment of such rates, rents and charges.

To make special provision for the protection of the works, property and water supply of the Undertakers, and for the prevention of the fouling, misuse or waste of such water, and for imposing penalties in respect of all or any such matters.

To authorise the Undertakers to purchase, take and lease, or otherwise acquire by agreement, and to hold, sell and dispose of lands, tenements and hereditaments in the parishes aforesaid, and easements and rights in, over or in connection with such lands, tenements and hereditaments.

To enable the Undertakers to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise with any corporation, sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any highway board, or any surveyors of any highway, and any railway company, and any other companies, bodies, or persons within or beyond the limits of supply, and, from time to time, to vary, suspend, or rescind any such contracts or arrangements, and make others in lieu thereof, or in addition thereto, and the Order will confer all necessary powers in that behalf upon all such corporations, authorities, trustees, surveyors, companies, bodies and persons, and will or may enable all parties to any such contracts or arrangements to apply, for the purposes thereof, any funds or moneys which they have raised, or may raise, under any Act of Parliament or otherwise.

The Order will incorporate with itself all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, and the provisions (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the Undertaking) of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as the same are amended by the Commonable Rights Compensation Act, 1882, and the Lands Clauses (Umpire) Act, 1883.

The Order will also confer upon the Undertakers the powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and other powers usually conferred upon Water Companies.

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

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the proposed works, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on or before 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.

All persons wishing to make any representations to the Board of Trade, or to bring 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 Undertakers, at the offices of the undersigned, and in forwarding to the Board of Trade such objections such persons must state that a copy of the same has been sent to the Undertakers or their agents.

Dated this 20th day of November, 1885.

Smallpeice, and Sons, Guildford, Solicitors.

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

In Parliament.—Session 1886.

London, Tilbury, and Southend Railway.

(Extension of Time for Railways Authorised in 1883; New Wharf at Fobbing; Wharves, Warehouses, &c.; Powers as to West-street, Gravesend, and Tilbury Piers; Regulation of Vessels, &c.; Powers of Pier Masters, &c.; Stopping up Footpaths in Parishes of Dunton, Basildon, and Vange; Sale or Lease of Lands; Building on Land near Tilbury Fort; Compulsory purchase of Lands; Tolls and Charges; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament by the London, Tilbury, and Southend Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To extend the time limited by "The London, Tilbury, and Southend Railway Act, 1883," for the compulsory purchase of lands and houses for the purposes of the railways authorised by that Act, and described on the deposited plans therein referred to as Railways Nos. 2 and 3, and for the completion of the said railways and works, or some part or parts thereof.

To enable the Company to make and maintain a wharf or landing-place in the parish of Fobbing, in the county of Essex, to be situate (subject to the powers of deviation to be contained in the intended Act) within three lines of wall, embankment, or lines of piling, placed as follows, viz.:—

1. Commencing at the existing river wall, at a point 360 yards, or thereabouts, eastward of the easternmost side of the old pier of the Company at Thames Haven, extending thence into the river at right angles to the said river wall, to and terminating at a point about 150 yards from the said river wall.

2. Commencing at the existing river wall at a point 26 yards, or thereabouts, west of the westernmost side of the old pier of the Company at Thames Haven, extending thence into the river at right angles to the said river wall, to and terminating at a point about 55 yards from the said river wall.

3. Extending between the points of termination of the two lines hereinbefore described, and so as to connect the same.

To enable the Company to make, erect, and maintain wharves, warehouses, landing and shipping places, staiths, cranes, and other conveniences for landing and shipping passengers, animals, and goods, to lay down dolphins and moorings in the River Thames, and to make and recover charges in respect of the use of such wharves, warehouses, and other conveniences.

To confer on the Company further powers as to the use of their West-street pier at Gravesend and the works connected therewith, and their pier at Tilbury and the works connected therewith, and as to landing and shipping passengers, animals, and goods thereat.

To confer on the Company further powers as to the appointment of pier masters or wharf masters and other officers, and to control and regulate vessels, passengers, and traffic resorting to their piers, wharves, and works.

To enable the Company to stop up and extinguish so much of the footpaths, hereinafter described, as passes over land acquired, or which may be acquired by the Company for the purposes of the Barking and Pitsea Railway, described in and authorised by "The London, Tilbury, and Southend, Railway Act, 1882," viz.:—

- (a) The reputed footpath or bridleway in the parish of Dunton, in the county of Essex, crossing the land acquired, or which may be acquired by the Company for that railway, at or about the point shown on the deposited plans thereof, referred to in the said Act as 14 miles and 4 furlongs from the commencement, and being about 440 yards eastward of the farm known as "Sumpners."

- (b) The footpath in the parish of Basildon, in the county of Essex, leading from Basildon Hall to Middle Hall, crossing the land acquired, or which will be acquired by the Company for that railway, at or about the point shown on the deposited plans thereof, referred to in the said Act as 17 miles 2 furlongs and 5 chains from the commencement of the said railway.

- (c) The footpath in the parish of Vange, in the county of Essex, leading from the inn known as the "Basildon Bull" to Pitsea, and crossing the lands acquired, or which may be acquired by the Company for that railway, at or about the point shown on the deposited plans thereof, referred to in the said Act as 18 miles and 9 chains from the commencement thereof.

And to extinguish all rights of way over the parts of the said footpaths so to be stopped up, and to vest the site and soil thereof in the Company.

To confer further powers upon the Company as to the erection of buildings on, and the sale or lease for building or other purposes of the land on the eastern side of their railway near Tilbury Fort, referred to in Section 47 of "The London, Tilbury, and Southend (Extension) Railway Act, 1852," and to alter, modify, or repeal that section.

To empower the Company to sell, lease, or

appropriate for building or other purposes any land acquired or to be acquired by the Company and not required for the purposes of their undertaking, and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

To authorise the Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise, and for the same purposes, and for their general purposes, to raise additional capital by shares, or by stock, debenture stock, or by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage, and to issue the same on and subject to such terms and conditions as the Bill may define.

To enable the Company to purchase lands, houses, and other property, compulsorily or by agreement, for the purposes of the intended works and for the general purposes of their undertaking, and to acquire, by compulsion or agreement, and hold in addition to the other lands, buildings, and property to be acquired under the powers of the Bill, the lands (in which term houses, buildings, and other hereditaments are in this notice included) hereinafter described or some of them (that is to say):

Land in the parish of West Horndon, in the county of Essex, adjoining and on the north side of the East Horndon Station of the Company now under construction, and abutting on the road from Upminster to East-Horndon.

Lands in the parish of Pitsea, in the said county of Essex, situate on both sides of the road from Vange to Pitsea, where it is crossed by the Company's Barking and Pitsea line now under construction, and at or about the point shown on the deposited plans thereof referred to in the said Act as 18 miles 4 furlongs and 5½ chains from the commencement thereof.

To enable the Company to levy tolls, rates, duties, dues, wharfage, and other charges on shipping goods, animals, persons, and traffic of every description for the use of the intended works, or for any services to be rendered or performed by the Company, and to alter the tolls, rates, and duties which the Company are now authorised to take, and to make a uniform scale of tolls, dues, and charges to be levied by the Company at their respective piers, jetties, wharves, landing and shipping places, and to make applicable to all such places, with such modifications and variations (if any) as may be defined in the Bill, the tolls, dues, and charges leviable under "The Gravesend Town Quay and Pier (Sale) Act, 1884."

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of works, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the intended works to any extent within the limits of deviation to be shown on the plans deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To confer powers on the Company as to the investment of reserve and other funds and as to the consolidation of such funds.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with

itself, with such exceptions or modifications as may be deemed expedient, some of the provisions of "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," and it will amend and enlarge and if need be repeal, so far as necessary for the purposes of the Bill, some of the powers and provisions of the following Acts, namely:—the 15 and 16 Vic., cap. 84; 17 and 18 Vic., cap. 133; 19 and 20 Vic., caps. 15 and 76; 25 and 26 Vic., cap. 8; 26 and 27 Vic., cap. 69; 38 and 39 Vic., caps. 18 and 57; 43 and 44 Vic., cap. 69; 45 and 46 Vic., cap. 143; 47 and 48 Vic., cap. 135; and 48 and 49 Vic., cap. 86; and any other Act or Acts relating to the Company.

Duplicate plans and sections showing the line or situation, and levels of the works proposed to be authorised by the Bill, and plans of the lands which may be acquired under the powers of the Bill, together with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited in the case of each such parish with the parish clerk thereof, at his residence; and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 19th day of November, 1885.

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

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

In Parliament.—Session 1886.

Eastern and Midlands Railway.

(Jetty, Lock, Rails, and Works at Norwich; Compulsory Purchase of Lands; Wharves, Warehouses, &c.; Tolls, Rates, and Charges; Sale or Lease of Lands; Change of Name; Release of Certain Deposit Moneys; Running Powers at Lynn, at Peterborough, and over Intervening Railways (Midland, Great Northern, Midland and Eastern, Peterborough, Wisbech, and Sutton Railways); Accommodation and Facilities to be provided; Extension of Time for Sale of Superfluous Lands; Amendment of Acts.)

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

To enable the Company to make and maintain the Works hereinafter described, or such part or parts thereof as the Bill shall define, with sidings, approaches, and works and conveniences connected therewith respectively (that is to say):—

Works at Norwich, in the County of Norfolk, or County of the City of Norwich.

1. A jetty into the River Wensum, on the

south-east side of the new road commonly called St. Martin's-road, recently formed by the Company at their City station in Norwich, commencing on the land of the Company which lies between the said new road and the river at the point where the rails of the Company terminate, viz., 30 yards or thereabouts from the south-eastern corner of their said City station, measuring in a southerly direction, and extending into and terminating in that river at or near a point 4 chains or thereabouts from the said south-eastern corner of their said station, measuring in a southerly direction, and $1\frac{1}{2}$ chains or thereabouts west of the point where the Weed-rack at New Mills joins the eastern bank of the said River Wensum. The said jetty will be situate in the Parishes of North Heigham, St. Mary-at-Coslany, St. Martin-at-Oak, and St. Swithin, or one or more of them.

2. A lock, with entrances thereto, situate in the said parish of St. Mary-at-Coslany, on the eastern side of the said river, and partly on the bed and partly on the eastern bank thereof, at the point where the private road known as New Mills-yard crosses the said river at New Mills; the lock and entrances extending for a distance of about 1 chain south and 2 chains north of the said road.

To authorise the Company to lay and maintain rails on to and over the said jetty, and to use the same as part of their railway and undertaking.

To vest in the Company the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th Section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the intended works to any extent within the limits of deviation to be shown on the plans deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To authorise the purchase of lands, houses, and other property, compulsorily or by agreement, for the purposes of the intended works, and other purposes, and to empower the Company to levy tolls, dues, and charges in respect of the intended lock, jetty, rails, and works, and to exercise other rights and privileges.

To enable the Company to acquire, by compulsion or agreement, and hold in addition to the other lands, buildings, and property to be acquired under the powers of the Bill, the lands (in which term houses, buildings, and other hereditaments are in this notice included) hereinafter described or some of them, that is to say:

Lands in the parish of Great Yarmouth, in the county of Norfolk, on the bank of the River Bure, and between that river and the Yarmouth Union Line of the Company, and between the roads commonly known as Ormond-road and Garrison's-walk.

Lands in the parish of Roydon, in the said county, on the north and south side of the Company's railway, to the east of and adjoining the public road leading from Lynn to Grimston, and near the Company's Grimston Road Station.

Lands in the parish of Honing, in the said county, north and south of the Company's Honing Station, and adjoining the same, between the public road to the east and the North Walsham and Dilham Canal to the west of the Company's Station.

Lands in the parish of South Lynn, in the said county, on the north side of the Company's Rail-

way, situated between the River Ouse and the road known as the Saddlebow-road.

The lands to be acquired by the Company in the parish of Roydon will comprise about an acre of land, part of Roydon Common, and the Bill may enable the Company to appropriate the same in consideration of restoring to the said common a piece of land of equivalent size already taken by them therefrom.

To enable the Company to make, erect, and maintain in, on, or adjoining the lands at Norwich and Yarmouth to be acquired under the intended Act, and on the banks of the River Wensum and the River Bure, at Yarmouth, wharves, warehouses, landing and shipping places, staiths, cranes, and other conveniences for landing and shipping goods, and to provide wherries and barges, and to make and recover charges in respect of the use of such wharves, warehouses, and other conveniences.

To confer upon the Company further powers for the sale or lease for building or other purposes of lands not required by them for the purposes of their undertaking, and to enable them to build houses and cottages for their servants upon any lands of the Company.

To authorise and provide for the change of the Company's name.

To provide for the release of the money deposited in the Chancery Division in relation to the Railway No. 3, authorised by the Lynn and Fakenham Railway (Extensions) Act, 1880, and authorised to be abandoned under the Eastern and Midlands Railway Act, 1885, or to provide that the said moneys shall be treated wholly or in part as the deposit moneys in relation to the works to be authorised by the intended Act.

To extend the time within which superfluous lands belonging to the Company are required to be sold.

To define and explain the existing powers of the Company for running over and using the parts of their undertaking, formerly the Midland and Eastern, and Peterborough, Wisbech, and Sutton Railways, portions of the Great Eastern Railway and stations, and any other railways and portions of railway and stations over which any of the Companies now amalgamated with the Company could or might have exercised such powers, and to extend and amplify such powers, and to repeal, alter, or modify Section 57 of the Eastern and Midlands Railway (Amalgamation) Act, 1882, and the Bill may provide for the variation of the heads of arrangement, dated the 16th day of May, 1863, between the Peterborough, Wisbech, and Sutton Railway Company of the one part, and the Midland Railway Company of the other part, which are confirmed by Section 47 of the Peterborough, Wisbech, and Sutton Railway Act, 1863, and are also extended or confirmed by section 51 of the Peterborough, Wisbech, and Sutton Railway Act, 1865, and also the heads of arrangement, dated the 6th day of July, 1866, between the Lynn and Sutton and Spalding and Bourn Railway Companies of the one part, and the Midland Railway Company and Great Northern Railway Company of the other part, and confirmed by Section 3 of the "Midland and Eastern, and Norwich and Spalding Railways Act, 1867," and to repeal, alter, or modify the said sections, or to confer new powers upon the Company to run over and use with their engines, carriages, officers, and servants, and for purposes of their traffic of every description, the railways and sidings of the Great Eastern Railway Company, at Lynn Station, Harbour, and Dock, the Midland and Eastern, and Peterborough, Wisbech and Sutton sections of the Company's railway, and also any portions of railway of

the Great Eastern, Midland, and Great Northern, Railway Companies which intervene between the said Midland and Eastern Section of the Company's Railway and Lynn Station on the one hand, and the Peterborough Station of the Great Northern Railway Company on the other hand, and so much of the Railway of the Great Northern Company as lies between that station and the junction of the Great Northern Railway with the Railway of the London and North Western Company, together with all stations, sidings, watering places, sheds, offices, and other works and conveniences connected with the said stations and portions of railway respectively, and to require and compel the Great Eastern Railway Company to provide accommodation for the officers and servants of the Company, and facilities for traffic coming from or destined for the undertaking of the Company, and to fix and limit the charges to be made by them in respect thereof.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself any necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge, and, if need be, repeal the powers and provisions of the following local and personal Acts (that is to say):—"The Lynn and Sutton Bridge Railway Act, 1861," "The Lynn and Sutton Bridge Railway Act, 1863," "The Lynn and Sutton Railway (Cross Keys Bridge) Act, 1864," "The Lynn and Sutton Bridge Railway Act, 1865," "The Norwich and Spalding Railway Act, 1853," "The Norwich and Spalding Railway Act, 1859," "The Spalding and Bourne Railway Act, 1862," "The Norwich and Spalding Railway Act, 1867," "The Peterborough, Wisbech, and Sutton Railway Act, 1863," "The Peterborough, Wisbech, and Sutton Railway Act, 1864," "The Peterborough, Wisbech, and Sutton Railway (Capital) Act, 1866," "The Lynn and Sutton, Spalding and Bourne, and Norwich and Spalding Railway Companies' Act, 1866," "The Midland and Eastern and Norwich and Spalding Railways Act, 1867," and any other Act or Acts relating to or affecting the Midland and Eastern and Peterborough, Wisbech, and Sutton Railway Companies, or either of them. "The Eastern and Midlands Railway (Amalgamation) Act, 1882" and any and every other Act relating to or affecting the Company or their undertakings. "The Sutton Bridge Dock Act, 1875," "The Sutton Bridge Dock Act, 1876," and "The Sutton Bridge Dock Act, 1880," and the 7 and 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company, and the 9 and 10 Vict., cap. 71, and any other Act relating to the Great Northern Railway Company, "The Great Eastern Railway Act, 1862," and any other Act relating to the Great Eastern Railway Company.

Duplicate plans and sections shewing the line or situation, and levels of the works proposed to be authorised by the Bill, and plans of the lands which may be acquired under the powers of the Bill, together with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerks of the Peace for the County of Norfolk, and the County of the City of Norwich, at their respective offices, at Norwich, and on or before the same day a copy

of so much of the said plans, sections, and Book of Reference as relates to each parish in which any lands, houses or other property are intended to be taken, and a copy of this notice will be deposited in the case of each such parish, with the Parish Clerk thereof, at his residence, or where there is no Parish Clerk, with the Clergyman of such parish at his residence; and in the case of any extra parochial place, with the Clerk of some parish immediately adjoining such extra parochial place, at his place of abode.

Printed Copies of the 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 19th day of November, 1885.

F. C. Mathews and Browne, 151, Cannon Street, E.C., Solicitors;

Dyson and Co., 23 & 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Mersey Railway.

(New Railways in Birkenhead and Liverpool; Abandonment of portions of Authorised Railway; Purchase of Parts of Properties only; Disposal of Surplus Lands; Stopping up Streets and Appropriation of Sites; Underpinning; Additional Capital; Payment of Interest out of Capital; Agreements with Corporations and Companies; Tolls, Rates, and Charges; Amendment of Acts.)

NOTICE is hereby given, that the Mersey Railway Company (in this Notice called "the Company") intend to apply to Parliament in the ensuing Session for an Act for the following purposes, or some of them, that is to say:—

To enable the Company to make and maintain the railways and works hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith respectively.

A Railway (No. 1) to be situate wholly in the township of Tranmere, in the parish of Bebington, in the county of Chester, commencing by a junction with the Mersey Railway, now in course of construction, at a point directly opposite the centre of Orchard-road, and terminating in the north side of Bedford-road, at or near the junction of the houses numbered 100 and 102 in that road.

A Railway (No. 2) wholly in the city and parish of Liverpool, in the county of Lancaster, commencing by a junction with the Mersey Railway, now in course of construction, at a point under Church-street, and opposite Church-alley, and terminating at a point in the southern frontage of Old Haymarket, at the junction of the houses numbered 20 and 21A in that street.

To deviate laterally from the lines, and vertically from the levels, of the intended railways and works, as shown on the plans and sections to be deposited as hereinafter mentioned, to a greater extent where necessary than is allowed by the Railways Clauses Consolidation Act, 1845.

To appropriate or use any street, square, road, or land traversed by the intended railways, and also to acquire compulsorily an easement only through or under the same, and through or under any buildings for the purposes of the intended railways, and to cross, divert, alter, or stop up, temporarily or permanently, streets and other roads and highways, railways, tramways, drains, pipes, sewers, streams, and watercourses, so far as may be necessary in constructing or maintaining the intended railways and works, and particularly to stop up and appropriate the sites of Meteor-street and Planet-street, in the parish of Bebington, in the county of Chester; and Hood-

street and Queen's-square, in the parish of Liverpool, in the county of Lancaster—or portions thereof respectively.

To purchase by compulsion or agreement, lands, houses and other property, and to acquire easements in or over lands for the purposes of the intended railways and works; and to purchase and take, by compulsion or agreement, any vaults, cellars, arches, or offices or parts thereof attached or belonging to any house, building, manufactory or premises, or any subsoil or property under the same, or part of any house or other building or manufactory, without being subject to the obligation contained in the 92nd Sec. of the Lands Clauses Consolidation Act, 1845; to sell, mortgage, lease, or appropriate for building, or otherwise dispose of, any land or property purchased or acquired under the powers of the intended Act, which may not be eventually required for any of the purposes of the Company, or under which the railway may be constructed, and to vary or extinguish all rights and privileges connected with any lands, houses, buildings, manufactories, or property, or with the portion or portions thereof, purchased by the Company, which would interfere with the construction and maintenance of the intended railways.

To underpin or otherwise secure any houses or buildings which may be rendered insecure, or be likely to become insecure by reason of the construction or working of the intended railways, or of any works of the Company, and which houses and buildings the Company do not require to purchase for the purpose of their undertaking.

To levy tolls, fares, rates, and charges, for and in respect of the use of the intended railways, stations, and other works and the conveyance and accommodation of traffic, and to alter, increase, and regulate the tolls, fares, rates, and charges now authorised to be demanded, levied and charged by the Company, and to confer, vary, or extinguish exemptions from the payment of tolls, fares, rates, and charges.

To authorise the abandonment of Railways No. 1 and No. 2, described in and authorised by the Mersey Railway Act, 1882 (hereinafter called "the Act of 1882"). To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion thereof and to declare null and void, cancel or rescind all contracts or agreements with reference to such railways or the purchase of land for the purposes thereof.

To authorise the repayment of so much of the deposit money referred to in Section 29 of the Act of 1882, as relates to the said railways to be abandoned.

To apply any capital or funds, raised or authorised to be raised by the Company, to the purposes of the intended Act, and to raise additional capital for such purposes, and also for the general purposes of their undertaking by Preferential or Ordinary Shares or Stock, and by borrowing on Mortgage, or by the creation and issue of Debenture Stock.

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.

The intended Act will enable the Company on the one hand, and the Great Western Railway Company, the London and North-Western Railway Company, the Wirral Railway Company, and the Seacombe, Hoylake, and Deeside Railway Company, or any one or more of those Companies on the other hand, from time to time, to enter into and carry into effect contracts and agree-

ments with respect to the working, use, management and maintenance of the intended and authorised railways of the Company or any part or parts thereof, the supply of rolling and working stock and plant, and of officers and servants, for the conveyance and conduct of the traffic thereon, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, conveyance, accommodation, and transmission of traffic to, from, and over the railways of the contracting Companies, the fixing, collection, payment, division, and appropriation of the tolls, charges and other revenue arising from that traffic, and the payments, allowances, and rebates to be paid, made, or allowed by any of the contracting Companies to the other or others of them; and the intended Act will sanction or confirm any agreement already made, or which previously to the passing thereof may be made, touching any of the matters aforesaid.

The intended Act will authorise the Company, and the Corporation of Liverpool, and the Corporation of Birkenhead, to make and carry into effect agreements with respect to the appropriation and occupation for the purposes of the Company's undertaking of lands or property vested in or under the control and management of the said Corporations; and with respect to the construction of railways, works, and buildings in or over the same; with respect to the construction of approaches and accesses to, and communications through, any property acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and with respect to the payments to be made by either of the parties towards the construction and maintenance of any such works and conveniences.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863," with such modifications of the provisions of those Acts as may be deemed expedient; and it will amend and enlarge some of the powers and provisions of the 5 and 6, Will. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and of the several other Acts relating to the London and North-Western Railway Company; 35 and 36 Vic., cap. 127, and of the several other Acts relating to the Seacombe, Hoylake, and Deeside Railway Company; the Wirral Railway Certificate, 1883, and the Wirral Railway Acts, 1884 and 1885; 29 and 30 Vic., cap. 139; 31 and 32 Vic., cap. 161; 34 and 35 Vic., cap. 201; 37 and 38 Vic., cap. 180; 40 and 41 Vic., cap. 220; and 43 and 44 Vic., cap. 74, and of the other Acts relating to the Mersey Railway Company; 28 and 29 Vic., cap. 20; and 34 and 35 Vic., cap. 184, and any other Acts relating to the City or Borough of Liverpool; 30 and 31 Vic., cap. 92; 44 and 45 Vic. caps. 152 and 153, and any other Acts relating to the Borough of Birkenhead.

Duplicate plans and sections describing the lines, situations, and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the intended Act, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the

London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and with the Clerk of the Peace for the County of Chester, at his office at Chester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited with the Parish Clerk of each such parish, at his residence, and in the case of any extra-parochial place with the Parish Clerk of some adjoining parish, at his residence.

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

Dated this 13th day of November, 1885.

Baxters and Co., 5 and 6, Victoria-street,
Westminster,

Gill and Archer, 14, Cook-street, Liverpool,
Solicitors.

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

In Parliament.—Session 1886.

Lee River Purification.

(Prevention of pollution of the River Lee and its Tributaries by, and prevention of nuisance from, Works and operations of the Tottenham Local Board of Health (hereinafter called the Tottenham Board); Requiring that Board to disinfect and purify sewage matter passing into their works; Prohibition against discharge, flow, or passage of effluent water, sewage, &c., from such works into the said River and tributaries; Diversion of effluent water, sewage, &c., from such works into Sewers of the Board of Works for the Hackney District (hereinafter called the Hackney Board) and the Metropolitan Board of Works (hereinafter called the Metropolitan Board), and Powers to and Obligations on those Boards to receive and treat the same; Construction of Sewer and Works to connect the Works of the Tottenham Board with Sewers of the Hackney Board; Conferring Powers and imposing Obligations of Act on the Tottenham Board and the Hackney Board respectively; Imposing on the Tottenham Board the Costs of executing Works, and exercising and carrying Powers of Act into execution, and also the costs of, and incident to, applying for and obtaining Act, and requiring that Board to pay the Hackney Board and Metropolitan Board for the use of their respective Sewers; Powers to Hackney Board and Tottenham Board to apply and raise moneys, and conferring and imposing on those Boards additional powers and obligations of rating and borrowing, and other powers and obligations; Powers to the Hackney Board to enforce provisions of Act; Agreements; Amendment or Repeal of Lee Conservancy Act, 1868, and of other Acts and Provisional Orders; Penalties, and other powers).

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

1. To prohibit the discharge and to make effectual provision for the discontinuance and prevention of the flow or passage into the River Lee or any of its tributaries, or into any cut, dock,

canal, ditch, channel, sewer, drain, or pipe communicating therewith, of any effluent water, sewage, or other offensive or injurious matter from the present or any future sewage outfall works, sewers, drains, pipes, channels, ditches, or other works of the Tottenham Local Board of Health, hereinafter called the Tottenham Board.

2. To authorise and require the Tottenham Board to effectually disinfect and purify the whole of the sewage matter passing through or into any of their sewage outfall works, sewers, drains, pipes, channels, ditches, or other works, and to make further and better provision for the prevention of any nuisance being occasioned by or arising from the works and operations of that Board.

3. To authorise, require, and provide for the diversion into the sewers of the Board of Works for the Hackney District (hereinafter called the Hackney Board) and thence into the sewers of the Metropolitan Board of Works (hereinafter called the Metropolitan Board) and the discharge into the River Thames at the outfall of the northern outfall sewer of the Metropolitan Board at Barking, of the effluent water, sewage, or other offensive or injurious matter, or any part thereof, discharging, flowing, or passing from the present or any future sewage outfall works, sewers, drains, pipes, channels, ditches, or other works of the Tottenham Board, and for such purposes to authorise the making and maintaining of the sewer and works hereinafter described (that is to say):—

(a) A sewer to commence in the Parish of Saint John at Hackney, otherwise Hackney, by a junction with the existing marsh sewer of the Hackney Board at or near the north-western end of Spring-lane, Spring Hill, and terminating in the parish of Tottenham in the sewage outfall works of the Tottenham Board at or near the tanks in those works.

(b) All necessary, proper, and convenient branches, connections, works, appliances, and conveniences for the effectual construction, maintenance, and use of the intended sewer, or consequent thereon, or incidental thereto, or otherwise requisite or desirable for the purposes aforesaid, or other the objects and purposes of the Bill;

which said intended sewer and works are hereinafter referred to as the intended works, and will be wholly made or situate in the parishes of Saint John at Hackney, otherwise Hackney, and Tottenham, in the county of Middlesex.

4. To authorise the making and maintaining from time to time, in connection with, and as part of the intended works of all new, altered, or substituted branches, junctions, connections, and communications between the intended works and the present or future sewage outfall works, sewers, drains, pipes, channels, ditches, tanks or other works of the Tottenham Board, as and when and so far as the same may become necessary for preventing the discharge, flow, or passage from such sewage outfall works, sewers, drains, pipes, channels, ditches, or other works into the River Lee, or any of its tributaries, or into any cut, dock, canal, ditch, channel, sewer, drain, or pipe communicating therewith, of effluent water sewage, or other offensive or injurious matter, and the diversion thereof, or of any part thereof, into the intended works.

5. To authorise the purchasing and taking by compulsion or agreement, lands, houses, easements, rights, and other property required for the purposes of the intended works, or any of them, or any part or parts thereof.

6. To authorise the crossing, stopping up, altering, or diverting, whether temporarily or per-

manently, of roads, streets, highways, footpaths, sidings, tramways, rivers, canals, navigations, towing paths, streams, sewers, telegraph wires, pipes, and other works and conveniences within or adjoining the aforesaid parishes, and to appropriate and use the same for the purposes of the intended works, and also to appropriate and use the under surface of, and to alter and raise the level of any lands, streets, roads, highways, towing paths, passages, or places, under or along which the intended works are proposed to be made.

7. To authorise the deviation from the lines or situations of the intended works within the limits of lateral deviation to be shown on the plans to be deposited as hereinafter mentioned, and the deviation vertically from the levels of any of the intended works shown on the sections to be deposited as hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the Bill.

8. To authorise and require the Hackney Board and the Tottenham Board, or either of them, to execute the intended works or any part thereof, and to carry into effect the objects and purposes aforesaid, and also to execute any other works sanctioned, and exercise any other powers conferred by the Bill at such times and in such manner as may be prescribed by the Bill, and in the event of the execution of the said works or any portion thereof, and the exercise of the said powers or any of them being conferred or imposed on the Tottenham Board alone to provide that on the default or failure of the Tottenham Board to execute such works and to exercise such powers within the time prescribed by the Bill that such works may and shall be executed and powers exercised by the Hackney Board under and subject to such conditions as may be prescribed by the Bill.

9. To authorise and require the Hackney Board and the Metropolitan Board respectively from time to time as regards the Hackney Board, to receive into their marsh sewer, and as regards the Metropolitan Board to receive into their sewers, and to treat at their works in the same manner as they now receive and treat any sewage which flows or passes into their sewers, all effluent water, sewage, or other offensive or injurious matter which will, by means of the intended works, be discharged, or flow, or pass from the sewage outfall works, sewers, drains, pipes, channels, ditches, outfalls, or other works of the Tottenham Board, into the said sewers of the Hackney Board and Metropolitan Board respectively.

10. To authorise and require the Tottenham Board to pay to the Hackney Board and to the Metropolitan Board respectively, for the use of their respective sewers, outfalls, tanks, and works, such annual or other periodical sum or sums in gross as may be agreed on between them respectively, or as in default of agreement shall be settled by arbitration, or as shall be prescribed or provided for by the Bill, and to empower the Hackney Board and the Metropolitan Board respectively to receive and apply any such sums.

11. To authorise the Metropolitan Board, the Hackney Board, and the Tottenham Board, or any two of them, from time to time to enter into and carry into effect, and if need be to rescind contracts, agreements, and arrangements for or with respect to all or any of the purposes aforesaid, or other the objects and purposes of the Bill, and to sanction and confirm any such contract, agreement, or arrangement which may be made prior to the passing of the Bill.

12. To extend and apply to the intended works and to the Bill the provisions, or some of them,

of the Metropolis Management Act, 1855, the Public Health Act, 1875, and the Acts amending those Acts respectively.

13. To provide that all the costs, charges, and expenses incurred in the execution of the works authorised, and in exercising and carrying out the powers conferred by the Bill, and also all the costs, charges, and expenses preliminary to, and of and incidental to the preparing, applying for, obtaining and passing the Bill, including all costs, charges, and expenses of the Hackney Board, shall be borne and paid either in the first instance, or ultimately by the Tottenham Board and to make effectual provision for the recovery of all such costs, charges, and expenses, with full costs of suit from the Tottenham Board.

14. To authorise and require the Hackney Board and the Tottenham Board respectively to apply to the purposes aforesaid, and other the objects and purposes of the Bill, any funds, moneys, rates, and revenues now belonging to them respectively, or which they have power to raise, levy, or receive, and for such purposes to enlarge their respective rating and borrowing powers, and to empower and require them respectively to levy new rates, and to raise money by borrowing on mortgage, or bond, or debenture stock, on the security of their respective rates, revenues, and property, or any part thereof.

15. To confer and impose on the Hackney Board all necessary powers, rights, authorities, privileges, duties and obligations including the right and power of entering on and examining from time to time the intended works, and also any of the sewage outfall works and other works and lands of the Tottenham Board for enforcing from time to time the carrying into complete and full effect the objects and purposes of the Bill, and of instituting and carrying on any proceedings or prosecutions for any of such purposes.

16. To incorporate with the Bill, with such modifications, restrictions, and variations as may be deemed expedient, all or some of the provisions of, amongst other Acts, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

17. To alter, amend, extend, enlarge, and to repeal the provisions of sections 105, 92, 93, 94, 97, and 99 of the Lee Conservancy Act, 1868, and also all or some of the other provisions of that Act, and of the Acts referred to in that Act as the Lee Navigation Improvement Acts, and also the provisions of the Metropolis Management Act, 1855, and the several other Acts relating to or affecting the Metropolitan Board, and also all Acts and Provisional Orders (if any) relating to or affecting the Lee Conservancy Board, the Metropolitan Board, the Hackney Board, and the Tottenham Board respectively, or which may relate to or be affected by any of the objects and purposes of the Bill.

18. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will impose or provide for the imposition and recovery of penalties for the breach, or non-observance, or non-performance of any of its provisions, may alter rates, and confer, vary, and extinguish exemptions from rates, and confer other exemptions and privileges, and will contain all such provisions as may be necessary or desirable or incidental to its objects.

And Notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections of the intended works, 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

Middlesex, at the Sessions House at Clerkenwell, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish in or through which the intended 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 clerk of the Board of Works for the Hackney district; at the Town Hall, Mare-street, Hackney; and with the parish clerk of the parish of Tottenham, at his residence; and

On or before the 21st 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 sixteenth day of November, 1885.

Richard Ellis, Town Hall, Hackney, Solicitor.

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

In Parliament.—Session 1886.

Eastbourne, Seaford, and Newhaven Railway. (Incorporation of Company; Construction of Railway from the Eastbourne Branch of the London, Brighton, and South Coast Railway Company to the Lewes and Seaford Branch of that Company; Working and other Agreements with, and powers to, that Company; Running Powers and Facilities over Railways, Tramways, and Works of that Company, and of the Newhaven Harbour Company; Payment of 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):—

A Railway (No. 1) commencing in the parish of Eastbourne, in the county of Sussex, by a junction with the Eastbourne Branch of the London Brighton and South Coast Railway Company at or near a point 58 chains or thereabouts measured along the said branch from the termination thereof at Eastbourne, and 11 chains or thereabouts measured along the said branch in a northerly direction from the point where that branch crosses on the level the public footpath at Bedford Well, and terminating in the parish of Eastdean, in the said county, at the westerly fence of a field numbered 18 on the $\frac{1}{25000}$ Ordnance map of the said parish and at a point where the footpath from Eastdean to Summerdown joins the road leading from Eastdean to Hill Cottage, by way of Willingdon-hill.

A Railway (No. 2) commencing by a junction with Railway No. 1 at or near the termination thereof as above described, and terminating in the parish of East Blatchington, in the said county, by a junction with the Lewes and Seaford Branch of the London Brighton and South Coast Railway Company at or near a point 8 chains or thereabouts

measured along the said branch in a north-westerly direction from the centre of the signal cabin at Seaford Station,

which said intended railways and works, will be made or pass from, through, or into the several parishes, townships, and places following or some of them (that is to say):—Eastbourne, Willingdon, Jevington, Eastdean, Friston, Westdean, Lullington, Litlington, Alciston, Seaford, East Blatchington, and Bishopstone, all in the county of Sussex.

2. To authorise the Company to purchase and take, by compulsion or agreement, lands, houses, easements, rights, and other 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, footpaths, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, telegraph wires, pipes, and other works and conveniences within or adjoining the aforesaid parishes, townships, or places, or any of them, and to appropriate and use the same for the purposes of the intended works, and also to appropriate and use the under surface of any lands, streets, roads, highways, passages, or places, under or along which any of the proposed works are intended to be made.

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 to be deposited as hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections to be deposited as 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 and the London Brighton and South Coast Railway Company 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 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 tolls, 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, agree-

ment, 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 railways or portions of railways, stations, tramways, and works hereinafter mentioned (that is to say):—

So much of the Eastbourne Branch of the London Brighton and South Coast Railway Company as is situate and lies between the point of junction therewith of the intended Railway No. 1, and the termination of that branch at Eastbourne, including the Eastbourne station.

So much of the Lewes and Seaford Branch of the London Brighton and South Coast Railway Company as is situate and lies between the Seaford station and the Newhaven Town station on that branch, including those stations.

The tramways, docks, piers, and quays of the Newhaven Harbour Company,

together with the stations, platforms, sidings, roads, watering-places, water supply, booking, and other offices, warehouses, wharves, landing-places, signals, points, buildings, machinery, works, and conveniences on or connected therewith respectively.

And to require and compel the London Brighton and South Coast Railway Company, and the Newhaven Harbour Company respectively, or other the Company or Companies owning or working the said railways, or portions of railways, stations, tramways and works respectively, 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 railways, or portions of railways, stations, tramways and works 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 railways, or portions of railways, stations, tramways and works 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, to pay interest 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 Act, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions (if any) 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 local and personal Acts of Parliament following, or

some of them (that is to say), the several Acts relating to or affecting the London Brighton and South Coast Railway Company, and the Newhaven Harbour 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 30th 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 Sussex, at his office at Lewes, and that on or before the said 30th 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 21st 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 sixteenth day of November, 1885.

Lungham and Son, Eastbourne and Uckfield, Solicitors.

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

In Parliament.—Session 1886.

Whitehaven Harbour and Dock.

(Provisions to Authorise and Confirm Arrangements with Bondholders and other Creditors, and to Define their Rights, Privileges, and Properties; to Appoint an Arbitrator or Arbitrators; to Vary, Reduce, or Increase the Rates of Interest on Harbour Securities, and the Time for Payment of Principal and Interest Moneys; to Alter Existing, and to Levy New Tolls, Duties, and Charges; to Extend the Periods for Commencing Sinking Funds; to Borrow Money; Incorporation and Repeal or Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill (herein referred to as "the Bill") to effect the following or some of the following among other purposes (that is to say):—

To authorise or to confirm a scheme, proposal, or arrangement between the Trustees of the Town and Harbour of Whitehaven (hereinafter referred to as "the Trustees") and all persons holding mortgages, assignments, bonds, debenture stock, or other securities (hereinafter referred to as "the Harbour Securities"), granted by the Trustees on security of their harbour and dock, and the tolls, rates, duties, and revenues thereof, or some part or parts thereof, whereby the terms and conditions of such Harbour Securities may be varied or altered and the

interest thereof, whether due or becoming due, may be varied or altered, and reduced or increased, either permanently or during such time or times as may be determined upon, and to sanction or confirm arrangements between the Trustees and all or any judgment or other creditors having claims upon the said Trustees or their harbour property, and as shall be specified in the Bill.

To arrange and determine the extent, nature, description, value, and proportions and parts of the various properties, dues, duties, tolls, rates, charges, and other income applicable to the several Harbour Securities and debts in respect of the said harbour and dock and the railways and works connected therewith, and the rights and interests of all persons holding Harbour Securities or being judgment or other creditors as before mentioned.

To provide for the regulation and distribution of any income or revenue or other moneys of the Trustees, and the paying off, renewal, redeeming, or discharging of any Harbour Securities or debts of the Trustees; and the setting aside and appropriating from time to time such sum or sums of money as the Trustees may deem expedient for payment of all creditors other than the bondholders.

To authorise the appointment of an arbitrator or arbitrators with power to determine all questions regarding the position or rights of persons holding Harbour Securities, and to settle, vary, modify, abolish or extinguish any existing priorities, preferences, or privileges, and to confer any new priorities, preferences, or privileges; and to direct the time and manner in which the interest on such Harbour Securities shall be paid or payable, and whether such interest shall be reduced, varied, or increased; and also to determine the position, rights, and mode of dealing with the judgment and other debts, if any, affecting the said harbour and dock or other harbour property of the said Trustees.

To make the awards, orders, and directions of the arbitrator or arbitrators conclusive and binding on all the mortgage, bond, and debenture stockholders, debtors, and creditors, and on all other bodies and persons, including persons under any disability, or acting in a fiduciary capacity, and to provide for the enforcement or execution thereof, and to authorise the making thereof rules or orders of any court of law or equity, and to empower and require any such court to act or enforce and execute any such award, order, or direction, and to give to every such award the force of an Act of Parliament.

To give to the arbitrator or arbitrators exclusive jurisdiction over pending actions and proceedings in England relating to the matters to be referred and over the said bodies and persons, and to prohibit all future actions and proceedings except before the arbitrator or arbitrators, or under his or their direction.

To confer upon the arbitrator or arbitrators, and to enable him or them to exercise in relation to any of the matters referred to him or them, all or some of the powers, authorities, and jurisdiction of any superior court of law, or a judge thereof in court or at chambers, and all such other powers, authorities, and jurisdiction as may be necessary or proper to enable him or them to carry into execution the objects of the Bill.

To repeal, alter, and vary, and if need be increase, all or any of the existing tolls, rates, duties, dues, and charges now authorised to be taken by the Trustees as regards port, harbour, railway and tramway purposes respectively; to

confer, vary, or extinguish exemptions from payment of tolls, rates, dues, duties, and charges; and to alter, increase, and vary the tolls, rates, dues, duties, and charges now authorised to be taken and levied on goods of all kinds imported into or exported from the port and harbour of Whitehaven, and on vessels and other craft using the said port, and in respect of the harbour or docks, piers, wharves, shipping places, railways, tramways, works, depôts, and other conveniences and places within the limits of the harbour and jurisdiction of the Trustees, or in any way connected therewith; and to levy and collect other tolls, rates, dues, duties, and charges in lieu of any to be so repealed, altered, or varied for the purposes of the Bill.

To vary or extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the Bill, to confer other rights and privileges, and to make all other provisions and regulations necessary or expedient for effecting the purposes and objects of the Bill.

To make provisions as to the repayment of moneys borrowed for harbour purposes, and to extend or alter the period for commencing the formation of sinking funds for repayment thereof.

To provide for payment of the expenses of and incident to the promotion of the Bill out of the funds, tolls, and revenues of the Trustees applicable to harbour and dock purposes, or any or either of them, or in such manner as shall be prescribed by the Bill; and also to provide for payment of the costs of any arbitration, or to empower the arbitrator or arbitrators to provide for payment thereof. Power to enable the Trustees to borrow additional moneys, either temporarily or permanently, for any of the purposes of the Bill, on bond or mortgage, or by debenture stock, or terminable or perpetual annuities on security of the harbour and dock and the railways, land, property, and works connected therewith, and of the dues, duties, rents, tolls, and rates and charges leviable by them as shall be provided by the Bill, and to provide for the application of the moneys raised or authorised to be raised for the purposes of the Bill.

To attach to the securities for the money proposed to be borrowed under the Bill, such guaranteed or preference interest with or without priority over all or any of the existing Harbour Securities of the Trustees for harbour purposes and with or without other rights and privileges attached thereto, or wholly or partly by one or more of such means as may be prescribed by the Bill.

To apply if need be from time to time the whole or any part of any moneys so borrowed to payment of any debts or other charges upon revenue account, and to the paying off, renewing, or redeeming of any bonds or debenture stock, and of discharging any judgment debts.

To incorporate in the Bill all or some of the powers and provisions of the "Harbours, Docks, and Piers Clauses Act, 1847."

To amend, extend, enlarge, or to repeal, so far as may be necessary, all or some of the powers and provisions of the Whitehaven Town and Harbour Acts, 1708 to 1885, or some or one of them, and any other Act or Acts relating to the port, harbour, dock, and town of Whitehaven.

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, 1885.

John Collins, Solicitor, Whitehaven.

Takouridins and Harpocrates, 1, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1886.

Ripon Corporation.

(Construction of New Waterworks; Power to Take Waters from Holborn Beck and elsewhere; Compulsory Purchase of Lands and Variation or Extinguishment of Water Rights; to Stop up, Alter, or Divert Highways; Extension of Water Limits; Water Charges; Provision for Prevention of Waste or Misuse of Water and as to Fittings; Agreements with Local Authorities and others for Supply of Water in Bulk; Market and Fair Provisions; Provisions as to Infectious Diseases; to Levy Tolls, Rates, and Charges; Provisions as to Obstructions in Footpath and Street Musicians; Repeal or Amendment and Consolidation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Mayor, Aldermen, and Citizens of the City of Ripon (hereinafter called the Corporation), for an Act for all or some of the following purposes or objects (that is to say):

To authorise the Corporation to make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):

1. A reservoir (to be called the Lumley Reservoir) on the Holborn Beck, commencing in the townships of Grantley and Laverton (detached), in the parishes of Ripon and Kirkby Malzeard, and to be formed by an embankment to be placed across and at a point upon the said Beck 333 yards measured in a westerly direction from the northern end of the western fence of Ruddings Plantation, and which reservoir will extend from the said embankment, up the said Beck, and terminate in the townships of Skeldon and Azerley, in the parishes of Ripon and Kirkby Malzeard, at a point in the said Beck 566 yards measured in an easterly direction from the point where Drift-lane crosses the said Beck, and the whole of the said reservoir will be situate in the townships and parishes aforesaid.
2. A conduit or line of pipes commencing in the intended Lumley Reservoir, in the township of Laverton (detached), and parish of Kirkby Malzeard, at a point on the north side of Holborn Beck, 373 yards measured in a westerly direction from the northern end of the western fence of Ruddings Plantation, and terminating in the township of Studley Roger and parish of Ripon, in the service reservoir hereinafter described, at a point 200 yards measured in an easterly direction from the north-east corner of the fence wall of Studley Park, which said conduit or line of pipes will pass from, in, through, or into the townships of Laverton (detached), Grantley, Aldfield, Lindrick-with-Studley Royal and Fountains, and Studley Roger, and in the parishes of Kirkby Malzeard and Ripon.
3. A service reservoir, situate in the field numbered 64 on the tithe commutation map for the township of Studley Roger, belonging to the Marquis of Ripon, and in the tenure or occupation of George Yeats, and which reservoir will be wholly situate in the township of Studley Roger and parish of Ripon.
4. A conduit or line of pipes commencing in the township of Studley Roger, in the parish of Ripon, in the last-mentioned service reservoir, at a point 220 yards measured in an easterly direction from the

north-east corner of the fence wall of Studley Park, and terminating in the township and parish of Ripon by a junction with the 12-inch main of the Corporation in Coltsgate-hill, at a point 21 feet measured in a northerly direction from the north-west corner of St. Wilfrid's (Roman Catholic) Church, in the city of Ripon, which said conduit or line of pipes will pass from, in, through, and into the townships of Studley Roger, Bishopton, and Ripon, and in the parish of Ripon.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, dams, sluices, weirs, outfalls, syphons, pipes, adits, shafts, borings, tunnels, aqueducts, culverts, cuts, trenches, channels, conduits, drains, mains, junctions, valves, engines, pumps, works, apparatus, and conveniences connected with the said works, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, or managing the same.

All which works will be wholly situate in the West Riding of the county of York.

To empower the Corporation to take, collect, divert, impound, appropriate, and use, for the purposes of their water undertaking, the waters of the stream known as the Holborn Beck (which flows into the River Laver, and ultimately into the Rivers Ure and Ouse), and also all tributaries, rivulets, watercourses, and springs, which flow into the said Holborn Beck above the proposed point of abstraction, and all waters found in or upon any of the lands proposed to be taken, or which can or may be intercepted or taken by the intended works.

To empower the Corporation to purchase and hold, compulsorily or by agreement, lands, houses, mills, waters, weirs, dams, and other property for the purposes of their existing and intended waterworks, and also to take and acquire easements in and over the same, and to vary and extinguish all rights and privileges connected with any such lands, houses, mills, waters, weirs, dams, and hereditaments, and particularly to vary or extinguish any right of the North-Eastern Railway Company to take or derive water from the sources aforesaid, or any of them, and to enable the Corporation and the said Company to enter into agreements for or in relation to such purpose.

To empower the Corporation to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans and sections to be deposited as hereinafter mentioned or to be defined in the intended Act.

To authorise the Corporation to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over public highways, streets, roads, streams, paths, and railways, and for the purposes of the intended Act to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footways, bridges, canals, towing-paths, railways, sewers, drains, streams, brooks, watercourses, pipes, and telegraph wires and pipes, and to appropriate the soil and surface of the streets, highways, and footpaths stopped up or disused.

To make provision for the discharge and regulation of compensation water to millowners and others affected by the intended works.

To extend the limits within which the Corporation may supply water so that the same shall include the city of Ripon and the townships of Ripon, Aismunderby-with-Bondgate, Sharow, Copt Hewick, Bridge Hewick, Given-

dale, Newby-with-Mulwith, Skelton, Whitcliffe-with-Thorpe, Bishopton, Studley Roger, Lindrick-with-Studley Royal and Fountains, Aldfield, Grantley, and North Stainley-with-Slensingford, in the West Riding of the county of York.

To make further provision with reference to the supply of water, the rate or scale for supply for domestic purposes, the definition of domestic supply, and the charge for water closets and baths.

To make provision for or with respect to the waste, misuse, undue consumption or contamination of the water supplied or to be supplied by the Corporation, and as to the fittings to be used for the purposes of such supply, and for the protection of the works, fittings, property, and water supply of the Corporation, and for defining and regulating the supply, and for preventing frauds and abuses thereof, and to empower the Corporation from time to time to make, vary, and rescind bye-laws, rules, and regulations for or with respect to such matters, and to impose penalties for the breach or non-observance of any such bye-laws, rules, or regulations, or any of the provisions of the intended Act, and to empower the Corporation and their officers to enter any premises for the time being supplied with water by the Corporation, or in which any pipes or fittings for such supply are situate, and to repair, replace, or remove any such pipes or fittings.

To enable the Corporation to enter into and carry into effect contracts for the supply of water in bulk or otherwise, with any urban or rural sanitary authority, the trustees of any turnpike or other road, any highway board or surveyors of highways, and any railway company, and any other companies, bodies, or persons, whether within or beyond the limits of supply, and to vary or rescind any such contracts, and the intended Act will confer all necessary powers in that behalf upon all such authorities, bodies, and persons, and will enable them to raise or apply for the purposes of such contracts the necessary funds and rates.

To define the limits of the Ripon Market and Fairs, to empower the Corporation to prescribe the streets and open places, or parts thereof respectively, in which the market and fairs shall be held, to prohibit the use of streets and open places for market or fair purposes, except in the prescribed places, and to authorise the taking and levying of tolls, rents, stallages, and charges (and either different from or greater than the existing), and to extinguish exemptions from the payment of tolls, rents, stallages, and charges, and to authorise the Corporation to make and enforce bye-laws and regulations for or in relation to the matters aforesaid, or otherwise for the management or improvement of the market and fairs.

To make further provisions with respect to the prevention of infectious and other diseases, for the giving of notice as to infected persons, the providing of temporary or permanent hospitals or shelters for persons suffering from infectious diseases, and for families turned out of infected premises, for providing nurses, the removal of infected persons to hospitals, removal and burial of dead bodies, prohibition of the use of public conveyances for the removal of infected persons or dead bodies, prohibition of the retention of diseased dead bodies, prohibition of the letting of infected premises, the furnishing of certain particulars by cow-keepers and others, and penalty for offences under section 84 of the Public Health Act, 1875.

To confer further powers upon the Corpora-

tion, the Justices, and police constables, in relation to obstructions in footpaths and street musicians.

To authorise the Corporation to levy tolls, rates, rents, and charges, to increase or vary existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges.

To empower the Corporation, for all or any of the purposes of the intended Act, to borrow money on the security of the borough fund and rate, the district fund, and the general district rate, the gas and water undertakings of the Corporation, market tolls, the estates, rates, rents, revenues, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply any of their Corporation funds, or any funds raised, or to be raised, under any former Act, to all or any of the purposes of the intended Act.

To repeal or amend the several local and private Acts and public Acts of a local nature following, or some of them, viz.:—The City of Ripon Act, 1865, and any other Act or Acts relating to the Corporation; the local Act 1 Geo. IV, cap. 35; 8 and 9 Vic., cap. 104, and any other Act or Acts relating to the River Ure (Navigation), and the Leeds and Thirsk Railway, now belonging to the North-Eastern Railway Company; and to incorporate with or without alteration all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863; the Public Health Act, 1875; the Public Health (Water) Act, 1878; the Local Loans Act, 1875, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads, and the temporary occupation of lands, and any Act or Acts amending those Acts respectively.

Duplicate plans and sections of the proposed waterworks, and of the lands and other property in or through which they will be made, or which may be required for the purposes thereof, together with a book of reference to the plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the Liberty of Ripon, at his office in the city of Ripon, and with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield; and a copy of so much of the said plans as relates to the city of Ripon, with the undersigned Matthew Kirkley, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended works are intended to be made, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 10th day of November, 1885.

Matthew Kirkley, Town Clerk, Ripon.

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

In Parliament.—Session 1886.

London and South Western Railway.

(Transfer to the Company of the Undertaking, Powers, &c., of the Wimbledon and West Metropolitan Junction Railway Company; Power to Raise Additional Capital not exceeding Authorised Capital of that Company; Dissolution of that Company; Transfer or Release of Money deposited in respect of Undertaking transferred; Extension of Time for Purchase of Lands for and Completion of the Wimbledon and West Metropolitan Junction Railway; New Railway at Wimbledon; Abandonment of parts of Kingston and London Railway, and of Railways and Works authorised by South Western Railway Act, 1882, and South Western Railway (Various Powers) Act, 1883; Power to South Western Company alone to Construct and Maintain Unabandoned Portions of Kingston and London Railway; Agreements with, and Variation and Annuling of Existing Agreements with Metropolitan District Railway Company; Transfer and Release of Kingston and London Railway Deposit; Repayment of Metropolitan District Railway Company's Expenditure on Joint Kingston and London Undertaking; Running Powers to, and other Provisions affecting that Company; Purchase of Additional Lands, and Extinguishment of Rights of Way in St. Mary Lambeth Parish; Further Money Powers to Company; Compulsory Purchase of Lands, &c.; Tolls, &c.; Transfer to Company of Undertakings of Swanage Railway Company and Bodmin and Wadebridge Railway Company; Further Provisions as to Southsea Railway; 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 London and South Western Railway Company (in this Notice called "the Company") for leave to bring in a Bill for the purposes or some of the purposes following (that is to say):—

To transfer to and vest in the Company the Undertaking, railways, property, rights, powers, interests, agreements, and benefit of agreements of the Wimbledon and West Metropolitan Junction Railway Company (in this Notice called "the Wimbledon Company"), or some of them, or some part or parts thereof respectively, upon and subject to such terms (pecuniary or other), and conditions as have been or may be agreed between the Company and the Wimbledon Company or as may be specified in or prescribed by or under the Bill, and to vest in the Company and enable them to exercise all or some of the powers, rights, and privileges now vested in the Wimbledon Company with reference to the Undertaking of the Wimbledon Company, including powers of taking lands and other property and of demanding and recovering tolls, rates, and charges, and of raising money on mortgage, and to enable the Company to raise, by means of shares or stock, ordinary or preference, or both, capital not exceeding that authorised by the Wimbledon and West Metropolitan Junction Railway Act, 1882 (hereinafter referred to as "the Wimbledon Act of 1882").

To make provision for and to confer all necessary powers upon the Wimbledon Company with respect to the payment, apportionment, and distribution amongst their shareholders and creditors of any moneys payable to that Company by the Company under the provisions of the intended Act and for payment into Court or otherwise dealing with and discharging the Wimbledon Company and the Company from all liability with respect to moneys unclaimed, or to which no sufficient title may be made.

To provide for the dissolution of the Wimbledon Company and the winding up of their affairs.

To provide for the transfer and release upon the application of the Company or the Wimbledon Company, or of any person or persons to be named or referred to in that behalf in the Bill of so much of the deposit money referred to in Section 52 of the Wimbledon Act of 1882 as is not authorised to be repaid by Section 54 of that Act, and for payment of the dividends and interest thereon, and that such deposit money, dividends, and interest shall be paid or transferred to the Company or the Wimbledon Company, or any other party or parties to be named in the Bill, and to make all necessary provisions with respect thereto.

To extend the periods now limited by the Wimbledon Act of 1882 for the purchase of lands for, and for the completion of the works authorised by that Act, and to enable the Company within such extended periods to exercise the powers for such purchase and completion to be transferred to them by the Bill.

To authorise the Company to make and maintain the railway hereinafter mentioned, or some part or parts thereof, which will be situate wholly in the county of Surrey, together with all proper and sufficient bridges, viaducts, rails, sidings, junctions, turntables, stations, banks, sluices, drains, culverts, dams, groynes, walls, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

A Railway (the Wimbledon Junction Railway) wholly in the parish of Wimbledon and county of Surrey, commencing at a point in the Company's station yard on the up-line side 12 chains or thereabouts measured in a north-easterly direction from the Company's main line booking office at Wimbledon Station, and terminating by a junction with the Railway No. 2 authorised by the Wimbledon Act of 1882 at a distance from its authorised commencement of 3 furlongs and 5 chains or thereabouts measured along the centre line of the said authorised railway, as shown upon the plans of that railway deposited for and referred to in the last-mentioned Act.

To authorise the abandonment and relinquishment of the construction of the following works:—

- (a.) So much of the railway authorised by the Kingston and London Railway Act, 1881 (hereinafter called "the Kingston Act of 1881") as is not already authorised to be abandoned by the London and South Western and Metropolitan District Railway Companies (Kingston and London Railway) Act, 1882 (hereinafter called "the Kingston Act of 1882"), except such portion of the said railway as lies between the authorised termination of the said railway and the authorised junction therewith of the railway authorised by the South Western Railway Act, 1882, and therein designated "the Putney Junction."
- (b.) The Deviation No. 1 authorised by the Kingston Act of 1882.
- (c.) The Railway or some part or parts of the Railway No. 3 and the new street and widening of Pelham-place authorised by the South Western Railway Act, 1882 and described in that Act under the heading "Works and Station at South Kensington."
- (d.) The railways authorised by the South Western Railway Act, 1882, and therein called or referred to respectively as "the Norbiton Junction No. 1," "the Norbiton Junction No. 2," "the Surbiton Northern

Junction," and "the Surbiton Southern Junction."

- (c.) The junction railway authorised by Section 6 of the South Western Railway (Various Powers) Act, 1883, and therein designated "the South Kensington New Junction."

To extend the periods limited by the Kingston Act of 1881, and the Kingston Act of 1882, for the completion of so much of the Kingston and London Railway as is not already authorised to be abandoned, and is not intended to be abandoned under the Bill.

To authorise and empower the Company alone to construct and maintain so much of the railway authorised by the Kingston Act of 1881, as is not already authorised to be abandoned, and is not intended to be abandoned under the Bill, and also the deviation No. 2, authorised by the Kingston Act of 1882, or one of them, or some part or parts thereof respectively, and to provide for the transfer to and vesting in the Company alone of the powers, rights, privileges, duties and obligations, or some of them, by the said Acts imposed upon the Company and the Metropolitan District Railway Company (hereinafter called "the District Company") jointly in respect of the said portion of railway and deviation in as full and complete a manner as if the Company alone had been referred to in the Kingston Act of 1882, with respect to the said portion of railway and deviation, instead of the Company and the District Company jointly. To sanction and give effect to any agreements which have been or may be made with reference to any of the matters aforesaid between the Company and the District Company, and to vary or alter and, if need be, to annul, in whole or in part, all or any agreements now subsisting between the Company and the District Company with reference to the Kingston and London Railway, or the deviation aforesaid, or any collateral matters, but so as to continue to the Company (if thought expedient) the powers secured to them, by any such agreement or agreements, of running over and using any part or parts of the railways and any stations belonging to the District Company.

To provide or make further provision for or with respect to the payment out of court, and the transfer and release, upon the application of the Company and the District Company, or either of them, or of any person or persons to be named or referred to in that behalf in the Bill, of so much of the deposit money referred to in Section 54 of the Kingston Act of 1881, as is not authorised to be repaid by Section 56 of that Act, or the securities upon which the same, or any part thereof, has been or may be invested, and for payment of the dividends and interest thereon, and to provide for the application of such deposit money or the proceeds of such securities and dividends and interest.

To provide, if thought expedient, for the repayment by the Company to the District Company of the whole or part of the moneys which may have been expended or advanced by the District Company in connection with the joint Undertaking authorised by the Kingston Act of 1882, including the purchase of lands, houses, and buildings, and the repayment of the deposit money referred to in the 54th Section of the Kingston Act of 1881, or any part thereof, to the person or persons by whom the same were advanced, and for indemnifying the District Company against all or any liabilities which they have incurred or may incur in relation to the said joint Undertaking and for the transfer and conveyance to the Company, or the vesting in the Company of all or any lands, houses, buildings, or property acquired or to be

acquired for the purposes of such joint Undertaking and the benefit of all or any contracts or agreements with reference thereto.

To empower, if thought expedient, the District Company and any Company or persons for the time being working or using the railways of the District Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description the railways, deviation, and portion of railway following, or some or one of them, or some part or parts thereof respectively (that is to say):—

- (a.) So much of the railway authorised by the Kingston Act of 1881, as it is proposed by the intended Act to enable the Company to construct and maintain.
- (b.) The deviation No. 2 authorised by the Kingston Act of 1882.
- (c.) The railways authorised by the Wimbledon Act of 1882.
- (d.) The Wimbledon Junction Railway proposed to be authorised by the Bill.

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, deviation, and portion of railway and stations, and to enable the District Company to levy tolls, rates, and duties, upon or in respect of the said railways, deviation, and portion of railway, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, deviation, and portion of railway, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

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

Houses and land in the parish of St. Mary, Lambeth, in the county of Surrey:—

- (1.) House in Mill-street, on the west side of the Company's railway, and numbered 16 in that street, including land in the rear of the said house;
- (2.) Three houses and land in Carlisle-street, on the west side of the Company's railway, and numbered 50, 52, and 54, in that street;
- (3.) Two houses and land in Carlisle-street, on the west side of the Company's railway, and numbered 57 and 61 in that street.

To abolish and extinguish all public or other rights of way, or other rights through or under the arch immediately to the southward of the Lambeth-road, and numbered 174 of the Company's viaduct, in the parish of St. Mary, Lambeth, in the county of Surrey, and over, upon, or across any adjoining land or lands of the Company.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the Bill, or which would in any manner impede or interfere with the pur-

poses of the Bill, or any of them, and to confer other rights and privileges.

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

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

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, canals, navigations, rivers, creeks, piers, bridges, sidings, tramways, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with, for any of the purposes of the Bill.

To authorise the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railway and works to be constructed under the powers of the Bill or any part or parts thereof respectively.

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

To provide for the transfer or sale, or the vesting of the respective Undertakings of the Swanage Railway Company and the Bodmin and Wadebridge Railway Company, or either of them, to or in the Company, or the amalgamation of those Undertakings, or either of them, with the Company's Undertaking upon and subject to such terms and conditions, pecuniary or otherwise, as have been or may be agreed upon, or as may be prescribed by or under the Bill, and to make provision for and as to the payment, distribution, and application of the purchase money, consideration, or other moneys, upon or in respect of any such sale, transfer, or vesting or amalgamation, or for the substitution of stock of the Company for the shares or stock of the aforesaid two Companies or either of them, and to provide, if need be, for the dissolution of the said two Companies, and to make such other provisions as may be necessary for giving effect to such transfer, sale, vesting, or amalgamation.

To enable the Company and the London Brighton and South Coast Railway Company (hereinafter called the Brighton Company), to exercise the powers now vested in them in reference to the Undertaking of the Southsea Railway Company by means of the Joint Com-

mittee of the Company and the Brighton Company appointed by or in pursuance of "The Brighton and Chichester (Portsmouth Extension) and London and South Western Railways Act, 1847," and to provide for the use and management of the said Undertaking by the Company and the Brighton Company, and the expenditure by them respectively of the capital required for the purposes of the said Undertaking, and the apportionment between them of the revenue arising therefrom or from any part thereof.

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; the Kingston Act of 1882; the South Western Railway Act, 1882; and the South Western Railway (Various Powers) Act, 1883; and all other Acts relating to the Company: 27 and 28 Vict., cap. 322; and all other Acts relating to the District Company; the Wimbledon Act of 1882; and all other Acts relating to the Wimbledon Company; the Kingston Act of 1881; and all other Acts relating to the Kingston and London Railway Company; the Swanage Railway Act, 1881; and all other Acts relating to the Swanage Railway Company; 2 and 3 Will. IV., cap. 47; and all other Acts relating to the Bodmin and Wadebridge Railway Company; 9 and 10 Vict., cap. 283; and all other Acts relating to the Brighton Company; and the Southsea Railway Act, 1880; and all other Acts relating to the Southsea Railway Company.

And notice is hereby also given, that on or before the 30th day of November, 1885, plans and sections of the works proposed to be authorised by the Bill in respect whereof plans and sections are, by the Standing Orders of either House of Parliament, required to be deposited showing the lines and levels thereof, and plans also of the lands to be purchased or acquired by compulsion under the powers of the Bill, with a Book of Reference to such plans respectively, together with, in each case, a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington-causeway, in that county, 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 respectively as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say, in the case of the parish of St. Mary, Lambeth, with the vestry clerk of that parish at his office at Kennington-green, Kennington-road, in that parish; and in the case of each other parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 18th day of November, 1885.

Bircham and Co., 46, Parliament-street,
Westminster, Solicitors for the Bill.
J. C. Rees, 13, Great George-street
Westminster, Parliamentary Agent.

In Parliament.—Session 1886.

Marple Gas.

(Dissolution and Re-incorporation of the Marple Gas Company, Limited; Regulation and Increase of Share and Loan Capital; Powers to Supply Gas in Marple, in the county of Chester, and Mellor Ludworth and Chisworth, in the county of Derby; Maintenance and Improvement of existing and Construction of new Gas Works and Works for the Manufacture of Residual Products; Purchase of Lands; Manufacture and Storage of Gas and Residual Products; Powers to Manufacture and Provide Pipes, Meters, Fittings, Apparatus, Stoves, Engines, Cooking, Heating, and other Machinery and Appliances; Patent Rights; Agreements with and Powers to Sanitary and other Authorities; Other Powers, Amendment, or Repeal of Acts.)

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

1. To dissolve the Marple Gas Company, Limited (hereinafter called the "Limited Company"), to annul and declare void their Memorandum of Association and so far as necessary or expedient to provide for their winding-up.

2. To incorporate into a Company (hereinafter called "the Company"), the members of the Limited Company, or some of them with such other persons and corporations, who shall hereafter become proprietors in the undertaking of the Company.

3. To vest in the Company all the undertaking, works, lands, buildings, stock, plant, moneys, securities, and other property of what nature or kind soever, interests, rights, powers, privileges, easements, contracts, licenses, agreements, and benefits of all contracts, licenses, and agreements now vested in or belonging to, or enjoyed by the Limited Company, or any person on their behalf.

4. To declare, define, and regulate the undertaking, capital and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise the capitalisation of moneys raised or expended by the Limited Company for the purposes of their undertaking, and to authorise the Company to raise further money by the creation and issue of shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing and by the creation and issue of debenture stock or by any of such means.

5. To confer upon the Company the powers, and to enable them to carry into effect the objects following, or some of them (that is say):

6. To supply gas for public and private purposes to and within the whole or part of the parishes, hamlets, townships, extra-parochial and other places following, or some of them (that is to say):

Marple, in the parish of Stockport, in the county of Chester, and Mellor Ludworth, and Chisworth, in the parish of Glossop, in the county of Derby.

7. To maintain, alter, improve, enlarge, extend, and renew or discontinue the existing gasworks of the Limited Company upon the lands on which the same are erected, or any part thereof, and which are first hereinafter described, and on those lands, and also on the lands secondly and thirdly hereinafter-described, or on any part thereof, to erect, make, maintain, alter, improve, enlarge,

extend, and renew or discontinue with all necessary roads, approaches, sidings, and conveniences, gas works, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, machinery, and other apparatus, works, and conveniences for the making, manufacture, conversion, utilization, storage, and supply of gas and coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, convert, store, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and all other residual products employed in arising or resulting from the manufacture of gas and matters producible therefrom.

The lands above referred to are—

First. Lands on which the existing Gas Works of the Limited Company are erected, situate in the township of Ludworth, in the parish of Glossop, in the county of Derby, at Lower Fold, and on the westerly side of the road leading from Marple Bridge to Compstall, and containing by admeasurement 2,120 superficial square yards or thereabouts.

Secondly. Land situate in the said township of Ludworth and parish of Glossop, containing by admeasurement 1,173 superficial square yards or thereabouts, and adjoining and on the north-easterly side of the lands on which the existing Gas Works of the Limited Company are situate, and forming part of a field called or known as the Bank, belonging or reputed to belong to Lord Howard of Glossop, and in the occupation of Joshua Platt, and which land is bounded on the north-west by an imaginary line commencing at the northerly corner of the lands on which the existing Gas Works of the Limited Company are situate, and extending in a north-easterly direction for a distance of 35 yards or thereabouts, thence extending in a south-easterly direction for a distance of 43 yards or thereabouts, and thence extending in a south-westerly direction for a distance of 23 yards or thereabouts, to and terminating at the north-easterly boundary of the lands on which the existing Gas Works of the Limited Company are situate.

Thirdly. Land situate in the said township of Ludworth and parish of Glossop, containing by admeasurement 1,391 superficial square yards or thereabouts, and adjoining and on the south-westerly side of the lands on which the existing Gas Works of the Limited Company are situate, and belonging or reputed to belong to Lord Howard of Glossop, and in the occupation of Joshua Platt and James Samuel Arden, and which land is bounded on the north-west by an imaginary line commencing at the westerly corner of the lands on which the existing Gas Works of the Limited Company are situate, and extending in a south-westerly direction for a distance of 22 yards or thereabouts, thence proceeding in a south-easterly direction for a distance of 50 yards or thereabouts, thence proceeding in a north-easterly direction for a distance of 35 yards or thereabouts, to and terminating at the south-westerly boundary of the said lands on which the existing Gas Works of the Limited Company are situate.

8. To purchase by compulsion or agreement, and hold the land, secondly and thirdly above described, and also to purchase by agreement and hold and to take on lease and to take grants of easements over any lands, houses, or other heredita-

ments within the aforesaid parishes, townships, and places, or any or either of them which may be required for the purposes of the existing and intended Gas Works, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and hereditaments, and from time to time to sell, let, or otherwise dispose of any lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their undertaking.

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

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

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

12. To maintain, take up, alter, and repair the existing mains, pipes, and other works of the Limited Company, and to lay down, maintain, take up, alter, and repair additional mains, pipes, and other works in, through, under, over, across, and along, and to cross, break up, alter, divert, stop up, or otherwise interfere with either temporarily or permanently any turnpike or other roads, highways, footways, occupation roads, footpaths, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, sidings, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in the said parishes, townships, and places, or any of them, so far as may be necessary or convenient for all or any of the purposes of the Bill.

13. To enable the Company on the one hand, and any sanitary authority, company, corporation, public body, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to any sanitary authority, company, corporation, or public body, officers, or persons of gas in bulk, or otherwise, for any public sanitary, trading, or other purposes, and to authorise any such sanitary authority, corporation, company, public body officers, or persons respectively to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill,

may be made with respect to the matters aforesaid.

14. To confer upon the Company all powers, rights, authorities and privileges which are or may become necessary for carrying the powers of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would, in any manner, impede or interfere with the objects and purposes of the Bill, and to confer [other rights and privileges.

15. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

16. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Local and Personal Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

And notice is hereby further given, that.

On or before the 30th day of November instant plans of the lands to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands; and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby, and with the Parish Clerk of the said parish of Glossop, at his residence, and

On or before the 21st 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 4th day of November, 1885.

John W. Johnston, 8, Vernon-street, Stockport, Solicitor.

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

In Parliament.—Session 1886.

Harrow and Stanmore Railway.

(Incorporation of Company; Construction of Railway in the County of Middlesex; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Payment of Interest out of Capital; Working and Traffic Agreements with London and North-Western Railway Company; Power to Run into and Use Harrow Station; 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, hereinafter mentioned, that is to say:—

To incorporate a Company, and to confer upon the Company so to be incorporated (hereinafter called "the Company") all necessary powers for making and maintaining the railways hereinafter described, or some of them, or some part or parts thereof, in the county of Middlesex, together with all proper stations, junctions, sidings, approaches, works, and conveniences connected therewith, viz.:—

1. A railway (No. 1), situate wholly in the parish of Harrow-on-the-Hill, commencing at a point 30 yards or thereabouts measured in a north-westerly direction from the centre of the northernmost arch of the bridge carry-

ing the public road leading from Harrow to Watford over the London and North-Western Railway near Harrow Station, and terminating in the field numbered 467 on the 25-inch ordnance map, at a point 333 yards or thereabouts measured in a south-easterly direction from the centre of the said bridge, and 60 yards or thereabouts measured in a north-easterly direction from the northernmost rail of the London and North-Western Railway.

2. A railway (No. 2), situate wholly in the parish of Harrow-on-the-Hill, commencing by a junction with the London and North-Western Railway, at a point 120 yards or thereabouts measured in a south-easterly direction from the centre of the bridge carrying the public road leading from Harrow to Watford over the said railway, and terminating at the point in the said field, numbered 467, hereinbefore described as the termination of Railway No. 1.

3. A railway (No. 3), commencing in the parish of Harrow-on-the-Hill at the termination of Railways Nos. 1 and 2, hereinbefore described, thence passing from, in, through, or into the parishes of Harrow-on-the-Hill and Great Stanmore, and terminating in the parish of Great Stanmore on the west side of the public road known as Green-lane, at a point 190 yards or thereabouts measured in a northerly direction from the northernmost corner of St. John's Church.

The Bill will authorise the Company to exercise the powers and effect the objects following (that is to say):

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans thereof to be deposited as herein-after mentioned, or to such further extent as may be authorised or prescribed by the Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, as the Bill may require or allow.

To cross, stop up, alter, or divert, temporarily or permanently, turnpike and other roads, highways, footpaths, pipes, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, tramways, and telegraph and electric wires, tubes, and apparatus within the aforesaid parishes, or either of them, so far as may be necessary or expedient, in constructing, maintaining, or using the intended railways and works, or for other purposes of the Bill.

To purchase, take, enter upon, and use, compulsorily or by agreement, lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same, for the purposes of the intended railways and works, and to alter, vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railways and works, and in respect of the portion of railway and station to be used (as hereinafter mentioned) to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, or in any other Act of Parliament contained to the contrary, to pay out of their capital and funds, interest or dividends on any

shares or stock of the Company during such time as may be limited by the Bill.

The Bill will empower the Company on the one hand, and the London and North-Western Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance by the London and North-Western Railway Company of the intended railways and works, or any part thereof, the supply and maintenance of engines, stock, and plant, and the employment of officers and servants, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting Companies; the providing of terminal and other accommodation, offices, buildings, signals, and other conveniences for the traffic of those Companies; the fixing, collection, payment, division, and appropriation of the tolls, fares, rates, charges, and other income and profits arising from the traffic of the railways of the contracting Companies, or any part thereof, and the payments, allowances, rebates, or drawbacks to be made by either of the contracting Companies to the other of them; and the Bill will sanction or confirm any agreements which may be made touching any of the aforesaid matters.

The Bill will empower the Company and any company and persons for the time being working or using the railway of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers and servants, for the purposes of traffic of every description, on such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed on or settled by arbitration, or prescribed by the Bill, the portion of railway and station next hereinafter mentioned (that is to say):—

So much of the London and North-Western Railway as is situated between the commencement of the intended Railway No. 2 and the Harrow Station, including that station.

Together with the use of all roads, platforms, signals, water, water-engines, engine-sheds, standing room for engines, carriages and waggons, booking and other offices, warehouses, sheds, sidings, machinery, works, and conveniences of or connected with the said portion of railway and station.

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

The Bill will incorporate with itself the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863 and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and so far as may be requisite or desirable for any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal some of the provisions of the local and personal Act 9 and 10 Vic., cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company or their undertaking.

And notice is hereby given, that plans and sections, showing the situation, line, and levels of the intended railway and works, and the lands which may be taken under the powers of the Bill, with a book of reference to the plans, and ordnance map with the line of railway delineated thereon, and a copy of this notice as

published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the said 30th of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes hereinbefore mentioned, in or through which the intended railway and works are to be made, or in which any lands intended to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish, at his residence, 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 13th day of November, 1885.

Le Brasseur and Oakley, 12, New-court,
Lincoln's Inn, Solicitors for the Bill.

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

In Parliament.—Session 1886.

London Chatham and Dover and
London Brighton and South Coast Railway
Companies.

(Working Union; Provisions for Joint Working and Management; Division of Net Receipts; Allowances for Metropolitan Stations; Appointment of Joint Committee or Joint Board; their Powers and Duties; Exercise of Joint Powers; Provisions for Charges on Joint Account; Provision for Exercising Powers with and over other Companies; Provision for Arrangements with the South-Eastern Railway Company for their Admission into the Working Union, &c.; Power to Make Limited Working Arrangements and Agreements; Alteration of Tolls, Rates, and Charges; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill (hereinafter called "the Act" or "the intended Act") for all or any of the following purposes (that is to say):—

To unite the London Chatham and Dover Railway Company and the London Brighton and South Coast Railway Company (hereinafter called "the two Companies") for the purpose of the management, working, and maintenance as one undertaking of the undertakings of the two Companies respectively, and for other purposes to be defined in the Act, including all railways, stations, docks, harbours, piers, wharves, steam-packets, ferries, bridges, steamboat communications, and other works, conveniences, and means of conveyance of every description belonging to or leased or worked wholly or partially by the two Companies respectively; and also all rights, easements, powers, and privileges which the two Companies respectively enjoy or are entitled to exercise over or with respect to the undertakings of other Companies (the word "undertakings" in this notice being used as including all such railways, works, powers, rights, privileges, and matters aforesaid).

To constitute for such purpose or nominate in the Act a Joint Committee, consisting of directors of either of the two Companies or otherwise as may be prescribed by the Act, and to regulate their continuance in office, qualification, removal, election, and remuneration.

To continue the directors of the two Companies respectively with or without any further powers to the two Companies, to reduce or increase their number, or any alteration in the mode of their appointment or their qualification, and to define, limit, and regulate their powers and duties, in such manner as may be authorised in or under the Act; to enable the two Companies if they think fit to amalgamate the two Boards of Directors into one Board, and to confer on such united Board all the powers of the Joint Committee and of the separate Boards of Directors.

To provide, for the purposes to be defined in the Act, for the holding of meetings at which the proprietors of both Companies shall be qualified to attend, and to regulate those meetings and the voting of proprietors, both ordinary and preferential, thereat.

To incorporate the Joint Committee, to enable them to sue and be sued, and to regulate their powers, duties, and liabilities, and also to make provision as to legal proceedings by and against such Joint Committee.

To vest in the Joint Committee the powers, authorities, rights, and privileges, duties and obligations which the two Companies respectively and their respective directors, or any committee of such directors, now have, or may exercise, or are subject to, of maintaining, working, managing, and using the undertakings of the two Companies respectively, and of appointing and removing officers, servants, and workmen, for the purposes thereof, and of fixing, collecting, levying, and enforcing payments of rates, rents, tolls, fares, and charges, and of maintaining, supplying, and increasing the plant and rolling stock, and of purchasing lands, and of executing, works for the development of traffic or otherwise, and generally for carrying on the undertakings of the two Companies as one united system of railway communication as may be defined in the Act or authorised by Parliament.

To vest in the Joint Committee all such powers of running or working over and using or jointly managing railways or portions of railways, stations, and works of or partly belonging to other Companies, and of carrying traffic thereon, and of requiring facilities for traffic and otherwise, as either of the two Companies possess, or are entitled to claim, exercise, and enjoy.

To authorise the raising and charge by the Joint Committee on the joint revenue of the two Companies, of money required for additional plant and rolling stock, joint lines and other purposes, or joint capital account, and the exercise by the Joint Committee of any of the powers of the two Companies, or either of them, of raising money by shares (preferential or otherwise) or by borrowing on mortgage, bond, or debenture stock, or to confer further or new powers on the Joint Committee of raising money by any of such means.

To regulate the division by the Joint Committee of the net receipts between the two Companies in such proportions as may have been or may be agreed on or as may be authorised by the Act, subject to such revision on and after the opening of certain new lines or otherwise, and to such arrangements with respect to the rents payable to either Company, and to compensation or allowances in respect of the Metropolitan stations, and lines connected therewith, belonging wholly or partly to each of the two Companies as may be contained in or sanctioned by or under the Act; and to provide for the payment into separate accounts of so much of the net receipts due to each Com-

pany as may be required to pay the interest on debentures or debenture stock and if the two Companies respectively think fit the interest also on the preference shares and stocks on the capitals of those Companies respectively.

To provide for the appointment and rotation of an audit committee and auditors, and to regulate their powers, duties, and remuneration.

To define, limit, and regulate the separate powers of the two Companies and of the shareholders and directors of the respective Companies.

To authorise the two Companies and the South-Eastern Railway Company to enter into agreements whereby the South-Eastern Railway Company may possess and enjoy the several powers hereinbefore proposed to be taken by and conferred upon the two Companies as regards the working, management, maintenance, division of net profits, and all other matters before-mentioned with relation to the two Companies in all respects as if the South-Eastern Railway Company had been hereinbefore named along with the two Companies, and so as to extend the said several powers to the undertakings of the three Companies, or in the event of any agreement between the three Companies for the purposes aforesaid, being made during the progress of the Act through Parliament to confirm and give effect to such agreement in the Act.

The Act will provide for the settlement of questions and differences between the two Companies or between the three Companies as the case may require by the Board of Trade or by a standing arbitrator.

Or otherwise to enable the two Companies to make and carry into effect contracts or agreements with respect to the maintenance, working, management, running over and use of such portions of their respective undertakings as may be mutually agreed on or as may be provided by the intended Act, upon such terms and conditions as may be agreed upon or determined by or under the provisions of the intended Act; and as to the division and apportionment of the tolls, rates, and revenue arising under the operation of the said contracts or agreements; and to confirm, modify, or alter all such agreements as may have been entered into prior to the passing of the intended Act.

For the purposes of the Act it is also intended to alter, amend, repeal, or enlarge the powers and provisions of the several (local and personal) Acts following, or some of them, that is to say:—16 & 17 Vic., cap. 132; 22 & 23 Vic., cap. 54; 23 & 24 Vic., cap. 177; 28 & 29 Vic., cap. 268; 30 & 31 Vic., cap. 209; 32 & 33 Vic., cap. 116; 34 & 35 Vic., cap. 131; 36 & 37 Vic., cap. 14; 37 & 38 Vic., caps. 52 and 114; 38 & 39 Vic., cap. 139; and all other Acts relating to the London Chatham and Dover Railway Company; also 9 & 10 Vic., cap. 283, and all other Acts relating to the London Brighton and South Coast Railway Company; 6 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company; to alter rates, tolls, and duties authorised to be taken by such Acts or any of them; and to confer, vary, or extinguish exemptions from rates, tolls, and duties; and to vary or adapt to the arrangements proposed under the Act, the provisions of any of those Acts, whether relating to any agreement or arrangement with any other company or party or any powers of other companies or parties over the undertakings of the London Chatham and Dover Railway Company, the London Brighton and South Coast Railway Company, and the South-

Eastern Railway Company respectively or otherwise.

The intended Act will vary or extinguish all rights and privileges which will interfere with its objects, or any of them, and will confer other rights and privileges.

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 19th day of November, 1885.

John White, Solicitor, Victoria Station.

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

In Parliament.—Session 1885–6.

Local Government Board.

City of York.

Gillygate, Skeldergate, and Holgate-road Street Improvements.

The Public Health Act, 1875.

NOTICE is hereby given, that application is intended to be made to the Local Government Board, by the Mayor, Aldermen, and Citizens of the City of York, being the Urban Sanitary Authority for the said City (hereinafter called "the Authority"), for a Provisional Order, under the Public Health Act, 1875, and all other necessary powers and authorities, to effect or authorise the Authority to effect the following or some of the following, among other purposes:—

Firstly. For the purposes of the undertakings hereinafter referred to, to put in force the powers of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and Acts amending the same, with respect to the purchase and taking otherwise than by agreement of the lands, messuages, and hereditaments hereinafter mentioned, that is to say:—

(a.) The piece or parcel of land situate, lying, and being on the south-east side of Gillygate, in the city of York, extending from the corner of Bootham along the said south-east side of Gillygate for a distance of 113 feet or thereabouts, and containing by admeasurement 767 square yards (more or less), together with the several messuages or dwelling-houses, shops, and other buildings erected thereon, or upon some part thereof, now in the respective occupations of Benjamin Robert Ellis, Robert Edwin Bannister, Joseph Botterill, William Stott, Charles Judson, and Edmund Ailston, which said piece or parcel of land, messuages, and premises are situate in the parish of St. Giles, in the said city, and are bounded on or towards the north-west by Gillygate aforesaid, on or towards the south-west by the street of Bootham and by property belonging or reputed to belong to James Ellis and John Eden Wilson, on or towards the south-east by property belonging or reputed to belong to William Wales and Samuel Scruton, and on or towards the north-east by property belonging or reputed to belong to the trustees of the late George Bell, and are delineated on the plan deposited as hereinafter mentioned and thereon coloured red.

(b.) The piece or parcel of land situate, lying, and being in Bridge-street, on the east side of Skeldergate, and on the north side of Queen's Staith-road, in the said city, containing by admeasurement 1,127 square yards or thereabouts, and the several messuages or dwelling-houses, shops, warehouses, sheds, workshops, and other build-

ings erected thereon, or on some part thereof, now in the respective occupations of Thomas Parker, druggist, Thomas Parker, butcher, Thomas Tate, Robert Burland, William Eccles, Teresa Dixon, Fred Bussey, Arthur Conway, George Lowther, Sarah Hodgson, George Rhodes, John Settle, Samuel Wiggins, Richard Ogden, William Hope, Samuel Jackson, Hannah Brown, George Petty, Elizabeth Stawman, Christopher Powell, Richard Douglas, Charles Robert Jeffries, and Henry Fawbert, which said piece or parcel of land, messuages, and premises are situate in the parish of St. John, Micklegate, in the said city, and are bounded on or towards the north by Bridge-street aforesaid, on or towards the south in part by the Queen's Staith-road aforesaid, and in other part by property belonging or reputed to belong to Henry Bentley and Company Limited, on or towards the east in part by property belonging or reputed to belong to the Trustees of Duckworth's Charity, George Allan, and the master and scholars of University College, Oxford, and in other part by Queen's Staith, and on or towards the west by Skeldergate aforesaid, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.

(c.) The piece or parcel of land situate, lying and being in Micklegate, and on the west side of Skeldergate, in the said city, containing by admeasurement 337 square yards, or thereabouts, and the several messuages or dwelling-houses, shops, warehouses, and other buildings erected thereon, or on some part thereof, now in the respective occupations of Charles Morwood, James Creaser, John Pearson, Henry William Empson, and Henry Bentley and Company Limited, which said piece or parcel of land, messuages, and premises are situate in the parish of St. John, Micklegate, in the said city, and are bounded on or towards the north by Micklegate aforesaid, on or towards the south by Fetter-lane, on or towards the east by Skeldergate aforesaid, and on or towards the west by property belonging to Frank Hansell, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.

(d.) The piece or parcel of land situate, lying, and being on the Mount and in Holgate-road, in the said city, containing by admeasurement 447 square yards, or thereabouts, and the several messuages or dwelling-houses, shops, warehouses, and other buildings erected thereon, or on some part thereof, now in the respective occupations of John William Bentley and Jane Mason, which said piece or parcel of land, messuages, and premises are situate in the parish of St. Mary, Bishophill the Younger, in the said city, and are bounded on or towards the north by Holgate-road aforesaid, on or towards the south by property belonging or reputed to belong to Mary Mawson, on or towards the east by the street or road called the Mount, and on or towards the west partly by Holgate-road aforesaid, and partly by property belonging or reputed to belong to Mary Mawson, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.

Secondly. To widen, alter, and improve the

said several streets of Gillygate, Skeldergate, and Holgate-road, in the said city.

And notice is hereby further given, that a Map or Plan and Sections of the said proposed undertakings are now lying at the office of the City Surveyor, in the Guildhall, in the said City, and may be inspected at any time between the hours of 10 and 4 o'clock of any day (Sundays excepted) after the date hereof.

And notice is hereby also given, that a Copy of such Plan and Sections, together with a Book of Reference to such Plan containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and other property in the lines of the proposed undertakings, or within the limits of deviation, as defined by the said Plan, and describing such lands and other property respectively, 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 City of York, at his Office, in Coney-street, in the said city, and also with the Town Clerk of the same city, at his Office, in Coney-street, in the said city.

And that on or before the said 30th day of November a copy of so much of the said Plan, Sections, and Book of Reference as relates to each of the parishes or other places in or through which the proposed undertakings are intended to be carried out; 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.

Dated this 14th day of November, 1885.

Jos. Wilkinson, Clerk to the Urban Sanitary Authority of the City of York.

In Parliament.—Session 1886.

Pontypridd, Caerphilly, and Newport Railway. (New Railway near Machen and Abandonment of authorised Railway; Compulsory Purchase of Land; Tolls; Application of Funds and Increase of Capital; Extension of Time and Release of Deposit in respect of Railway opened; Agreements with the Brecon and Merthyr Tydfil Junction and Taff Vale Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that the Pontypridd, Caerphilly, and Newport Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz. :—

To make and maintain the railway next hereinafter described, with all proper stations, approaches, sidings, junctions, and other works and conveniences connected therewith, that is to say :—

A railway commencing in the parish of Rudry, in the county of Glamorgan, by a junction with the Caerphilly branch of the Brecon and Merthyr Tydfil Junction Railway, at a point 207 yards or thereabouts, measured in a westerly direction along the said branch railway from the junction of the Machen Tin Works siding with the said branch railway, thence passing from, in, through or into the parishes, townships, and places of Rudry, in the county of Glamorgan and Machen, Machen Lower, Machen Upper, Mynydd Machen, St. Michael's Machen, and Wentilloog, or some of them, in the county of Monmouth, and terminating in the said parish of Machen by a junction with the

Brecon and Merthyr Tydfil junction railway at a point 17 yards or thereabouts, measured along that railway in a westerly direction from the western end of the southern platform of Church-road Station thereon.

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

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

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

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

To enable the Company to apply to the purposes of the Bill any money raised, or which they have power to raise, and for those purposes and the general purposes of their undertaking to raise additional capital by the creation and issue of new shares or stock with or without a preferential dividend or other rights or privileges attached thereto, and by borrowing on mortgage or by the creation and issue of debenture stock.

To authorise the Company to abandon the formation of the railway in the parish of Machen, in the county of Monmouth, described in and authorised by the Pontypridd, Caerphilly, and Newport Railway Act, 1882, and to relieve the Company from all liabilities, obligations, and penalties in respect of their failure to construct and open that railway, and declare null and void, and cancel or rescind all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the said railway and works, or the lands required for the purposes thereof, or for widening or improving the Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway, and the Bill will provide for the release and repayment or retransfer to the parties entitled thereto of the money or stock deposited with the Chancery Division of the High Court of Justice in England, in respect of the application to Parliament for the said Act of 1882.

To revive and extend the time limited by the Pontypridd, Caerphilly, and Newport Railway Act, 1878, as extended by the Pontypridd, Caerphilly, and Newport Railway Act, 1882, for opening for the public conveyance of passengers the Railway No. 1, authorised by and constructed under the authority of the said Act of 1878, and to provide for the release, repayment, or retransfer out of the High Court of Justice, Chancery Division, to the parties entitled thereto of all moneys or stock deposited or transferred in respect of the said Railway No. 1, and of any interest or dividends which may have accrued or may accrue due on such moneys or stock, or any part thereof, and to confer all necessary powers in that behalf on the said Chancery Division and on

the Lords Commissioners of her Majesty's Treasury.

The Bill will authorise the Company on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company and the Taff Vale Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect, vary, or rescind contracts, agreements, and arrangements for or with respect to any of the purposes of the Bill, and for or with respect to the use, working, management, and maintenance of their respective existing or authorised railways and works, or some part or parts thereof, the supply of engines, carriages, plant, and machinery, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways or portions of railway forming the subject of any such contract or agreement, the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such use, working, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the undertakings of the contracting companies, the collection, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic, the sums or considerations, whether annual or gross, and the rents, payments, contributions, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting companies to the other or others of them for or on account of any of the matters to which the contract, agreement, or arrangement relates, and the Bill will sanction or confirm, and give effect to any such contract, agreement or arrangement which, previous to the passing thereof, may be made with respect to all or any of the matters aforesaid.

The Bill will vary or extinguish all rights, powers, and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Companies' Clauses Consolidation Acts, 1845, 1863 and 1869; and amend, enlarge, or repeal some of the provisions of the Local and Personal Acts following, that is to say, 22 and 23 Vic. cap. 98, 23 and 24 Vic. cap. 17, and any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 6 William IV. cap. 82, and any other Acts relating to the Taff Vale Railway Company; and the Pontypridd, Caerphilly, and Newport Railway Acts 1878, 1880, 1882, and 1883.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections showing the situation line and levels of the intended railway and works, with a book of reference to such plans, an ordnance map with the line of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff, and with the Clerk of the Peace for the County of Monmouth at his office at Usk, and on or before the said 30th day of November, a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended railway and works will be made or pass, 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 18th day of November, 1885.

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

In Parliament.—Session 1886.

Barry and Cadoxton Gas and Water.

(Incorporation of Company; Powers to Supply Gas and Water in Barry, Cadoxton-juxta-Barry, Highlight Sully, Methyr Dovan, Wenvoe, St. Andrews Major, and Porthkerry, in the county of Glamorgan; Construction of Gas Works and Water Works; Manufacture and Storage of Gas and Residual Products; Powers to Manufacture and Provide Pipes, Meters, Fittings, Stoves, Engines, Cooking, Heating, and other Machinery, Apparatus, and Appliances; Patent Rights; Diversion of Waters; Compulsory Purchase of Lands and Water Rights; Agreements with and Powers to Sanitary Authorities, Companies, Bodies, and persons; Amendment or Repeal of Acts; and other Powers.)

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

1. To incorporate a company (hereinafter called "the Company") and to confer upon the Company all necessary powers to enable them to execute the works and carry into effect the objects hereinafter mentioned, or some of them:—

(a) To supply with gas and water for domestic, trading, public, sanitary, and other purposes the whole or any part of all or some of the parishes, townships, and places following, viz., Barry, Cadoxton-juxta-Barry, Highlight Sully, Merthyr Dovan, Wenvoe, St. Andrews Major, and Porthkerry, all in the county of Glamorgan.

(b) To purchase by compulsion or agreement all or some of the following lands situate in the parish of Cadoxton-juxta-Barry, in the county of Glamorgan (that is to say):

A piece or parcel of land containing by admeasurement six acres or thereabouts, situate at or near "The Girt," and bounded on the south by the northern boundary fence of the Barry Dock and Railways Company, and being the whole of the field numbered 199a on the $\frac{1}{2500}$ Ordnance map of the said parish of Cadoxton-juxta-Barry, the northern portion of the field numbered 204 on the said map, a portion on the western side of the field numbered 206 on the said map, and a portion on the southern side of the field numbered 201 on the said map, the centre of which piece or parcel of land is 330 yards or thereabouts from and to the eastward of the house or building called or known as Holton-fach, situate on the northern side of the public road forming the boundary between the parishes of Cadoxton-juxta-Barry and Merthyr Dovan, and thereon, or on any part thereof, to erect, make, maintain, alter, improve, enlarge, extend, and renew or discontinue, with all necessary roads, approaches, sidings, and conveniences, gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp posts, machinery, and other apparatus, works, and conveniences for the manufacture,

conversion, utilisation, storage, and supply of gas and coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, convert, store, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and all other residual products employed in, arising, or resulting from the manufacture of gas and matters producible therefrom.

(c) To manufacture, purchase, sell, let on hire, or otherwise deal in meters, tubes, pipes, lamps, burners, fittings, and other apparatus, articles, and things used in the supply of gas or water, and to have, hold, use, enjoy and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, and generally to carry on the business usually carried on by gas and water companies.

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

(e) To acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and the utilisation of residual products.

(f) To make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):—

1. A well, shaft, or boring (No. 1), to be situate in the parish of Cadoxton-juxta-Barry, in the southern corner of a field, numbered 199 on the $\frac{1}{2500}$ Ordnance map of that parish.

2. A reservoir (No. 1) to be situate in the parish of Merthyr Dovan, in the northern corner of a field, formerly two fields, and numbered 240 and 241 on the $\frac{1}{2500}$ Ordnance map of that parish, and 160 yards or thereabouts measured in a westerly direction from a house known by the name of the "Buttrills."

3. A conduit, aqueduct, or line or lines of pipes (No. 1) to commence from and out of the well, shaft, or boring (No. 1) before described, and to terminate in the reservoir (No. 1) before described, which aqueduct, conduit, line or lines of pipes will be wholly situate in and will pass from, in through, or into the parishes of Cadoxton-juxta-Barry and Merthyr Dovan.

4. A conduit, aqueduct, or line or lines of pipes (No. 2) situate wholly in the parish of Merthyr Dovan, to commence by a junction with Conduit No. 1 in the road numbered 313 on the $\frac{1}{2500}$ Ordnance map of that parish, near the north-western corner of the field numbered 300 on the said map, and to terminate in the said road at a point 395 yards or thereabouts measured in a north-easterly direction from the house known as "East Barry."

5. A conduit, aqueduct, or line or lines of pipes (No. 3) situate wholly in the parish of Merthyr Dovan, to commence by a junction with Conduit No. 1 in the northern corner of a field numbered 324 on the $\frac{1}{2500}$ Ordnance map of that parish, and to terminate by a junction with Conduit No. 2 in the said road numbered 313 on the said map at a point 192 yards or thereabouts measured in a northerly direction from the said house known as "Holton-fach."

6. A well-shaft or boring (No. 2) to be situate in the parish of Wenvoe, in the south-west corner of a field numbered 412 on the $\frac{1}{2500}$ ordnance map of that parish.
7. A well-shaft or boring (No. 3) to be situate in the parish of St. Andrews Major, in a field or wood called "Bears Wood," numbered 77 on the $\frac{1}{2500}$ ordnance map of that parish, and at a distance of 368 yards, or thereabouts measured in a westerly direction from the south-east corner of such field.
8. A conduit aqueduct, or line or lines of pipes (No. 4), to commence from and out of the well-shaft or boring (No. 3) before described, and to terminate in the well-shaft or boring (No. 2) before described, which conduit, aqueduct, line, or lines of pipes will be situate in, and will pass from, in, through, or into the parishes of St. Andrews Major and Wenvoe.
9. A conduit, aqueduct, or line, or lines of pipes (No. 5), situate wholly in the parish of Wenvoe, to commence from and out of the pond at Goldsland, numbered 415 on the $\frac{1}{2500}$ ordnance map of that parish, and to terminate in the well-shaft or boring (No. 2) before described.
10. A reservoir (No. 2) wholly in the parish of Merthyr Dovan, to be situate in the north-western corner of the field No. 142 on the $\frac{1}{2500}$ ordnance map of that parish.
11. A conduit, aqueduct, or line or lines of pipes (No. 6), to commence from and out of the well-shaft or boring (No. 2) before described, and to terminate in the reservoir (No. 2) before described, which conduit, aqueduct, or line or lines of pipes will be situate in and pass from, in, through, or into the parishes of Wenvoe, St. Andrews Major, and Merthyr Dovan.
12. A conduit, aqueduct, or line or lines of pipes (No. 7), situate wholly in the parish of Merthyr Dovan, to commence from and out of the reservoir No. 2 before described, and to terminate in the reservoir (No. 1) before described.
13. A dam and gauge weir about 4 yards in length, to be situate in the parishes of St. Lythans and Merthyr Dovan, and to be constructed across the Goldsland Brook at a point thereon 395 yards or thereabouts from and to the west of the said pond at Goldsland.
14. All necessary and proper embankments, walls, filtering beds, dams, drains, sluices, residuum lodges, catchpits, conduits, culverts, channels, bye-washes, weirs, wells, shafts, drifts, adits, standpipes, tanks, engines, mains, pipes, buildings, machinery, roads, approaches, and other works and conveniences for the collecting, filtering, storing, and distributing of water.

which intended waterworks and works will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Wenvoe, St. Andrews Major, Cadoxton-juxta-Barry, Merthyr Dovan, and St. Lythans, all in the county of Glamorgan.

2. To take, collect, divert, impound, and use all or some of the waters of the said pond at Goldsland, the springs at Goldsland, and the Goldsland Brook, which waters flow into the Rivors Waycock and Daw or Taw, and also all springs, streams, and waters in the lines of the proposed works, or within the limits of deviation defined upon the plans hereinafter mentioned relating

to the waterworks, or which can or may be taken or abstracted by means of the said intended waterworks or any of them, or which may be found in or under any of the lands to be acquired under the powers of the Bill.

3. To make effectual provisions for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, and misuse of water, and for defining and regulating the supply of water by them, whether by meter or otherwise, and the terms and conditions of such supply.

4. To deviate laterally from the lines of the intended waterworks within the limits shown upon the plans hereinafter mentioned, or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by "The Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those works, as shown upon the sections hereinafter mentioned.

5. To purchase by compulsion or agreement, and acquire and to take on lease, and to take grants of easements over any lands, houses, springs, streams, wells, waters, waterworks, and other hereditaments within the parishes, townships, and places mentioned in this Notice, or any or either of them, which may be required for the purposes of the intended gasworks and waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

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

7. To lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, occupation roads, footpaths, public places, bridges, canals, navigations, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in any of the parishes, townships, and places beforementioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

8. To enable the Company on the one hand, and any sanitary authority, corporation, local board, public body, company, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to any sanitary authority, corporation, local board, public body, company, officers, or persons, of gas and water in bulk or otherwise, within and beyond the limits of supply of the Company, for any public, sanitary, trading, or other purposes, and to authorise any such sanitary authority, corporation, local board, public body, company, officers, or persons respectively, to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to the matters aforesaid.

9. To confer upon the Company all powers,

rights, and authorities which are or may become necessary for carrying the powers of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

10. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands.

11. 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 and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

And notice is hereby further given, that

On or before the 30th day of November instant, plans and sections of the waterworks proposed to be authorised by the Bill, and plans of the lands to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the said intended works will be made, or in which any lands or houses intended to be taken are situate, and a copy of this notice, published as aforesaid, will be deposited for public inspection in the case of each parish with the parish clerk 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; and

On or before the 21st 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 14th day of November, 1885.

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

In Parliament.—Session 1886.

Tendring Hundred Water.

(Construction of Additional Waterworks; Compulsory Purchase of Land; Supply of Water to Lawford, Tendring, and Weeley Parishes; Application and Increase of Capital; Extension of Time limited by Award and Act of 1884 for obtaining and providing supply of Water to Harwich and Dovercourt; Agreements with and Subscriptions by Companies, Local Authorities, and others; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Tendring Hundred

Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following purposes, that is to say:—

To authorise the Company to make and maintain in the county of Essex the works next hereinafter described with fences, tanks, sluices, conduits, pipes, channels, adits, borings, and other conveniences and appliances connected therewith respectively, viz.:—

1. A well shaft and boring, with engine and boiler house, pumping engines, and other machinery and conveniences, to be situated in the parish of Mistley, in a certain yard or close of land, near Mistley village, belonging or reputed to belong to Mr. Robert Free, and now occupied by or on behalf of the Company, which yard or close of land adjoins the south side of the highway or main thoroughfare leading through the said village, and also adjoins the upper malt house of the said Mr. Robert Free.
2. A conduit or line of pipes, commencing in the parish of Mistley, at or in the well shaft and boring before described, thence proceeding eastward and southward under the public roads through the parishes of Mistley and Bradfield, to and terminating in the last-mentioned parish by a junction with the conduits numbered 4 and 5 in and authorised by the Tendring Hundred Waterworks Act, 1884, at or near the commencement of those conduits as shown on the deposited plans referred to in the said Act.

To enable the Company to deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereafter mentioned to such extent as may be authorised or prescribed by the Bill.

To extend the limits within which the Company may supply water to, and to include within such limits the parishes of Lawford, Tendring, and Weeley, in the county of Essex, and to enable the Company to exercise within such extended limits of supply, all or some of the powers which they now have or may exercise within their existing limits of supply, and to demand and take the like rates, rents, and charges for and in respect of the supply of water within such extended limits.

To authorise the Company to acquire compulsorily or by agreement and to hold lands, springs, streams, waters, and other property, and any estate, right, or easement in or over the same, in the aforesaid parishes, for the purposes of the intended works, and to vary or extinguish any rights or privileges connected with such lands, springs, streams, waters, or other property.

To enable the Company to apply their existing funds and any moneys which they have power to raise to the purposes of the Bill, and for those purposes and the general purposes of their authorised undertaking, to raise additional capital by the creation and issue of new shares of one or more classes, with such preference or priority in payment of dividend as the Bill may define, and by borrowing on mortgage, or by the creation and issue of debenture stock.

To authorise contracts and agreements from time to time between the Company and any Railway or other Companies, and municipal or other sanitary authorities, within the limits of supply, and other bodies and persons, with respect to the construction and maintenance of all or any of the proposed works, and the supply of water in bulk, or otherwise, and the payment of any gross or annual sums or contributions towards the cost of

construction and maintenance of such works, or any of them, and with respect to the sale, or lease, of all or some of such works, and to authorise such Companies, local authorities, bodies, or persons to accept a transfer or lease of all, or some, of such works, and to apply any funds belonging to them respectively, and to raise additional money for the purpose of any such transfer, lease, payment, or contribution.

The Bill will alter and amend the Tending Hundred Waterworks Act, 1884, and extend the time limited by the sixth Section of that Act, and the award recited or referred to in the preamble to that Act for obtaining and providing a supply of Water as therein mentioned, to the parishes of Dovercourt and St. Nicholas, Harwich; and the Bill will also alter, amend, or repeal the fortieth Section of the said Act with respect to the purchase of the Undertakings therein mentioned, and exclude arbitration, if terms and conditions agreed upon between the parties, or otherwise to exclude the Corporation of Harwich from being represented at or interfering with the Arbitration.

The Bill will vary or extinguish all rights and privileges which may interfere with the objects thereof, and confer other rights and privileges, and it will incorporate all or some of the provisions of the Companies' Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the Waterworks Clauses Acts, 1847 and 1863.

And Notice is Hereby Given, that on or before the 30th day of November instant plans and sections of the situation, lines and levels of the works proposed to be authorised by 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 Essex, at his office at Chelmsford; and on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made or pass, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the Clerk of each such parish at his residence, and in the case of any extra parochial place, with the Parish Clerk of an adjoining parish at his residence.

Printed copies of the 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 16th day of November, 1885.

Finney and Co., 33, Chancery-lane,
London, Solicitors.

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

Board of Trade.—Session 1886.

Portsmouth Street Tramways
(Cosham Extension).

(Construction of Additional Tramways in the Parishes of Wymering and Widley, in the County of Southampton; Tolls; Provisions as to Application of Capital.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1885, for a Provisional Order (under the Tramways Act 1870) to authorise the Portsmouth Street Tramways Company (hereinafter called "the Promoters") to construct and maintain in the county of Southampton the tramway described in this notice, or some part or parts thereof, with all

necessary and proper works and conveniences connected therewith respectively.

The tramway proposed to be authorised is the following:—

A tramway (No. 1) commencing in London-road, Cosham, by a junction with the Promoters' existing tramway at its termination, thence passing northwards along that road into and along High-street, Cosham, and Magdala-road, crossing Upper Park-road, and thence passing in a northerly direction into and along an intended road leading from Upper Park-road to Havant-road, and terminating in such intended new road at its junction with Havant-road, opposite or nearly opposite the lodge of East Cosham House.

The tramway will be a single line throughout, except between the following points, measured from its commencement, where it will be a double line:—

From 2 chains to 5 chains.

From 15 chains to 18 chains.

From 26 chains to 29 chains.

From 33 chains to 39 chains.

From 43.50 chains to 46.50 chains.

The tramway will be in the parishes of Wymering and Widley, in the county of Southampton.

At the following places it is proposed to lay the tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads hereinafter mentioned and the nearest rail of the tramway:—

In London-road, on both sides thereof, between two points respectively 2 chains and 5 chains from the said commencement.

In London-road, on both sides thereof, between two points respectively 13 chains and 16 chains from the said commencement.

It is intended to employ animal power only upon the tramway.

To enable the Promoters, for the purposes of the tramway and works, to purchase or acquire land by agreement, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the conveyance of passenger or other traffic upon the same.

To empower the Promoters from time to time to make such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the tramway, or for providing access to any stables or carriage-sheds or works of the Promoters.

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

To empower the Promoters to apply their existing funds or any moneys which they have power to raise to all or any of the purposes of the Order.

To incorporate in the Order some of the provisions of the Tramways Act, 1870, and of the Landport and Southsea Tramway Act, 1863, and

the Portsmouth Street Tramways Act, 1870, and of any other Act or Order under the Tramways Act, 1870, relating to the Promoters.

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

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the tramway will be deposited for public inspection with the Clerk of the Peace for the County of Southampton, at his office at Winchester, and with the Clerk of the Fareham District Highway Board, at his office at Fareham; and on or before the same day a copy of so much of such plans and sections as relates to each parish in which the tramway will be laid, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and on or before the same day a copy of the said plans and sections will be deposited at the office of the Board of Trade, Whitehall-gardens, London: each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for them at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next. Copies of their objections must at the same time be sent to the Promoters; and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 17th day of November, 1885.

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

In Parliament.—Session 1886.

Taff Vale Railway.

(New Railway; Power to lease Lands of Penarth Company; Additional Capital; Amendment of Acts.)

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

1. To empower the Company to make and maintain the railway hereinafter described, with all proper stations, sidings, bridges, approaches, works, and conveniences connected therewith, all in the county of Glamorgan, that is to say:—

A railway, to be situated in the parishes of Llanwonno, Aberdare, and Ystradfydwg, commencing in the parish of Llanwonno by a junction with the Rhondda Fach Branch of the Taff Vale Railway at or near the engine-shed on that branch at Ferndale, and at a point 160 yards or thereabouts measured in a north-westerly direction from the mile-

post on the said branch denoting 21 miles from the terminus of the Taff Vale Railway at Cardiff, and terminating in the parish of Ystradfydwg, on the western side of the River Rhondda Fach at a point 100 yards or thereabouts measured in a north-westerly direction from the locomotive shed at the Mardy Colliery of Locket's Merthyr Steam Coal Company, Limited.

2. To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railway and works, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken, and to confer other rights and privileges, and to empower the Company to purchase a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

3. To empower the Company to cross, stop up, alter or divert either temporarily or permanently any railways, tramways, turnpike and other roads, streets, canals, rivers or streams, drains, sewers, pipes and watercourses within the parishes aforesaid which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act, and to deviate from the line of railway both laterally and vertically.

4. To empower the Company to levy, demand and recover tolls, rates and charges in respect of the said intended railway, and to alter existing tolls, rates and charges, and to grant exemptions from the payment of tolls, rates and charges.

5. To empower the Company to grant leases on and subject to such terms and conditions and for such period or periods as they think fit, or as may be authorised by the intended Act, of any lands forming part of the Undertaking of the Penarth Harbour Dock and Railway Company, and to confirm any lease or leases of any such lands which may have been or may be granted prior to the passing of the intended Act, and to accept surrenders of such leases and to amend so far as may be necessary for the purposes aforesaid, the provisions of the Harbours, Docks and Piers Clauses Act, 1847, and of the Lands Clauses Consolidation Act, 1845.

6. To empower the Company to increase their capital and to raise a further sum of money for the purposes of the intended Act, and for other purposes connected with their Undertaking, by the creation and issue of new shares or stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing on mortgage or bond or by any such means, and also to apply to those purposes or some of them any capital or funds belonging to the Company.

7. To alter, amend, extend, or repeal, so far as may be necessary for the purposes of the intended Act, some or any of the provisions of the Act (local and personal) 6 Will. IV., cap. 82, and of any other Act or Acts relating to the Company; and of the Act (local and personal) 19 and 20 Vic., cap. 122, and of any other Act or Acts relating to the Penarth Harbour Dock and Railway Company.

8. And notice is hereby further given, that on or before the 30th day of November, 1885, plans and sections relating to the intended railway and works, and the lands intended to be taken, and a Book of Reference to such plans, and an Ordnance 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 for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office in Cardiff, and that on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish in or through which the said intended railway and works will be made or pass and within which the said 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 such parish at his residence.

9. And notice is hereby further given, that on or before the 21st day of December, 1885, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1885.

Ingledeu, Ince, and Vachell, Cardiff,
Solicitors for the Bill.

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

In Parliament.—Session 1886.

North-Eastern Railway.

Powers as to Purchase of Lands in Rosedale; Abandonment of Part of Tynemouth Extension (Blyth and Tyne Railway) and Repeal of Section 24 of Company's Act of 1875; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament, in the Session of 1886, by the North-Eastern Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To revive the powers conferred upon the Company by the North-Eastern Railway Company's (Pelaw and other Branches) Act, 1865, or to grant further powers to the Company, with respect to the compulsory purchase by or the vesting in the Company of certain lands, or of any estates or interests therein, situate in the townships of Appleton-le-Moor, Hutton-le-Hole, Lastingham, Rosedale West, and Spaunton, or some or one of them, and parish of Lastingham, in the North Riding of the county of York, and lying between Little Blakey and the River Seven, and on which lands or on some part thereof the railways of the Company in connection with the Rosedale Mines have been constructed. The said lands are reputed to be common or commonable lands, part of Blakey Moor or Spaunton Common, and are estimated to contain about 14 acres.

To empower the Company to abandon and discontinue the maintenance of so much of the Tynemouth Extension of the Blyth and Tyne Railway of the Company in the parish of Tynemouth, in the county of Northumberland, as lies between the south side of Cut-throat-lane and a point about 1 mile and 25 chains therefrom, measured along the said Extension Railway in a northerly direction, and to repeal, alter, or amend Section 24 of the North-Eastern Railway Company's Act, 1875, requiring the Company to abandon a portion of the said Extension Railway, and to make provision with respect to the retention, sale, or disposition of the lands over which the said portions of railway respectively have been constructed.

To alter, vary, or extinguish all existing rights, privileges, and exemptions on, over, or connected with the before mentioned lands, or which would in any manner impede or inter-

fere with the objects of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To empower the Company to apply to the purposes of the intended Act any capital or funds belonging to the Company.

And it is proposed by the intended Act, if need be, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): 17 and 18 Vic. cap. 211, 28 Vic. cap. 111, and 38 and 39 Vic. cap. 93 respectively relating to the Company and its undertaking; and any other Acts of Parliament which it may be necessary to alter, amend, or repeal for the purposes of the intended Act, and to make other provision in lieu of the provisions so altered, amended, or repealed.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the before-mentioned lands in the parish of Lastingham, 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 North Riding of the county of York, at his office at Northallerton, and that on or before the said 30th day of November instant, a copy of the said plans, and book of reference, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the said parish of Lastingham, at his place of abode.

And notice is hereby further given, that on or before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 20th day of November, 1885.

Geo. S. Gibb, York, Solicitor.

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

Board of Trade.—Session 1886.

Pocklington Gas.

(Application to the Board of Trade by the Pocklington Gas Light and Coke Company, Limited, for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for powers to maintain and continue Gas Works; and to manufacture and supply Gas within the Township of Pocklington, in the County of York; Increase of Capital; and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Pocklington Gas Light and Coke Company, Limited (hereinafter called "the Company"), for a Provisional Order, pursuant to the Gas and Water Works Facilities Act, 1870, for the following, or some of the following, amongst other purposes, that is to say:—

To authorise the Company to maintain and continue, and from time to time to alter, enlarge, pull down, and re-erect retorts, gasholders, receivers, purifiers, meters, apparatus and works for the manufacture and storage of gas and of coke and other residual products obtained in the manufacture of gas, and matters producible therefrom, on the lands now belonging to the Company situate in the township of Pocklington, in the parish of Pocklington, in the East Riding of the county of York, containing 2970 square yards, or thereabouts, and bounded on or towards the west by the highway leading from Pocklington to Kilnwick Percy, on or towards the north

by an occupation road leading to the Chapel Hill, and on or towards the south and east by hereditaments belonging or reputed to belong to Admiral the Honorable Arthur Duncombe.

To empower the Company for the general purposes of their undertaking to acquire and hold other lands by agreement.

To authorise the Company to make and store gas in and upon the said lands, and to supply and sell gas within the township of Pocklington aforesaid, and to manufacture coal-tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas, and matters producible therefrom, and to sell and dispose of the same at the works and elsewhere.

To incorporate with the Provisional Order, and extend and apply as well to the mains, pipes, and works of the Company laid down or constructed before the passing of the Act confirming such Provisional Order, as to all mains, pipes, and works which may be laid down or constructed under the authority of such Order, the powers and provisions of the Gas Works Clauses Act, 1847, and of the Gas Works Clauses Act, 1871, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of those Acts, or either of them.

To enable the Company to raise additional capital by shares or stock, and by borrowing, by debenture stock or otherwise, subject to all such shares or stock being sold by auction or by tender, with power to issue any new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Provisional Order.

To incorporate with the intended Order so far as the same are applicable, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869.

To vary all existing rights and privileges which would interfere with the objects or purposes of the Provisional Order, and to confer other rights and privileges.

To enable the Company to manufacture, purchase or hire, and supply gas meters, fittings, gas stoves, and cooking or other apparatus, and also to manufacture, purchase, let or deal in and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing and other purposes by means of gas, and all articles and things in any way connected with gasworks or with the supply of gas.

And generally to confer all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid or any of them.

On or before the 30th day of November instant, a map of the lands at present in use and proposed to be used for the manufacture and storage of gas, and of residual products arising in the manufacture of gas, a plan of the existing gasworks, together with a copy of this advertisement, will be deposited for public inspection in the office of the clerk of the peace for the said East Riding of the County of York at his office in Beverley in the said Riding, and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

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, may be obtained at the offices of Messrs. Martin and Leslie, No. 27, Abingdon-street, Westminster, at the price of one shilling each.

And notice is hereby further given, that every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next ensuing, and that copies of the objections must at the same time be sent to the Parliamentary Agents for the Promoters, Messrs. Martin and Leslie, at their offices, 27, Abingdon-street, Westminster, aforesaid; and that in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of the same has been forwarded to the Promoters or their agents.

Dated the 18th day of November, 1885.

Leeman, Wilkinson, and Badger, 16, Coney-street, York; and *Chapmangate*, Pocklington, Solicitors.

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

In Parliament.—Session 1886.

Halifax High Level and North and South Junction Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Arrangements with and Powers to the Great Northern Railway Company, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, and the Lancashire and Yorkshire Railway Company; Payment of Interest out of Capital; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Halifax High Level and North and South Junction Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To extend the respective periods limited by the Halifax High Level and North and South Junction Railway Act, 1884, for the compulsory purchase of lands and houses, and for the completion of the railways and works of the Company by that Act authorised.

2. To authorise the Company on the one hand, and the Great Northern Railway Company, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, and the Lancashire and Yorkshire Railway Company, or any one or more of those companies on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting companies of the railways and works of the Company, or any 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 the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, maintenance, and supply, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting companies, and the levying, fixing, collecting, 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 tolls, rents, payments, allow-

ances, 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, confirm and give effect to any such contract, agreement or arrangement made, or which prior to the passing of the Bill may be made.

3. To confer on the Company, the Great Northern Railway Company, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, and the Lancashire and Yorkshire Railway Company respectively, all rights, powers, privileges, and authorities for carrying the objects and purposes of the Bill into complete and full effect, to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

4. To alter, amend, or repeal Section 59 of the Halifax High Level and North and South Junction Railway Act, 1884, and to enable the Company, out of any of the moneys authorised to be raised by them under the powers of that Act, to pay interest to the shareholders of the Company, on the sums which may be from time to time paid up on the shares allotted to them anything in that Act or the Companies Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

5. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following (that is to say):—The Halifax High Level and North and South Junction Railway Act, 1884, and the several Acts relating to or affecting the Great Northern Railway Company, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, and the Lancashire and Yorkshire Railway Company, respectively, and all other Acts relating to or which may be affected by the Bill.

And notice is hereby further given, that on or before the 21st 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 12th day of November, 1885.

W. H. Land, Halifax, Solicitor;

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

In Parliament.—Session 1886.

North Metropolitan Tramways (No. 1).
(New Tramways in Clerkenwell-road, Theobald's-road, Vernon-place, Bloomsbury-square, Hart-street, Bury-place, and Gray's Inn-road, and in Commercial-street and Leman-street, Whitechapel; Powers as to Lands; Agreements with Vestries, District Boards, and others; Additional Capital; Amendment of Acts.)

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

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

Tramway No. 1, commencing by a junction with the existing tramway of the Company in Clerkenwell-road opposite the Holborn Town Hall, and passing thence in a westerly direction across Gray's Inn-road into and terminating in Theobald's-road on the east side of Southampton-row.

Tramway No. 1A, commencing in Theobald's-road by a junction with Tramway No. 1 at a point about 1 chain east of Southampton-row, and passing thence into and along Vernon-place, the south side of Bloomsbury-square, Hart-street, and Bury-place, and terminating in Bury-place near the end of Silver-street.

Tramways No. 1 and No. 1A will pass from, through, or into, or be situate within the several parishes following, or some of them, namely, St. Andrew Holborn, St. George the Martyr, and St. George Bloomsbury, all in the county of Middlesex.

Tramway No. 2, commencing by a junction with the existing tramway of the Company in Clerkenwell-road, opposite the Holborn Town Hall, and passing thence into and in a southerly direction along Gray's Inn-road, and terminating in that road at or near the south end thereof.

Tramway No. 2 will be wholly situate in the parish of St. Andrew, Holborn, in the county of Middlesex.

Tramway No. 3, commencing by a junction with the existing tramway of the Company in Clerkenwell-road, about $1\frac{1}{2}$ chains west of Farringdon-road, and passing thence into and in a northerly direction along and terminating in Farringdon-road by junctions with the tramways Nos. 25 and 25 $\frac{1}{2}$ authorised by the London Street Tramways (Extensions) Act, 1885, at or near their respective terminations.

Tramway No. 3 will pass from, through, or into, or be situate within the several parishes and other places following, or some of them, namely: St. James and St. John, Clerkenwell, and the Liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, all in the county of Middlesex.

Tramway No. 4, commencing in Great Eastern-street by junctions with Tramways No. 1 and No. 1A, authorised by the North Metropolitan Tramways Act, 1884, at or near the east end of Great Eastern-street, and passing thence into and along Commercial-street, and terminating by a junction with the existing tramways of the Company at or near the junction of High-street, Whitechapel, with Commercial-road.

Tramway No. 5, commencing in High-street, Whitechapel, by a junction with Tramway No. 4 at or near the end of Commercial-street, and passing thence into and along and terminating in Leman-street at or near the bridge carrying the London and Blackwall Railway over that street.

Tramways No. 4 and No. 5 will pass from, through, or into, or be situate in the several parishes of St. Leonard, Shoreditch, Christchurch, Spitalfields, and St. Mary, Whitechapel, all in the county of Middlesex.

It is proposed to lay Tramway No. 5, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of Leman-street between Great Alie-street and a point 3 chains south of Great Alie-street.

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

The power intended to be employed for mov-

ing carriages or trucks on the said tramways is animal power.

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

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

To empower the Company for all or any of the purposes of their Undertaking to purchase or acquire by compulsion or agreement, and to hold, sell, and let lands and houses, or easements therein, and to erect offices, buildings, or other conveniences on any such lands, and to authorise, sanction, and confirm any sale, lease, or other disposition of any lands which may be, or may have heretofore been made by them.

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

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

To empower the Company on the one hand, and the several Vestries, District Boards of Works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect, contracts or agreements, with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

To vary or extinguish all rights and privileges

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

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

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass; and also a copy of this Notice as published in the London Gazette will on or before the same day be deposited for public inspection as follows, that is to say as regards the parish of Saint James and Saint John, Clerkenwell, with the vestry clerk of that parish at his office 58, Rosoman-street, Clerkenwell, as regards the liberty of Saffron-hill, Hatton-garden, Ely-rents, and Ely-place, and the parishes of Saint Andrew, Holborn, and Saint George the Martyr, with the Clerk of the Board of Works for the Holborn District, at his office at the Holborn Town Hall, Gray's Inn-road; as regards the parish of Saint George, Bloomsbury, with the Clerk of the Board of Works for the Saint Giles District, at his office, 197, High Holborn; as regards the parish of Saint Leonard, Shoreditch, with the Vestry Clerk of that parish at his office at the Town Hall, Old-street; as regards the parishes of Christchurch, Spitalfields, and Saint Mary, Whitechapel, with the Clerk of the Board of Works for the Whitechapel District, at his office, 15, Great Alie-street, Whitechapel.

And notice is hereby further given, that on or before the 21st day of December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1885.

Hugh C. Godfray, 101, Finsbury-pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1886.

North Metropolitan Tramways. (No. 2.)

(New Tramways in Drayton-park, Gillespie-road, Blackstock-road; additional Sidings in Hackney and doubling of line in Goswell-road; Powers as to Lands; Agreements with Vestries, District Boards, and others; Additional Capital; Amendment of Acts).

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

To empower the Company to make, form, lay down and maintain, work and use the tramways hereinafter described, with all proper rails, plates

sleepers, works and conveniences connected therewith (that is to say):

Tramway No. 7, commencing in Holloway-road by a junction with the existing tramway of the Company at or near the end of Palmer-place, and passing thence into and along Drayton-park, Gillespie-road, and Blackstock-road, into and terminating in Seven Sisters-road by a junction with the existing tramway of the Company in that road, at a point about 1 chain north-east of Blackstock-road.

Tramway No. 7A, commencing in Blackstock-road by a junction with Tramway No. 7, at a point about half a chain from the north-west end of that road, and terminating in Seven Sisters-road by a junction with the existing tramway of the Company opposite Stroud Green-road.

Tramways Nos. 7 and 7A will be situate in the parishes of St. Mary, Islington and Hornsey, both in the county of Middlesex.

At the following places it is proposed to lay Tramway No. 7 so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway.

In Gillespie-road, on the north side, between points respectively $1\frac{1}{2}$ chains west, and $1\frac{1}{2}$ chains east from the centre of St. Thomas's-road, and on both sides between points respectively $1\frac{1}{4}$ chains west and $1\frac{1}{4}$ chains east of the centre of Plimsoll-road.

Tramway No. 8, a siding commencing in Mare-street, Hackney, by a junction with the existing tramway of the Company where that street is crossed by the North London Railway, and passing thence for a length of 2 chains into and along, and terminating in, Amhurst-road East.

Tramway No. 9, a siding 2 chains in length in Lower Clapton-road, commencing by a junction with the existing tramway of the Company at a point about 2 chains south of the drinking fountain at the end of Lea Bridge-road, and terminating at or near the said drinking fountain.

Tramways Nos. 8 and 9 will be situate in the parish of St. John at Hackney, in the county of Middlesex.

To empower the Company to construct a double line of tramway (No 10) in Goswell-road, in lieu of the existing single line, between Perceval-street and Compton-street, and for that purpose to widen the carriage way of Goswell-road on the west side thereof between the said streets.

Tramway No. 10 will be situate in the parishes of St. James and St. John, Clerkenwell, and St. Luke, Middlesex, both in the county of Middlesex.

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

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

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

To authorise the Company to enter upon and open the surface of, and to alter and stop up,

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

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, and to hold, sell and let lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands, and to authorise, sanction and confirm any sale, lease or other disposition of any lands which may be or may have heretofore been made by them.

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

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

To empower the Company on the one hand, and the several vestries, district boards of works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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

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

And notice is hereby further given, that dupli-

cate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the clerk of the peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will on or before the same day be deposited for public inspection as follows, that is to say, as regards the parish of St. Mary, Islington, with the vestry clerk of that parish at his office at the Vestry Hall, Upper-street, Islington; as regards the parish of Hornsey, with the parish clerk of that parish at his residence; as regards the parish of St. James and St. John, Clerkenwell, with the vestry clerk of that parish at his office, 58, Rosoman-street, Clerkenwell; as regards the parish of St. Luke, Middlesex, with the vestry clerk of that parish, at the Vestry Hall in the City-road; and as regards the parish of St. John at Hackney, with the clerk of the Board of Works for the Hackney District at his office at the Town Hall, Hackney.

And notice is hereby further given, that on or before the 21st day of December in the present year printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1885.

Hugh C. Godfray, 101, Finsbury-pavement, E.C., Solicitor for the Bill.

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

Board of Trade—Session 1886.

Kettering Waterworks.

(Application to Board of Trade, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order authorizing construction of New Works; Extension of limits of Water Supply; Increase of Capital, &c.)

NOTICE is hereby given, that the Kettering Waterworks Company Limited (hereinafter called the Company) intend to apply to the Board of Trade, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order, to be confirmed in Parliament in the ensuing session, for the following purposes, that is to say:—

1. For powers to make, sink, construct, and maintain the following works in the several parishes of Kettering, Weekley, and Warkton, in the county of Northampton, or some of them.

(a.) A shaft or well, called Shaft No. 1, in a pasture field, in the parish of Weekley, belonging to his Grace the Duke of Buccleuch and Queensberry, and occupied by the executors of the late William Blott, at a point of 95 yards, or thereabouts, in a south-easterly direction from the Company's engine-house, and 25 yards, or thereabouts, in a south-westerly direction from the statue known as Stone Moses.

(b.) A shaft or well, called Shaft No. 2, in the same field, at a point 140 yards, or thereabouts, in a southerly direction from the engine-house, and 110 yards, or thereabouts, in a south-westerly direction from the statue before-mentioned.

(c.) An adit or tunnel, called Tunnel No. 1, commencing in the well at the Company's engine-house and terminating in the Shaft No. 1 before described.

(d.) An adit or tunnel, called Tunnel No. 2,

commencing at Shaft No. 1 and terminating in Shaft No. 2 before described.

(e.) A shaft or well, called Shaft No. 3, at or near the statue Stone Moses before described, on the west side thereof.

(f.) An adit or tunnel, called Tunnel No. 3, commencing at Shaft No. 1 already described, and terminating at Shaft No. 3.

(g.) A shaft or well, called Shaft No. 4, and a deep boring therein, and a pumping engine, and additional buildings, at or near the Company's engine-house, on the south side thereof.

(h.) A shaft or shallow well, called Shaft No. 5, at a point in a field in the parish of Kettering, belonging to his Grace the Duke of Buccleuch and Queensberry, occupied by the executors of the late William Blott, being 30 yards, or thereabouts, in a south-westerly direction from the avenue leading to Warkton from the Kettering and Stamford main road, and 260 yards, or thereabouts, in a south-easterly direction from the said main road.

(j.) A conduit or line of pipes, called Conduit No. 1, commencing at Shaft No. 5 last described, and terminating in Shaft No. 3.

(k.) A shaft or well, called Shaft No. 6, and a pumping engine and buildings near or adjoining the same, at a point in a pasture field, in the parish of Warkton, belonging to his Grace the Duke of Buccleuch and Queensberry, and occupied by John George Johnson, such point being 130 yards, or thereabouts, north of the farm buildings at Cinque Foil Farm, and 16 yards, or thereabouts, east of the occupation or farm road leading from the aforesaid farm buildings to the public road from Warkton to Grafton Underwood.

(l.) A conduit or line of pipes, called Conduit No. 2, commencing at the pumping engine lastly hereinbefore-described, and terminating in a connection with the Company's main, in the parish of Weekley, in or under the main road from Kettering to Stamford, at the point where the public road leading from Warkton joins the said main road.

(m.) A reservoir or covered tank, immediately adjoining and on the north side of the Company's existing reservoir in the parish of Kettering.

2. To extend the area or limits within which the Company are now authorized to supply water, and to include within such limits and enable the Company to supply water for public, private, and other purposes to or within the whole or some parts of the parish of Warkton, in the county of Northampton, and to confer upon the Company powers for affording throughout the whole or any part of their limits of supply as extended, a proper and sufficient supply of water, and for preventing the waste, misuse, and contamination of the water of the Company.

3. To authorize the Company to raise additional capital not exceeding the sum of £15,000, by the issue of new shares of £5 each, for the purpose of paying for and constructing the new works herein described, and also for extending the Company's mains for supplying water, and for the general purposes of the undertaking.

4. To exercise the following powers, or some of them, namely, to lay down and maintain conduits, aqueducts, pipes, culverts, and other works in, under, over, across, and along, and to cross, break up, alter, divert, or stop up, or otherwise interfere with roads, streets, highways, alleys, public places, footpaths, bridges, sewers, drains, streams, brooks, and watercourses, within the said parishes of Kettering, Weekley, and Warkton, or any of them.

5. On or before the 30th day of November, 1885, a copy of this advertisement, and a plan

and section of the proposed new works, will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton, in the said county, and also at the office of the Board of Trade, Whitehall, London, and on and after the 23rd day of December, 1885, printed copies of the draft Provisional Order as deposited, and also printed copies of the Order when made by the Board of Trade, may be obtained on application at the office of Messrs. G and H. Lamb and Stringer, Solicitors, Kettering, and at the office of Messrs. Duncan, Warren, and Gardner, Parliamentary Agents, 45, Bloomsbury-square, London, W.C., and at the price of one shilling each.

6. And notice is hereby further given, that all companies or persons 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, Whitehall, London, on or before the 15th day of January next ensuing, and a copy of such representations or objections must at the same time be sent to the Promoters, or their Agents.

Dated the 16th day of November, 1885.

G. and H. Lamb and Stringer, Kettering, Solicitors.

Duncan, Warren, and Gardner, 45, Bloomsbury-square, London, Parliamentary Agents.

In Parliament.—Session 1886.

Tees Conservancy.

(Extension of time for reclamation of Land, and sale or disposition of reclaimed Lands; for limiting and defining liability of Tees Conservancy Commissioners with respect to construction and maintenance of River banks, and other Works, and protection of reclaimed and other Lands from overflow of River Tees: conferring, varying, and extinguishing rights and privileges; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Tees Conservancy Commissioners, for leave to bring in a Bill for all or some of the following purposes:—

To extend the time limited by the Tees Conservancy Act, 1858, as extended by the Tees Conservancy Act, 1878, for the reclamation of lands, and for the sale or disposition of reclaimed lands so far as regards any reclamation works already commenced by the Commissioners or authorised by the Board of Trade.

To limit and define the liability and obligations of the Commissioners with respect to the erection, construction, maintenance, and repair of the several walls, embankments, and other works of the Commissioners now or heretofore constructed, in process of construction, or hereafter to be constructed, and situate upon or along or adjacent to the sides of the channel of the River Tees, and now forming or hereafter to form the river or other boundary of any lands now reclaimed or hereafter to be reclaimed, or of any other works of the Commissioners, and to limit and define the liability and obligations of the Commissioners with respect to the protection of any lands now reclaimed or hereafter to be reclaimed, and of other lands and property, from the flooding or overflow or escape of water from the River Tees, through or over such walls, embankments, or other works, and to limit and define the lands and other property with respect to the protection of which, from or against the flooding or overflow or escape of water from the

River Tees through or over such walls, embankments, or other works the Commissioners are to be under any liability or obligation.

And, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, or repeal the provisions of the Tees Conservancy Acts, 1852 to 1884, or any of those Acts, and to make other provisions in lieu of the provisions so altered, amended, or repealed, and to vary or extinguish any existing rights and privileges connected with any such lands and property, and to confer, vary, or extinguish other rights and privileges.

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

Dated this 18th day of November, 1885.

Mat. B. Dodds, Stockton - on - Tees, Solicitor.

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

Board of Trade.—Session 1886.

Shanklin Pier.

(Application for a Provisional Order for Power to Construct a Pier and other Works; to levy Tolls, Rates, and Charges; to enter into Agreements with Local Authorities and others; to Borrow Money; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order (hereinafter referred to as "the Order"), by certain persons or a Company, to be hereafter named (hereinafter called "the Promoters"), pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," and any other Acts enabling them in that behalf for the following purposes, or some of them (that is to say):—

1. To empower the Promoters to construct, make, and maintain the works hereinafter described, namely:—

(a) A pier, jetty, and landing-place, situate in the parish of Shanklin, in the Isle of Wight, in the county of Hants, commencing at a point from the flagstaff on the Esplanade, immediately opposite the Royal Spa Hotel, Shanklin, and extending from the said point in a south-easterly direction for a distance of 1,200 feet, or thereabouts into the sea.

(b) Together with all proper landing-stages, landing-places, tramways, roads, footpaths, shelters, toll-houses, toll-gates, turnstiles, or bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences connected therewith.

(c) To erect and construct upon or near to the said pier and works, Pavilions or Assembly Rooms, Concert Rooms, Aquaria, Shops, Saloons, and Bazaars, and Reading, Refreshment, and other rooms, and Baths, Washhouses, and other conveniences connected therewith.

2. To deviate in constructing the said pier and works, or any of them, laterally or vertically.

3. To purchase, take on lease, or otherwise acquire, lands and hereditaments, for the construction of the said pier and works and approaches thereto.

4. To make, alter, vary, and rescind, bye-laws, rules, and regulations, for the management, use, regulation and protection of the works and property, and the regulation and control

of vessels, persons, animals, vehicles, and goods, using, frequenting, or resorting to the same, and the conduct of officers and servants of the Promoters and other persons and Companies, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters, toll-takers, and other officers and servants, and to define the limits within which the powers of such pier-masters, toll-takers, officers and servants may be exercised,

5. To levy and take tolls, rates, and duties, upon or in respect of the said pier and works, from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from, and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties, to confer, vary, or extinguish other rights and privileges.
6. To demise and lease the pier and works, and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.
7. To make and carry into effect agreements with local authorities, companies, and persons, with reference to any of the matters aforesaid.
8. To raise by means of shares, and by borrowing on mortgage, or bond, or otherwise, any moneys which may be required for the purposes of the said Provisional Order.
9. To incorporate with the Order, with or without amendment, all or some of the provisions of "The Harbour, Docks, and Piers Clauses Act, 1847;" "The General Pier and Harbour Act, 1861;" "The General Pier and Harbour Act, 1861, Amendment Act;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the said pier and works, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Hants, at his offices, at Winchester; and Newport, in the Isle of Wight; at the Custom House, West Cowes, in the Isle of Wight; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next printed copies of the Draft Provisional Order will be deposited, and may be obtained, at the price of one shilling each, by all persons applying for the same, at the offices of Messrs. Henry Kimber, Elliott, and Company, Solicitors, 79, Lombard Street, London.

Dated this 9th day of November, 1885.

*Henry Kimber, Elliott, and Company, 79,
Lombard Street, London,
Solicitors for the Order.*

In Parliament.—Session 1886.

Metropolitan Board of Works.
(Theatres and Music Halls.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following among other purposes:—

To confer on the Metropolitan Board of Works further powers as to the inspection of houses or other places of public resort within the metropolis kept open for the public performance of stage plays, and houses, rooms, or other places

of public resort within the metropolis kept open for dancing, music, or other public entertainments of the like kind, or some of such places, subject to such provisions and limitations as may be contained in the intended Act, and the Bill may provide that before such houses, rooms, and places are licensed a certificate shall be obtained from the said Board as to the efficiency of the structural and other arrangements and appliances therein for the safety of the public resorting thereto, and protection from fire, and for regulating any alterations to be made from time to time in such structural or other arrangements; and the Bill may provide that such houses, rooms, and places shall be deemed unlicensed unless the said Board shall have granted a certificate as to the safety thereof, and as to the efficiency of the structural and other arrangements and appliances therein for protection from fire; and may also contain provisions enabling the Board to make bye-laws or regulations as to appliances for extinction of fire to be maintained, and the internal arrangements to be observed in such houses, rooms, and places, with a view to the safety of the public resorting thereto, and as to the imposition and recovery of penalties in respect of breaches of any of the requirements of the intended Act, or of any regulations made in pursuance thereof, and as to the charges to be made or fees payable in respect of such inspections and certificates.

Dated this 11th day of November, 1885.

In Parliament.—Session 1886.]

Cricklewood, Kilburn and Harrow Road
Tramways.

(Incorporation of Company; Power to construct and maintain Tramways in the Parishes of Willesden, Hendon, Hampstead, Chelsea, Kensington, and Paddington, all in the County of Middlesex; Use of Animal Power; User of Streets; Power to acquire Land; Tolls, Rates, and Charges; Agreements with Local and Road Authorities; and other matters).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company") and to authorise the Company to form, lay down, and maintain with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them, that is to say:—

A Tramway No. 1, commencing in the Edgware-road, opposite the Crown Hotel at Cricklewood, and passing thence in a southerly direction along the Edgware-road and High-road, Kilburn, and terminating in that road at a point about 2 chains north of the principal entrance of the Kilburn and Maida-vale Station of the London and North Western Railway.

Tramway No. 1 will pass from, through, or into, or be situate within the several parishes and other places following, or some of them, that is to say, Willesden, Hendon, Cricklewood, Kilburn, and St. John, Hampstead, all in the county of Middlesex.

It is proposed to lay Tramway No. 1 so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on the west side of the Edgware-road between points respectively $5\frac{1}{2}$ and $8\frac{1}{2}$ chains south of Mill-lane.

A Tramway No. 2 commencing in High-road, Kilburn, otherwise Edgware-road, by a junction with Tramway No 1 at its termination as hereinbefore described, and passing along Edgware-road, into and along Cambridge-road, Cambridge-

gardens, Cambridge-road (South), Malvern-road, Chippenham-road, into and terminating in Harrow-road by a junction with Tramways Nos. 3 and 4, at or near the south end of Chippenham-road.

Tramway No. 2 will pass from, through, or into, or be situate within the several parishes and other places following, or some of them, that is to say, Willesden, St. John, Hampstead, and Paddington, all in the county of Middlesex.

It is proposed to lay Tramway No. 2 so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of Cambridge-road between Princess-road and Pembroke-road.

A Tramway No. 3, commencing in the Harrow-road, at Harlesden-green, at or near the Royal Oak Hotel, and passing thence in an easterly direction along and terminating in the Harrow-road at or near the south end of Chippenham-road.

Tramway No. 3 will pass from, through, or into, or be situate within the several parishes and other places following, or some of them, that is to say, Willesden, Hammersmith, St. Mary Abbott, Kensington, St. Luke, Chelsea, and Paddington, all in the county of Middlesex.

At the following places it is proposed to lay Tramway No. 3, in the Harrow-road, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway, that is to say:—

On the south side between points respectively $5\frac{1}{2}$ and $8\frac{1}{2}$ chains west of Scrub-lane.

On the south side between points respectively 7 and 9 chains east of Victor-road.

On the south side for a length of 2 chains between Ravensworth-road and Felixstowe-road.

On the south side between points respectively 1 chain and 2 chains east of Greyhound-road.

On the north side for a length of 2 chains opposite the Mason's Arms Inn.

On the north side between points respectively 7 and 9 chains east of the Mason's Arms Inn.

On the south side between points respectively 15 and 17 chains east of the Mason's Arms Inn.

On the south side for a length of $1\frac{1}{2}$ chains east of the "William the Fourth" public-house.

And on the north side for a length of 1 chain west of Bravington-road.

A Tramway No. 4, wholly in the Harrow-road, commencing by a junction with Tramway No. 3 at its termination as above described, and passing thence in an easterly direction and terminating opposite the "Stafford Hotel," near the end of Cottage-street.

Tramway No. 4 will be situate wholly in the parish of Paddington, in the county of Middlesex.

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

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

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turnouts, and other places, as may be necessary or convenient for the efficient working of their tramways, or any of

them, or for facilitating the passage of traffic along streets, or for providing access to any stable or carriage sheds, or works or buildings of the Company.

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

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

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

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

To empower the Company on the one hand, and the several vestries, district boards of works, local boards, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

The intended Act will incorporate the whole or some of the provisions of "The Tramways Act, 1870," with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places, from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this

notice as published in the London Gazette will, on or before the same day, be deposited for public inspection, as follows, that is to say:

As regards the parishes of Willesden and Hendon, with the parish clerks of those parishes at their respective residences; as regards the parish of St. John, Hampstead, with the vestry clerk of that parish at his office at the Vestry Hall, Haverstock-hill; as regards the parish of St. Mary Abbott, Kensington, with the vestry clerk of that parish at his office at the Town Hall, Kensington; as regards the parish of Chelsea, with the vestry clerk of that parish at his office in King's-road, Chelsea; as regards the parish of Paddington, with the vestry clerk of that parish at his office at the Vestry Hall, Harrow-road; and as regards the parish of Hammersmith, with the clerk of the Board of Works for the district of Fulham at his office in the Broadway, Hammersmith.

And notice is hereby further given, that on or before the 21st day of December in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1885.

Hugh C. Godfray, 101, Finsbury Pavement, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1886.

Metropolitan Board of Works (Various Powers).
(Street Improvements; New Approach from Embankment to Charing Cross Footbridge; Further Powers over Dulwich Park Land; Acquisition of Little Wormwood Scrubs; New Roads; Altering Arrangements as to Opening Deptford Creek Bridge; Agreements with Board of Works for Greenwich District; Extension of Time for Purchase of Lands and Making Works; Compulsory Purchase of Lands; Contribution towards Expenses by Vestries of Lambeth and St. Mary, Newington; Further Powers as to Subways under Streets; Compelling use thereof for Mains, Pipes, &c.; Prohibiting Interference with Streets; Purchase of Lands in Parish of St George the Martyr, Southwark; General Powers; Acquisition of Easements; Variation of General Acts; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are in this Notice referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following (or some of the following) among other purposes:

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

Widening of Cold Harbour-lane.

The widening of Cold Harbour-lane on the eastern side thereof, in the parish of Lambeth and county of Surrey, commencing at a point about one chain north of the junction of Denmark-passage with Cold Harbour-lane, and terminating at the northern end of the triangular enclosure at the junction of Cold Harbour-lane and Denmark Hill.

Victory-place Improvement.

A new street wholly in the parish of St. Mary, Newington, in the county of Surrey, commencing at the junction of Paragon-row and Henshaw-street, and terminating by a junction with the new road known as Munton-road, at the angle formed by the

portion of that road, which leads into the New Kent-road, and the portion which leads into Rodney-place.

Charing Cross Foot Bridge.

To enable the Board to make a staircase to form an access for foot passengers to the footway along the north-eastern side of the bridge which carries the South-Eastern Railway over the River Thames. The staircase to be in the parish of St. Martin-in-the-Fields, and county of Middlesex, on the north-western side of the roadway of the Victoria Embankment, and beneath, or partly beneath, the said bridge; to commence on the surface of the ground on the Victoria Embankment, with an approach from the Embankment roadway, and to terminate in the said existing footway along the said bridge, where it crosses the Metropolitan District Railway; and to construct such railing and form such enclosure around and in the neighbourhood of the said staircase as they may think fit.

Dulwich Park.

To confer upon the Board further powers with regard to the lands in the parish of Camberwell and county of Surrey vested in them by Sec. 48 of the Metropolitan Board of Works (Various Powers) Act, 1885, which they are required to lay out, maintain, and preserve as a public park, and to empower the Board to close any existing entrances or means of access to the said lands, and to close the same lands between such hours at night as the Board may from time to time prescribe, and to enable the Board to stop up, alter, or divert any roads or footpaths across the same lands.

Little (Wormwood) Scrubs.

To transfer to and vest in the Board a piece of land situate in the parishes of St. Peter and St. Paul, Hammersmith, and of St. Mary Abbot, Kensington, or one of them, in the county of Middlesex, known as Little Wormwood Scrubs, or Little Scrubs, bounded on the north and in part on the west by the railway and property of the Great Western Railway Company; in other part on the west by that part of the West London Junction Railway which lies between the Great Western Railway and the North Pole road; on the south by that part of the glebe land of the Vicar of Kensington, St. Clement's, which lies on the north side of the said North Pole road; and on the east by land forming part of the St. Quintin Estate, and to provide for the extinction of all copyhold, common, and other rights in and over the said piece of land, whether compulsorily or by agreement, in such manner as the Bill may define.

To authorise the formation of a new road along the southern side of the said piece of land, in continuation eastward of the road under the archway under the West London Junction Railway, at a point about 10 chains north of the North Pole road, to and terminating at a point about 6 chains eastward of the said archway, and to make the road under the said archway into a public thoroughfare, and to confer rights of using the same.

To authorise and confirm certain arrangements between the Board and the Vicar of Kensington, St. Clement's, with reference to the formation of roads between the North Pole Junction and the new road to be formed as lastly hereinbefore mentioned, and with

respect to the right of erecting buildings abutting on the said new road.

Deptford Creek Bridge.

To transfer to the Board the powers, duties, and obligations with respect to the opening or removing the draw bridge or swing bridge in the Deptford Creek Bridge, which are referred to in the Metropolis Toll Bridges Act, 1877, and section 20 of the Metropolitan Bridges Act, 1881, and to relieve the Board of Works for the Greenwich district of such powers, duties, and obligations, and to provide for such powers, duties, and obligations being exercised and performed by the Board, and to make other provision as to the cost thereof, and to confirm any agreement made or which may be made between the Board and the Board of Works for the Greenwich district touching the matters aforesaid.

Extension of Time.

To extend the periods limited for the compulsory purchase of lands for and the completion of the works or some of the works authorised by the Metropolitan Street Improvements Act 1877, and the Metropolitan Bridges Act 1881.

General.

To enable the Board to purchase by compulsion or agreement all such houses, lands, and other property, as may be required for the purposes of, or in connection with, the proposed works, and as will be included within the limits of deviation to be shown upon the plans to be deposited as hereinafter mentioned; and also to acquire easements in, over, or through any such houses, lands, or other property, or on or over the River Thames, and the banks, bed, soil, and foreshore thereof, for any of the purposes of the Bill, whether for permanent or temporary work or purposes, and to use temporarily any land or property required for any work without being compelled to purchase the same.

In connection with the proposed street and other works to make junctions and communications with, and to widen any existing streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended new street or works, and to alter the line and levels of any existing streets, roads, or ways, public or private, and to stop up, divert, alter, and appropriate, either temporarily or permanently, all or any of the streets, courts, passages, and places, sewers, steps, areas, drains, tubes, wires, and pipes, and remove electric and telephone wires and apparatus within the limits shown on the plans hereinafter mentioned; to deviate from the lines and levels of the intended streets and works, and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed new streets and works.

To enable the Board to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Board from the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845," and, if deemed expedient, from the provisions of the said Act with respect to the sale of superfluous lands.

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

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

To provide that in certain cases access to new public thoroughfares to be formed under the intended Act shall be taken as full compensation

to the owners, lessees, or occupiers of houses abutting on or adjoining the same in respect of any interference with their property or rights during or by reason of the formation of such new thoroughfare.

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

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

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

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

To enable and require the Vestry of the parish of Lambeth to contribute towards the costs and expenses in and about the widening of Cold Harbour-lane hereinbefore described, a sum not exceeding in the whole one-half of the cost thereof.

To enable and require the Vestry of the parish of St. Mary, Newington, to contribute towards the costs and expenses incurred by the Board in and about the Victory-place Improvement hereinbefore described, a sum not exceeding in the whole one-half of the cost thereof.

Including in each case the costs of and incidental to acquiring the necessary property, and carrying the improvement into effect.

And to make all such provisions as may be necessary for ascertaining the amounts to be paid or contributed by the said District Boards and vestries respectively, and for enabling the Board to obtain and recover the same, and to provide for payments from time to time by the said District Boards and vestries to the Board of sums of money on account of the expenditure of the Board in connection with the said respective improvements.

To confer further powers upon the Board with regard to the use of subways under streets, embankments, and other places in the metropolis, and the laying of pipes, tubes, and wires by companies, bodies, and persons for gas, water, hydraulic, telephonic, telegraphic, or other purposes, and to require such companies, bodies, and persons to place their mains, pipes, tubes, or wires in such subways instead of in the streets, and to prevent such companies, bodies, and persons from breaking up or interfering with the soil, surface, or materials of streets, embankments, or places where subways exist, and to make provision as to the payments to be made for the use of such subways, and generally for the regulation

and management thereof, and of pipes, tubes, wires, and other matters therein.

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

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

To enable the Board to repurchase certain lands in the parish of St. George the Martyr, Southwark, adjoining King-street, Flint-street, Gunn-street, and Martin-street, originally acquired by them under the powers of the Metropolis (Saint George the Martyr, Southwark) Improvement Provisional Order confirmed by the Metropolis (Goulston-street, Flower and Dean-street, Whitechapel, &c.) Improvement Provisional Orders Confirmation Act, 1877, and to resell, relet, or otherwise deal with the said lands as may be defined by the Bill.

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

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

Plans and sections describing the situation, lines, and levels of the proposed street and other works, and plans showing the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to those plans contain, ing the names of the owners or reputed owners-lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green; and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington; and on or before the same day a copy of so much of the said plans, sections, and book of

reference as relates to each parish, and a copy of the Notice will be deposited as follows, that is to say:—

So far as relates to the parish of Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.

So far as relates to the parish of Saint Mary, Newington, with the vestry clerk of that parish, at his office at the Vestry Hall, Walworth-road, S.E.

So far as relates to the parish of Saint Martin-in-the-Fields, with the vestry clerk of that parish, at his office at the Vestry Hall, St. Martin's-place, Charing Cross, S.W.

So far as relates to the parish of Saint Mary Abbot, Kensington, with the vestry clerk of that parish, at his office, Town Hall, Kensington.

So far as relates to the parish of Saint Peter and Saint Paul, Hammersmith, with the clerk to the Board of Works for the Fulham district, at his office, Broadway, Hammersmith.

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

Dated this 11th day of November, 1885.

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

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

In Parliament.—Session 1886.

Metropolitan Board of Works.

(Fire Brigade Expenses.)

(Altering Limit of Rate for Fire Brigade Purposes; Altering Contributions from Fire Insurance Offices; Amendment of Acts.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter referred to as "the Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To alter and amend so much of the Metropolitan Fire Brigade Act, 1865, as relates to the contributions towards the expenses of carrying that Act into effect, which are to be paid by insurance companies insuring from fire property in the metropolis, and to fix the contributions to be made by such companies on a new basis, either by requiring them to contribute (in proportion to the gross amount insured by them respectively) a certain proportion of the expenses of the Board relating to the Fire Brigade, or by such other means as the Bill may define.

To repeal or alter the provision of Section 22 of the Metropolitan Board of Works (Loans) Act, 1869, which prohibits the Board from estimating as required for the general purposes of the Metropolitan Fire Brigade Act, 1865, any larger sum than would be produced by a rate of one halfpenny in the pound on the gross value of the property assessed to the Metropolitan Consolidated Rate, and to empower them to estimate as required for that purpose any sum not larger than would be produced by a rate of one penny in the pound.

To repeal, alter, and amend any provisions of the said Acts, or any Acts amending the same which relate to any of the matters aforesaid.

Dated this 11th day of November, 1885.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, S.W.

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

In Parliament.—Session 1886.

Metropolitan Board of Works.

(Control and Regulation of the Accumulation or Keeping of Firewood in the Metropolis.)

NOTICE is hereby given, that the Metropolitan Board of Works (who are hereinafter referred to as "The Board") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill relating to the safe keeping of Firewood in the Metropolis, and to empower the Board to control and regulate, or to make bye-laws for controlling and regulating, the accumulation, keeping, and storage of firewood within the Metropolis, and to appoint officers to enter and inspect places used for stacking, accumulating, keeping, or storing the same, and to prohibit such stacking, accumulation, keeping, or storage without a license to be obtained from the Board; and to charge fees for such inspections or otherwise as may be defined by the Bill; and to impose penalties for offences against any of the provisions of the intended Act, or for the breach of bye-laws or regulations made under the authority thereof.

Dated this 11th day of November, 1885.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

Board of Trade.—Session 1886.

Dovercourt Pier.

(Power to construct a Pier and other Works, and to levy Tolls; Agreements with the Corporation of Harwich; and other Matters.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order, pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any other Acts enabling them in that behalf, for the following purposes, or some of them, viz. :—

To empower such person, persons, or company as may be named by the Order in that behalf, to make and maintain the works hereinafter described, namely :—

A pier, jetty, and landing-place, commencing at or near the eastern side of the carriage-way on the Marine-parade, and opposite the end of Lee-road, and extending in a southerly direction for a distance of 1,000 yards or thereabouts, into the sea.

Together with all proper landing-stages, landing-places, tramways, roads, footpaths, sheds, toll-houses, toll gates or bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works, and conveniences connected therewith.

The said pier will be situate in the parish of Dovercourt, in the county of Essex.

To erect and construct upon or near to the said pier and works, pavilions or assembly-rooms, concert-rooms, aquaria, shops, saloons, and bazaars, and reading, refreshment, and other rooms, and baths, washhouses, and other conveniences connected therewith.

To provide, charter, or build, maintain, and use steam and other vessels and boats for passenger traffic to and from the said pier and works, and to let the same for hire, and to sell the same.

To purchase, take on lease, or otherwise acquire, lands and hereditaments for the construction of the said pier and works, and approaches thereto.

To deviate in constructing the said pier and works, or any of them, laterally or vertically.

To make, alter, vary, and rescind bye-laws,

No. 25533.

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rules, and regulations for the management, use, regulation, and protection of their works and property, and the regulation and control of vessels, persons, animals, vehicles, and goods, using, frequenting, or resorting to the same, and the conduct of officers and servants of the Company, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters and other officers and servants, and to define the limits within which the powers of such pier-masters, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said pier and works from all persons, and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from and to compound and agree with any person or persons with respect to the payment of such tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To demise and lease the pier and works and the said tolls, rates, and duties, or any of them, for any term or terms of years, or to sell the same.

To make and carry into effect agreements with the Corporation of Harwich with reference to any of the matters aforesaid.

To raise, by means of shares and by borrowing on mortgage or bond, any moneys which may be required for the purposes of the said Provisional Order.

A copy of this advertisement, with plans and sections of the said pier and works, will, on or before the 30th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at Chelmsford; at the Custom House at the sub-port of Harwich; and at the office of the Board of Trade, Whitehall, London; and at the Parliamentary and Private Bill Offices.

Printed copies of the Draft Provisional Order will be deposited, on or before the 23rd day of December next, at the office of Messrs. Sherwood and Co., Parliamentary Agents, 7, Great George-street, Westminster, at which office such copies will be purchasable and furnished to all persons applying for the same, at a price not exceeding one shilling each.

Dated this 16th day of November, 1885.

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

In Parliament.—Session 1886.

Midland and Central Wales Junction Railway. (Abandonment of Undertaking; Release of Deposit; Dissolution of the Company; Repeal of Acts.)

NOTICE is hereby given, that the Midland and Central Wales Junction Railway Company (hereinafter called "the Company") intend to make application to Parliament in the ensuing Session for an Act to repeal the Midland and Central Wales Junction Railway Act, 1883.

authorise the Company incorporated by the said Act to abandon and relinquish the construction of the railways and works authorised thereby, and to enable the Company, subject to such conditions as may be prescribed by the Act, to withdraw the money deposited with the Chancery Division of the High Court of Justice in England, together with any interest which may have accrued thereon, and now remaining in the name or custody of Her Majesty's Paymaster-General, as security for the completion of the railways and works authorized by the said Act.

To declare null and void, and to cancel or rescind, all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the construction of the said railways and works, or the lands required for the purposes thereof respectively, and to release the Company from all liabilities, penalties, and obligations for the non-completion of the said railways and works.

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

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

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

Dated the 12th November, 1885.

Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey, S.W.

Neve and Cresswell, Wolverhampton.

Cooper and Haslewood, Bridgnorth.

In Parliament.—Session 1886.

Lloyd's.

(Extending Powers as regards Collection, Publication and Diffusion of Intelligence; Power to Erect, Maintain, and Work Signal Stations, &c., and lay Telegraph Wires; Powers to take Lands for such purposes; Amendment of Act.)

NOTICE is hereby given, that the Corporation of Lloyd's (hereinafter called "Lloyd's") intend to apply to Parliament in the next Session for an Act for the following purposes, or some of them, that is to say:—

1. To extend and enlarge their powers as regards the collection, publication, and diffusion of intelligence, and to provide that the publication and diffusion of any such intelligence shall be deemed to be a privileged communication from them.

2. To authorise them to establish signal stations, and to erect and place signal houses with all requisite telegraphs and telephone wires, posts, works, roads, appurtenances, and appliances at such places on the coast of Great Britain and Ireland and the islands appertaining or belonging thereto as they shall think fit, and to maintain and work the same with their keepers, officers, and servants, and from time to time to remove, alter, or discontinue any such signal stations or houses.

3. To authorise them to place posts in, or tubes, or pipes under, and to lay wires over or under any lands, houses, or buildings, which may intervene between any such signal station or signal house, and any post office telegraph station or public highway for the purpose of affording or completing means of telegraphic communication.

4. To authorise them to take and purchase by compulsion or agreement, or to acquire easements and rights in and over any lands or houses which may be necessary for the purposes aforesaid.

5. To provide that the powers aforesaid as to the erection of signal stations or signal houses and the taking of lands or houses, shall only be exercised by them with the approval of the Board of Trade.

6. To vary, extend, amend, or enlarge, or repeal some or any of the provisions of Lloyd's Act, 1871.

Printed copies of the intended Act will on or before the 21st day of December next be de-

posited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1885.

Freshfields and Williams, 5, Bank Buildings, E.C., Solicitors.

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

In Parliament.—Session 1886.

Peabody Trust.

(Incorporation of Governors; Power to Governors to acquire and hold Lands; United States Minister to be Governor ex-officio; Additional Governors; Meetings of Governors; Bye-laws; Annuling Deeds and Consolidation of Trust Funds; Objects of Trust and Powers of Governors defined; Annual Report; Debentures, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act for the following purposes:—

1. To incorporate the Governors of the Peabody Donation Funds (in this Notice called "the Peabody Trust"), settled by the late George Peabody, Esquire, for the amelioration of the condition and augmentation of the comforts of the labouring poor of London, and to vest all the estates, moneys, and investments vested in or held by the present Governors, or which belong or which may hereafter belong to the Peabody Trust, in the Governors so to be incorporated.

2. To provide that the Governors may acquire and hold lands, money, and property, real and personal, for the benefit of the Peabody Trust, and to hold the same upon the trusts attaching thereto respectively, and to sell, mortgage, lease, or otherwise dispose of all lands and properties vested in the Governors as occasion may require.

3. To provide that the Minister of the United States of America to the Court of St. James shall, by virtue of his office, be a Governor.

4. To provide for the appointment from time to time of additional Governors.

5. To make provision as to the meeting of Governors.

6. To authorise the Governors from time to time to make bye-laws and regulations for the management of the Peabody Trust.

7. To annul certain indentures bearing date the 9th day of July, 1862, and the 31st day of May, 1869, respectively, relating to the Peabody Trust, and to consolidate all the several estates, moneys, investments, and property now subject thereto, and to provide for the management and administration of the same.

8. To define the objects of the Peabody Trust and the powers which may be exercised by the Governors.

9. To provide for the publication by the Governors of an annual report as to management and administration of the Peabody Trust.

10. To authorise the Governors to borrow money on debentures, terminable or otherwise chargeable on the entire property for the time being of the Peabody Trust, and to prescribe the form of such debentures.

On or before the 21st day of December, 1885, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1885.

Freshfields and Williams, 5, Bank-buildings, City, E.C., Solicitors.

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

Board of Trade.—Session 1886.

Bridport Water.

(Application to the Board of Trade under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order to increase and rearrange Share and Loan Capital; Priority of New Preference Shares; Exchange of New Preference Shares, Mortgages, or Debenture Stock for other Securities, and in Payment of Debts and Claims; New Storage Reservoirs, &c.; Amendment of Act and Order.)

NOTICE is hereby given, that the Bridport Waterworks Company (hereinafter referred to as "the Company"), intend to apply to the Board of Trade under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following purposes, or some of them (that is to say):—

To authorise the Company to raise additional capital for the purposes of the intended Order, and the general purposes of their undertaking, by the creation and issue of new shares, and by borrowing on mortgage, and the creation and issue of debenture stock, or by some of such means, and to attach to such new shares, or some part thereof, a preference or priority in the payment of dividend, and other rights and privileges over the existing and authorised preference shares of the Company.

To rearrange and regulate the capital of the Company, and to classify and define the rights, privileges, and priorities as between themselves of the existing and new preference and ordinary shareholders, and to confirm and render valid all existing bonds, debentures, and other charges and securities for money borrowed by the Company, and to authorise or require the holders thereof respectively, and other creditors of the Company, to accept statutory mortgages or debenture stock, or new first preference shares, in exchange for the securities now held by them, and in satisfaction of their debts and claims.

The Order will confer upon the Company power to make and maintain the following works in the parish of Burton Bradstock, in the county of Dorset, with all necessary approaches; fences, excavations, embankments, tanks, sluices, culverts, pipes, dams, weirs, outfalls, valves, drains, filters, and other conveniences connected therewith (that is to say):—

1.—A storage reservoir to be situated in a field or enclosure of glebe land belonging or reputed to belong to General Pitt-Rivers, and in the occupation of the Rev. L. Templar, and known as "Parson's Field," and situate about seven chains eastward of the public road from Bothenhampton to Burton Bradstock, which field or enclosure is bounded on the south and west by land in the occupation of Mr. Bradford, and on the east by land in the occupation of Mr. Vine.

2.—A storage reservoir to be situate in a field belonging to General Pitt-Rivers, and in the occupation of Mr. Bradford, 12 chains or thereabouts, westward of the said road from Bothenhampton to Burton Bradstock, and known as "Eighteen Acre Field," being a portion of land formerly known as "North Hill," where the same is crossed by the Company's aqueduct or line of pipes, which field is surrounded on all sides by other lands belonging to General Pitt-Rivers, and in the occupation of Mr. Bradford.

The Order will authorise the Company to

exercise the following or some of the following powers, viz.:—

To purchase and acquire by agreement and hold lands, springs, streams, and other hereditaments, and also to acquire easements in and over lands, springs, streams, and other hereditaments for the purposes of the intended works, and the undertaking of the Company.

To amend, so far as may be necessary for the purposes of the Order, the Bridport Waterworks Act, 1872, and the Bridport Waterworks Order, 1877, and to confer on the Company all necessary powers for carrying into effect the objects of the Provisional Order, and to vary or extinguish existing and confer other rights and privileges.

The Order will incorporate with itself all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Acts, 1860 and 1869; and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands, and it will confer upon the Company some of the powers mentioned or referred to in the Gas and Water Works Facilities Act, 1870.

On or before the 30th day of November instant, a copy of this advertisement and a plan and section of the proposed new works will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county, and also at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order when deposited at the Board of Trade, on the 23rd day of December next, and printed copies of the Order when settled and made by the Board of Trade, may be obtained at the office of the Company at Bridport, and at the office of William Bell, 27, Great George-street, Westminster, on payment of sixpence for each copy; and every Company, Corporation, or person desirous of making to the Board of Trade any representation or of bringing before that Board any objection respecting the application for the Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1886, and a copy of any such representation or objection must at the same time be sent to the said William Bell on behalf of the Company, and the objectors or their agent must inform the Board of Trade that a copy has been so sent.

Dated this 17th day of November, 1885.

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

In Parliament.—Session 1886.

Metropolitan Board of Works.

(Water Supply, &c.)

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

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following purposes, or some of them, namely:

To alter and extend the powers of Section 144 of the "Metropolis Management Act, 1855," and to authorise the Metropolitan Board of Works to promote or oppose in Parliament any Bill or Bills relating to the supply of water in or near the Metropolis, or relating to any

Company having powers of such supply, or to all or any part of the undertakings of any such Company as the said Board may deem necessary or proper for the public benefit of the inhabitants of the Metropolis, and to prosecute and conduct inquiries and negotiations relative thereto, and to make provision as to the payment of the costs and expenses incident thereto.

Dated this 11th day of November, 1885.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring Gardens, Charing Cross, London, S.W.

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

In Parliament.—Session 1886.

Oswestry and Llangynog Railway (Extension of Time).

(Revival and Extension of Powers for Compulsory Purchase of Land and Construction and Completion of Railways and Works authorized by the Oswestry and Llangynog Railway Act, 1882; Amendment of Acts, &c.)

NOTICE is hereby given, that the Oswestry and Llangynog Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To revive and extend the powers for the compulsory purchase of lands granted by the Oswestry and Llangynog Railway Act, 1882, for the purposes of the railways and works authorized by that Act, and also to extend the time limited by the said Act for the completion of the said railways and works.

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

The Bill will, so far as may be necessary to effect the objects and purposes thereof, alter, amend, or repeal all or any of the powers and provisions of the Oswestry and Llangynog Railway Act, 1882, and all other Acts affecting the Company.

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 16th day of November, 1885.

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

In Parliament.—Session 1886.

Oswestry and Llangynog Railway (Abandonment). (Abandonment of Authorized Undertaking; Return of Money Deposit; Dissolution of Company; Amendment or Repeal of Acts, &c.)

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

To authorize the abandonment of the railway and works authorized by "The Oswestry and Llangynog Railway Act, 1882" (hereinafter called "the Act of 1882"), and the repayment of the money deposited with the Chancery Division of the High Court of Justice in England, referred to in section 36 of the Act of 1882, to the person or persons, or the majority, or the survivors of the persons named in the warrant or order referred to in that section.

To release the Oswestry and Llangynog Railway Company from all liabilities, penalties, and obli-

gations for the non-completion of the said railway and works, and to relieve the said Company from and declare null and void all contracts, agreements, and arrangements with reference to such railway and works, or the purchase of land therefor, and to provide for the dissolution of the said Company and the winding up of its affairs.

To amend, alter, or, if need be, repeal all or some of the provisions of the Act of 1882.

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

Printed copies of the 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 16th day of November, 1885.

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

In Parliament.—Session 1886.

Ormskirk Railway.

(Incorporation of Company; Construction of a Railway to join the Railway of the Liverpool, Southport and Preston Junction Railway Company in the County of Lancaster; Compulsory purchase of Lands; Power to levy Tolls and Rates; Working traffic and other arrangements with the West Lancashire Railway Company and the Liverpool, Southport and Preston Junction Railway Company; Running Powers; Incorporation and amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to incorporate a Company (hereinafter referred to as "the Company") for making and maintaining the railway and works hereinafter described, wholly in the county of Lancaster, together with all proper stations, sidings, junctions, approaches, bridges, roads, yards, buildings, works, and conveniences connected therewith, that is to say:—

A railway commencing by a junction with the authorised Liverpool, Southport and Preston Junction Railway in course of construction, at or near a point on that railway in the township and parish of Halsall 220 yards or thereabouts measured in a southerly direction along the centre line of the said Liverpool, Southport and Preston Junction Railway from the south end of the platform of the station known as Shirdley Hill Station on the said Liverpool, Southport and Preston Junction Railway now being constructed, and terminating at a point on the west side of Aughton-street, in the township and parish of Ormskirk, 105 yards or thereabouts measured in a southerly direction along Aughton-street aforesaid from the south face of the clock tower situate at the junction of Aughton-street aforesaid with Church-street, Moor-street, and Burscough-street, all situate in the township and parish of Ormskirk aforesaid.

The said proposed railway will pass from, in, through, or into some one or all of the following parishes, townships or places, viz.:—Halsall, Scarisbrick, Aughton and Ormskirk, all in the county of Lancaster.

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

To deviate laterally from the lines of the intended railway and works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as may be prescribed by the Bill.

To purchase, by compulsion or agreement, lands, houses, and property, and to acquire easements in or over land, for the purposes of the intended railway and works, in any of the before-mentioned parishes, townships, and places.

To vary or extinguish all existing rights and privileges connected with any lands to be purchased, taken, used, or interfered with for the purposes of the Bill, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railway and works, or any of them, and to confer, vary, or extinguish other rights and privileges.

To cross on the level or over or under, and to deviate, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, streets, highways, rivers, canals, streams, railways, tramroads, bridges, drains, sewers, pipes, and other works within the parishes, townships, and places aforesaid, as it may be necessary to pass across, over or under, or to divert, alter, or stop up by reason of the construction of the intended railway and works, or any of them, or otherwise interfere with for the purposes of the Bill, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their Undertaking.

To levy, tolls, fares, rates, and charges for or in respect of the use of the proposed railway and works, for the conveyance of traffic thereon, to alter existing 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 West Lancashire Railway Company and the Liverpool, Southport and Preston Junction Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts and agreements for or with reference to the construction, working, use, management, and maintenance of the intended railway and works of the Company, or any part thereof; the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railway; the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective Undertakings of the contracting Companies; the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic; the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, and the conditions to be performed by any or either of the contracting Companies to the other or others of them for all or any of the purposes of the respective contract or agreement, and the Bill will 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 empower the Company and all Companies and persons lawfully using or working the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggon, officers and servants, for the purpose of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be mutually agreed upon or settled by arbitration or prescribed by the Bill, the railways belonging to or under the control of the West Lancashire Railway Company and the Liverpool, Southport and Preston Junction Railway Company, or such portion or portions of those railways as may be specified in the Bill, together with the use of all stations, sidings, platforms, points, signals, junctions, approaches, roads, water,

water engines, engine sheds, standing room for engines, booking and other offices, warehouses, buildings, machinery, works, and conveniences connected with the said railways, or portions of railways and stations so to be run over and used.

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

The Bill will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Lands Clauses (Umpire) Act, 1883," "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 purposes of the Bill; it will alter, amend, enlarge, or repeal all or some of the provisions of the local and personal Acts following, viz.: "The West Lancashire Railway Act, 1871," and all other Acts relating to or affecting the West Lancashire Railway Company, "The Liverpool, Southport and Preston Junction Railway Act, 1884," and all other Acts relating to or affecting the Liverpool, Southport and Preston Junction Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1885, duplicate plans and sections of the intended railway and works, showing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map, with the general course and direction of the intended railway delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited with the clerk of the peace for the county of Lancaster at his office at Preston, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway and works will be made or pass, with a copy of this Notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some immediately adjoining parish at his residence.

And notice is hereby also given, that on or before the 21st day of December, 1885, printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1885.

Walton and Smith, Southport, Solicitors.
Lewin, Gregory, and Anderson, 24, King-street, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1886.

Oulton Church.

(Amendment of the Oulton Church Act, 1827 (7 and 8 George IV., cap. 1), and further Provisions as to the Repairs and Endowment of the Church and as to the Parsonage House and Graves and as to Fees; Appointment of Additional Churchwarden and other matters.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to alter, amend, and extend, and in part to repeal so far as may be necessary for the purposes hereinafter mentioned the provisions of an Act passed in the 7th and 8th years of the reign of King George IV., intituled "An Act for Building a Church or Chapel-of-Ease within the Township of Oulton-cum-Woodlesford, in the parish of Rothwell, in

the West Riding of the county of York" (hereinafter referred to as the said Act), and to give effect to the following objects and purposes, that is to say:—

To repeal Sections 20, 21, and 22 of the said Act, and so much of Section 19 as provides for the repair of the windows of the said church and of the churchyard and the fences thereof, and to provide for the application of the fund accumulated under the said Act for the repairs of the said church and of the minister's house, towards the increase of the stipend of the minister of the said church, and to make other provision for defraying the cost of such repairs by charging the same upon all or some of the lands of the patron thereof, or in such manner as may be provided by the intended Act.

To vest or provide for vesting in the minister of the said church for the time being, as a parsonage house, the house built by and vested in the said patron and now occupied by the minister.

To make further provision as to the position of graves and burial-places in the churchyard of the said church.

To repeal so much of Sections 12 and 13 of the said Act as relates to the taking of double fees and the keeping of duplicate registers, and to make other provision with reference to such fees and the application thereof.

To authorise the appointment by the patron for the time being of a second or additional churchwarden or chapelwarden.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, 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 21st day of December, 1885.

Dated this 16th day of November, 1885.

Dibb and Co., Leeds, Solicitors for the Bill.

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

In Parliament.—Session 1886.

Louth, Mablethorpe, Sutton, and Willoughby Railway.

(Incorporation of Company; Construction of Railway from Mablethorpe Stutton, in Parts of Lindsey, in County of Lincoln; Diversion of Alford and Sutton Tramway; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of, Agreements with, and Provisions affecting Great Northern, Sutton and Willoughby, Louth and East Coast Railway Companies; and Alford and Sutton Tramway Company; Amendment of Acts, &c.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company"), to make and maintain the railway and works hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, wholly in the Parts of Lindsey, in the county of Lincoln (that is to say):—

(1.) A railway commencing in the parish of Mablethorpe Saint Mary's by a junction with the Louth and East Coast Railway at

or near its termination, and terminating in the parish of Sutton-le-Marsh by a junction with the authorised Sutton and Willoughby Railway at a point about 34 chains measured along the centre line of the last-mentioned railway from its commencement at Sutton.

Which intended railway will be made or pass from, in, through, or into the following parishes or places or some of them, that is to say:—Mablethorpe Saint Mary's, Trusthorpe, and Sutton-le-Marsh.

(2.) A diversion of the Alford and Sutton Tramway, in the parish of Sutton-le-Marsh, to commence at a point about 10 chains westward from the termination of the said tramway at Sutton, and running thence in a northerly direction for about 8 chains.

2. And the Bill will or may authorise and empower the Company to stop up and discontinue for traffic, and to take up and remove the rails of that portion of the said tramway lying to the eastward of the point of commencement of the intended diversion above described.

3. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plan hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the section hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

4. To empower the Company to cross, open, break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lands, highways, streets, foot-paths, sewers, canals, towing-paths, navigations, reservoirs, streams, bridges, railways, tramways, gas, water, and other pipes, and telegraphic, electric, and telephonic apparatus within the parishes, 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 authorise the Company to purchase and take, by compulsion and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and of the Bill, and easements or rights in, or over, or affecting lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take, by compulsion or agreement, any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

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

7. 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 as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description the railway and portions of railway following (that is to say):—

The Louth and East Coast Railway.

The East Lincolnshire Railway of the Great Northern Railway Company,

(a.) From the junction of the Louth and East Coast Railway with the said East Lincolnshire Railway to the Louth Station on the said last-mentioned railway, including that station; and

(b.) From the junction therewith of the Sutton and Willoughby Railway to the Willoughby Station on the Great Northern Railway, including that station.

The Sutton and Willoughby Railway.

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

8. To empower the Company on the one hand, and the Sutton and Willoughby Railway Company, the Louth and East Coast Railway Company, the Great Northern Railway Company, and the Alford and Sutton Tramway Company, 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 or either of them, of their respective railways, tramways, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic, upon, or coming from, or destined for the railways or tramways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways, tramways, and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any of such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To 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.

10. 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): 9 and 10 Vic., caps. 71 and 88, and 10 and 11 Vic., cap. 148, and all other Acts relating to the Great Northern Railway Company; 35 and 36 Vic., cap. 110, and all other Acts relating to the Louth and East Coast Railway Company; 47 and 48 Vic., cap. 170, and all other Acts relating to the Sutton and Willoughby Railway Company; and 43 and 44 Vic., cap. 168, and all other Acts relating to the Alford and Sutton Tramway Company.

And notice is hereby also given, that on or

before the 30th day of November instant a plan and section of the railway and works proposed to be authorised by the Bill, showing the line and level thereof, with a book of reference to such plan, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office in the city and county of the city of Lincoln, 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 or extra-parochial place in or through which the said railway and works, or any part thereof, 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 in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 17th day of November, 1885.

Brooksbank and Galland, 14, Gray's-Inn square, London, Solicitors for the Bill.

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

In Parliament.—Session 1886.

Burgess Hill Water.

(Dissolution of the Burgess Hill and St. John's Common Water Company (Limited); Incorporation of New Company; Powers to Supply Water in the Parishes of Ditchling, Keymer, Clayton, Hurstpierpoint, and Cuckfield, all in the County of Sussex; Construction of Works; Compulsory Purchase of Lands; Agreements with Sanitary Authorities, Bodies, and Persons; Additional Capital; Incorporation and Amendment or Repeal of Acts, &c.)

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

1. To dissolve the Burgess Hill and St. John's Common Water Company, Limited (hereinafter referred to as "the Limited Company"), and to annul and cancel their Memorandum and Articles of Association, and to provide for their winding up, and to incorporate the shareholders, or some of the shareholders therein, together with such other persons and corporations as may become proprietors in the Undertaking into a new Company (hereinafter referred to as "the Company"), and to vest in the Company all the Undertaking, lands, waterworks, wells, reservoirs, tanks, engines, pumps, mains, pipes, meters, machinery, apparatus, plant, stock, effects, buildings, rights, easements, moneys, securities, and credits, of what nature or kind soever now vested in, or belonging to or enjoyed by, the Limited Company.

2. To declare, define, and regulate the Undertaking, capital, and borrowing powers of the Company, and to make provision for the regulation and management of the affairs of the Company, and to authorise the Company to raise further money by shares or stock with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any of such means.

3. To confer upon the Company the powers, and to enable them to execute the works and

carry into effect the objects or some of them following (that is to say):—

4. To supply with water for public and private purposes the whole or any part of all or some of the parishes following, viz.:—Ditchling, Keymer, Clayton, Hurstpierpoint, and Cuckfield, all in the county of Sussex.

5. To make and maintain the waterworks and other works and conveniences following, or some of them (that is to say):—

(a.) A well, shaft, or boring, with pumping station, pumping engines, and engine and boiler house, and other works, buildings, and conveniences connected therewith, wholly at Whitelands, in the parish of Keymer, in the county of Sussex. The said well, shaft, pumping station, and other works will have a superficial area of 3,000 feet or thereabouts, and will be situate in a certain arable field numbered 765 in the parish of Keymer on the 25-inch ordnance map of the county of Sussex, and will be distant 400 feet or thereabouts from the south-western corner of the said arable field, 430 feet or thereabouts from the south-eastern corner of the said arable field, and 80 feet or thereabouts from the northern side of the high road leading from Clayton to Westmeston.

(b.) An aqueduct, conduit, or line of pipes commencing at the well lastly hereinbefore described in the said arable field in the parish of Keymer, and terminating in the parish of Ditchling, in the county of Sussex, by a junction with the existing aqueduct or conduit of the limited Company at a point distant 60 feet or thereabouts measured in a straight line in a south-easterly direction from the north-eastern corner of the Slipe Barn in the field numbered 433 in the parish of Ditchling, on the 25-inch ordnance map of the county of Sussex, and distant 25 feet or thereabouts measured in a straight line in a southerly direction from the northern side of the said high road leading from Clayton to Westmeston.

6. To make and maintain in the parishes aforesaid, or either of them, and in connection with the intended waterworks, or any of them, all necessary and proper embankments, walls, filtering beds, softening tanks, dams, drains, sluices, catchpits, conduits, culverts, channels, weirs, wells, tanks, engines, pipes, buildings, machinery, roads, approaches, and other works and conveniences connected therewith or incidental thereto.

7. To enable the Company to divert into the said intended waterworks, and to collect, take, use, and appropriate for the purpose of their undertaking all such underground streams, springs, and waters as can be collected by the proposed works, or any of them, or as may be found in or under any of the lands to be acquired under the powers of the Bill.

8. To make effectual provision for the protection of the waterworks and property of the Company, and for preventing the waste, fouling, and misuse of water, and for defining and regulating the supply of water by them whether by meter or otherwise, and the terms and conditions of such supply.

9. To deviate laterally from the lines of the intended waterworks within the limits shown upon the plans hereinafter mentioned, or as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by the "Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of those

works as shown upon the sections hereinafter mentioned.

10. To purchase by compulsion or agreement, and acquire, and to take on lease, and to take grants of easements over any lands, houses, and other hereditaments within the parishes mentioned in this Notice, or either of them, which may be required for the purposes of the intended waterworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith. Also to purchase by compulsion or agreement, and acquire and hold the following other lands in the parish of Ditchling, in the county of Sussex, that is to say:—

(a) A piece of land numbered 555, in the parish of Ditchling, on the 25-inch ordnance map of the county of Sussex, now held on lease by the Limited Company, and forming the site of a portion of their existing waterworks at Coombe Bottom, with the excavations, pipes, and appurtenances referred to in the said lease.

(b) A rectangular piece of land lying to the westward of the last-mentioned piece of land, now held on lease by the Limited Company, containing a superficial area of 2,336 yards or thereabouts, and forming the site of the high service reservoir of the Limited Company.

(c) A strip of land, 6 feet or thereabouts in breadth, and 150 feet or thereabouts in length, now held on lease by the Limited Company, and connecting the said piece of land numbered 555 in the parish of Ditchling, with the rectangular piece of land lastly hereinbefore described.

And also the following other lands in the parish of Keymer, in the same county of Sussex, that is to say:—A piece of land numbered 765 in the parish of Keymer, on the 25-inch ordnance map of the county of Sussex, and containing 6 acres 0 roods 32 perches.

11. To empower the Company to supply and to require their customers to take water by meter for trade and other purposes, and to authorise the Company to sell meters or let them on hire.

12. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water and for the hire of meters, to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

13. To lay down, maintain, take up, alter, and repair mains, pipes, culverts, conduits, sluices, drains, and other works, in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, in any of the parishes before mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

14. To enable the Company on the one hand, and any sanitary authority, company, corporation, public body, officers, or persons, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to any such sanitary authority, company, corporation, or public body, officers, or persons, of water in bulk or otherwise, for any public, sanitary, trading, or other purposes, and to authorise any such sanitary authority, corporation, company,

public body, officers, or persons respectively to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid.

15. To confer upon the Company all powers, rights and authorities which are or may become necessary for carrying the objects of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

16. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," as the same are amended by "The Commonable Rights Compensation Act, 1882," and "The Land Clauses (Umpire) Act, 1883;" "The Waterworks Clauses Acts, 1847 and 1863."

17. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of "The Burgess Hill and Saint John's Common Water Order, 1871," confirmed by "The Gas and Water Orders Confirmation Act, 1871," "The Burgess Hill and Saint John's Common Water Order, 1877," confirmed by "The Gas and Water Orders Confirmation (Brotton, &c.) Act, 1877," and all other Acts and Provisional Orders (if any) which may relate to or be affected by the objects of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill, and also plans of the other lands to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands to be taken compulsorily under the powers of the Bill, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Sussex, at his office at Lewes; and with the respective parish clerks of the said parishes of Ditchling, Keymer, Clayton, Hurstpierpoint, and Cuckfield, at their respective residences.

And on or before the 21st 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 14th day of November, 1885.

Clarke and Howlett, Brighton, Solicitors for the Bill.

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

In Parliament—Session 1886.

Leamington Corporation.

(Extension of Borrowing Powers; Creation of Debentures; Charges on District Rate and on Pump Room Property; Mortgages; Rates; Costs of Act; Amendment of Acts; and other purposes.)

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 Royal Leamington

No. 25533.

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Spa, in the county of Warwick (in this notice referred to as "the Corporation"), acting as the Urban Authority for the district of Leamington Priors, or otherwise, for leave to bring in a Bill for all or some of the following, among other purposes, that is to say:—

1. To empower the Corporation to raise by mortgage and debentures upon the general district rates, and by mortgages of the Pump Room Baths, Gardens, and Pleasure Grounds, or any part or parts thereof, or by any or either of the means aforesaid, all or such sum or sums of money, as may be required, not exceeding in the whole the sum of £20,000, from time to time, for the purpose of improving, adding to, and otherwise repairing and enlarging the present Pump Room Baths, Gardens, and Pleasure Grounds of the Corporation.

2. To authorize the Corporation to levy rates and charges upon lands, houses, and property within the district for the purposes of the Bill, and to confer all necessary powers on the Corporation for creating debenture bonds or stock, redeemable or perpetual, for the above purposes.

3. To make provision for the payment of the costs and expenses of and incident to the application for, and the obtaining and passing of, the proposed Bill into an Act, out of the borough fund or borough rates, or out of the general district rate, or moneys in the hands of the Corporation or under their control, or to be raised or arise under the powers of the Bill.

4. To alter, enlarge, or in part repeal, or to incorporate with the Bill, and with such variations as may be deemed expedient under the powers of the Bill, all or some of the provisions of the following amongst other Acts, viz.:—"The Municipal Corporations Act, 1882," and other Acts, amending the same; "The Public Health Act, 1875," and other Acts relating to public health or sanitary matters or local government; "The Leamington Priors Local Board (Extension of Powers) Act, 1868."

5. To confer upon the Corporation all such powers as may become necessary for carrying out the objects of the Bill, and to vary and extinguish rights and privileges inconsistent therewith, and to confer other rights and privileges.

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

Dated this 12th day of November, 1885.

H. C. Passman, Town Clerk, Leamington, Solicitor for the Bill,

John Jordan, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1886.

London Chatham and Dover Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works Authorised by London Chatham and Dover Railway (Further Powers) Act, 1881; and the London Chatham and Dover Railway (Maidstone and Faversham Junction Railway) Act, 1881; Extension of Time for Completion of Works Authorised by the London Chatham and Dover Railway Act, 1879, and the London Chatham and Dover Railway (Further Powers) Act, 1881; Power to Sell or Lease Lands over Tunnels, &c.; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the London Chatham

and Dover Railway Company (hereinafter called "the Company"), for an Act for all or some of the following among other purposes:—

To extend the time and powers limited by the London Chatham and Dover Railway (Further Powers) Act, 1884, for the compulsory purchase of lands, and for the completion of the railways and works authorised by the London Chatham and Dover Railway (Maidstone and Faversham Junction Railway) Act, 1881.

To extend the time and powers limited by the London Chatham and Dover Railway (Further Powers) Act, 1884, for the completion of the widenings of the Company's railway authorised by section 4 of the London Chatham and Dover Railway Act, 1879.

To extend the time and powers limited by the London Chatham and Dover Railway (Further Powers) Act, 1881, for the completion of the railway firstly described in section 4 of that Act.

To confer upon the Company powers with reference to the sale, lease, or other disposition of lands situate over tunnels on their railways and the covering in of portions of their railways, and to exempt such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the Company to build or to grant, sell, or demise the right to build over any parts of such tunnels and railways so covered in, or any other right or easement in or over the same, and to make other provisions with regard to the matters aforesaid, or if thought fit to enable the Company to declare such lands to be superfluous lands and to deal with them accordingly.

To alter, vary, and extinguish all existing rights and privileges which would in any manner impede or interfere with the purposes of the intended Act, or which would be inconsistent with the same, and confer, vary, or extinguish other rights and privileges.

To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is 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 21st day of December next.

Dated this 18th day of November, 1885.

John White, Victoria Station, Solicitor for the Bill.

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

In Parliament.—Session 1886.

Midland and South Western Junction Railway.

(Powers to raise additional Capital by creation of Debentures or Debenture Stock, to rank after existing Debenture Stock; Voting powers to holders of Debentures, Debenture Stock, or Preference Stocks or Shares; Power to cancel Shares; Reduction of Quorum of Directors; Powers affecting Creditors; Suspension of Suits and other Proceedings; Agreements with Great Western Railway Company and London and South Western Railway Company, or one of them, for working, or for purchase, sale, or lease of the Undertaking of the Company, or some part thereof; and Money Powers to

those Companies; Appropriation of proceeds, and for that purpose modification and amendment of Agreement contained in the Schedule to the Swindon, Marlborough, and Andover Railway Act, 1882; Repeal or Amendment of Acts.)

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

To enable the Company for the purpose of paying; satisfying, or adjusting the claims against the Company on capital or revenue account, to raise additional capital by the creation and issue of debentures or debenture stock to rank immediately after the existing debenture stock of the Company to such amount, with such rights, priorities and preferences, and on such terms as may be defined by the intended Act, and to make all necessary provisions in relation thereto.

To make provision for the rights of voting to be exercised by the holders of debentures, debenture stock and preference stocks or shares in the existing capital of the Company, or which may be created under the powers of the intended Act or some of them.

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

To reduce the quorum of Directors of the Company.

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

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

To enable the Company on the one hand, and the Great Western Railway Company, and the London and South Western Railway Company (hereinafter called "the two Companies") or one of them on the other hand to enter into and carry into effect agreements and arrangements for the working, purchase, sale, or lease of the whole or part of the authorised Undertaking of the Company, and to enable the two Companies or either of them to apply for the purposes aforesaid any moneys now belonging to them or under their control or which they are already respectively authorised to raise, and to enable the two Companies or either of them to raise further moneys by the creation of new or additional shares or stock in their respective Undertakings or capitals with or without any preference or priority in payment of dividends, interest, or other privileges attached thereto, or otherwise, or by borrowing, or by such other means as may be prescribed by the intended Act.

To provide for the appropriation of the proceeds of any such working, purchase, sale, or lease, in such manner and according to such conditions and provisions as may be prescribed by the intended Act, and for those purposes, if need be, to vary, modify, and amend an agreement dated the 10th day of June, 1882, contained in the Schedule annexed to the Swindon, Marlborough and Andover Railway Act, 1882.

To alter, amend, or repeal, so far as may be

necessary for the purposes of the intended Act, all or some of the provisions of "The Swindon, Marlborough and Andover Railway Acts, 1873 and 1882," "The Swindon and Cheltenham Extension Railway Act, 1881," "The Swindon, Marlborough and Andover and Swindon and Cheltenham Extension Railway Companies Amalgamation Act, 1884," and all other Acts relating to or affecting the Company; 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 4 and 5 Will. IV., cap. 88, and any other Act or Acts relating to or affecting the London and South Western Railway Company.

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

Dated this 10th day of November, 1885.

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

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

In Parliament.—Session 1886.

Liverpool and Birkenhead Subway.

(Construction of New and Deviation Subways and Roadways, with Approaches thereto; Alterations of Authorised Works; Substitution of Hydraulic Lifts for Inclined Approaches; Compulsory Purchase of Lands; Alterations of Authorised Tolls, Rates, and Charges; New Tolls, Rates, and Charges; Power to Take Parts of Certain Properties; Abandonment of Portions of Authorised Subways and Works; Provisions as to Underpinning Houses, &c., and Taking Cellars and Vaults; Power to Raise Capital, and to Borrow; Powers to the Corporations of Liverpool and Birkenhead, Mersey Docks and Harbour Board, Wallasey Improvement Commissioners, London and North Western Railway Company, Great Western Railway Company, Lancashire and Yorkshire Railway Company, Midland Railway Company, and Cheshire Lines Committee, to Contribute and Make Agreements with the Company; Amendment of Acts; and other Purposes.)

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

To authorise the construction and maintenance of the following new and deviation works or some of them, together with all necessary and proper works, hydraulic lifts, machinery, approaches, and conveniences connected therewith respectively:—

1. A new subway and roadway (No. 1), wholly in the extra-parochial chapelry of Birkenhead, in the borough of Birkenhead, commencing at a point 11 yards or thereabouts, measuring in a south-westerly direction, from the junction of Argyle-street with Canning-street, and terminating by a junction with the authorised Liverpool and Birkenhead Subway under the Shore-road, at a point 30 yards or thereabouts, measuring in a north-westerly direction, from the south-eastern termination of that road;
2. A deviation subway and roadway (No. 2), wholly situate in the parish of Liverpool, in the borough of Liverpool, commencing by a junction with the authorised Liverpool and Birkenhead Subway, at a point 55 yards or

thereabouts, measuring in a southerly direction from the southernmost corner of the George's Dock, and terminating at a point 11 yards or thereabouts, measuring in a south-westerly direction, from the south-west corner of the crossing of the Back Goree and Brunswick-street;

Which intended subways, roadways, and works connected therewith respectively will be situate within the extra-parochial chapelry of Birkenhead, the borough of Birkenhead, and county of Chester, the parish of Liverpool, the borough of Liverpool, and county of Lancaster, or some of them.

The intended Act will confer upon the Company the several powers, and provide for the several matters following, or some of them, that is to say:—

Powers to make and maintain the proposed subways, roadways, and works, with all necessary approaches, tunnels, shafts, hydraulic lifts, machinery, underground chambers, buildings, and other works and conveniences connected therewith, in and under roads, docks, quays, basins and streets, and for the purposes thereof to alter and interfere with, temporarily or otherwise, railways, pipes, telegraphs, sewers, and drains in and under such roads, quays and streets; also to deviate laterally from the line of the proposed subways, tunnels, roadways, and works to the extent shown on the plans hereinafter mentioned, and vertically to such an extent as may be necessary or convenient, or as may be authorised by or determined under the powers of the intended Act:

Power to substitute hydraulic lifts, and all requisite machinery connected therewith for the authorised inclined approaches, or one or more of them, to the subways, under the River Mersey:

To purchase lands and houses, and to acquire easements of way, light air and passage, compulsorily and by agreement; to levy tolls and charges; to alter existing tolls, rates, and charges; to purchase and take vaults or cellars under any roadway or footway, and to purchase and take part of any house, manufactory, warehouse, building, wharf, or other property, the whole of which may not be required for the purposes of the intended Act, without being subject to the provisions of the 92nd section of "The Lands Clauses Consolidation Act, 1845": To lease or sell lands or houses not required for the purposes of the undertaking, and to exempt such lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to superfluous lands: To erect buildings, or to grant, sell, or demise the right to erect buildings over the sites of any lifts, or works of the Company: To sell and dispose of surplus lands, notwithstanding the provisions of the Lands Clauses Acts:

To provide that the intended new and deviated subways and works shall form part of the undertaking of the Company:

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

To authorise the Company to raise additional capital by shares or by borrowing, with such preferential or other rights and privileges attached to such shares as may be prescribed by the intended Act:

The intended Act will provided for the abandonment of so much of the Liverpool and Birken-

head Subway authorised by the Liverpool and Birkenhead Subway Act, 1880, as lies between the commencement of the intended Deviation Subway and Roadway (No. 2), above described, and the termination of the authorised Subway No. 1, and will release the Company from all liabilities, penalties, and obligations in relation to the non-completion of such portion of subway and works:

The intended Act will repeal, vary, or alter such of the provisions of section 8 of the Liverpool and Birkenhead Subway Act, 1880, intituled "Provisions relating to works in Liverpool," as may be rendered unnecessary by the works proposed to be authorised and abandoned by the intended Act:

The intended Act will vary, and extinguish all rights and privileges which would interfere with its objects, and it will incorporate with itself, and apply to the undertaking all necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Commissioners Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" and "The Railways Clauses Consolidation Act, 1845":

The intended Act will also empower the Corporation of Liverpool, the Corporation of Birkenhead, the Mersey Docks and Harbour Board, the Wallasey Improvement Commissioners, the London and North Western Railway Company, the Great Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, and the Cheshire Lines Committee, or any of the said Corporations, Companies, or Committee, to appoint Directors of the Company to guarantee the moneys borrowed for the purposes of the undertaking or any part thereof, with the interest thereon, and to take and hold shares in and subscribe towards the undertaking, and for that end to raise moneys by the creation of new shares, or stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges attached thereto, and also by borrowing on mortgage or bond, or by any such means, and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them or under their control respectively:

The intended Act will also empower the Company and the before-mentioned bodies and Companies and the Mersey Railway Company, or some of them, to enter into and carry into effect all such agreements as may be necessary, with respect to the construction, maintenance, and management of the subways, roadways, and works of the Company:

And powers will be taken, in so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, and repeal the powers and provisions of the following Acts (local and personal), that is to say, "The Liverpool and Birkenhead Subway Act, 1880," "The Liverpool and Birkenhead Subway Act, 1885," and any other Acts relating to or affecting the Company; "The Liverpool Improvement Act, 1858," and any other Act or Acts relating to the borough of Liverpool; 3 and 4 Will. IV., cap. 68, and any other Act or Acts or any Royal Charter relating to the borough of Birkenhead; "The Wallasey Improvement Act, 1845," and any other Act or Acts relating to the Wallasey Commissioners; 20 and 21 Vict., cap. 162, and any other Act or Acts relating to the Mersey Docks and Harbour Board; 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the

London and North Western Railway Company; 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 22 and 23 Vict., cap. 110, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 29 and 30 Vict., cap. 351, and any other Act or Acts relating to the Cheshire Lines Committee; "The Mersey Railway Act, 1866," "The Mersey Railway Act, 1885," and any other Acts relating to the Mersey Railway Company:

And notice is hereby also given, that a plan and section in duplicate of the intended deviation and new subways, roadways, and works, and of the lands which may be taken under the compulsory powers of the intended Act, and a book of reference to such plan, will be deposited with the Clerk of the Peace for the County of Lancaster, at his office at Preston; with the Clerk of the Peace for the Borough of Liverpool, at his office at Liverpool; with the Town Clerk for the Borough of Liverpool, at his office at Liverpool; with the Clerk of the Peace for the County of Chester, at his office at Chester; with the Town Clerk for the Borough of Birkenhead, at his office at Birkenhead; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence; and that all such deposits will be made on or before the 30th day of November, 1885, and will be accompanied by a copy of this notice.

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

Dated this 12th day of November, 1885.

Oliver Jones, Billson, Jones, and Madge,
Liverpool, Solicitors for the Bill.
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In the Board of Trade.—Session 1886.

Jarrow and Hebburn and District Tramways
(Release of Deposit).

TAKE Notice 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 to authorise the release and repayment of the deposit money paid into the High Court of Justice (Chancery Division), upon the application to the Board of Trade for the Jarrow and Hebburn and District Tramways Order, 1881, and now remaining in court to the credit of "Ex parte the Jarrow and Hebburn and District Tramways," with any interest and accumulations of interest thereon.

A copy of this advertisement will be deposited on or before the 30th day of November, 1885, in the office of the Clerk of the Peace for the county of Durham in the city of Durham, with the parish clerk of the parish of Jarrow at his residence, and in the offices of the town clerk of the borough of Jarrow, and of the clerk to the Local Board for the district of the township of Hebburn respectively.

The draft of the 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 them at the respective offices of the undersigned.

Every Company, Corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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, 1886, and copies of their objections must at the same time be sent to the Promoters at the offices of the undersigned, Messrs. Durnford and Co., and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy has been forwarded to the Promoters or their agents.

Dated this 12th day of November, 1885.

W. S. Darglish, 28, Sandhill, Newcastle-upon-Tyne, and Jarrow-upon-Tyne, Solicitor.

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

In Parliament.—Session 1886.

Colwyn Bay Water.

(Construction of Main or Line of Pipes; Application of Capital; Agreements with Llandudno Improvement Commissioners.)

APPPLICATION is intended to be made to Parliament in the ensuing session, by the Colwyn Bay Waterworks Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes.

To enable the Company to lay down and maintain a conduit or line of pipes, commencing in the parish of Llandudno Improvement Commissioners at Pensarn, in the road from Llandudno to Conway and Llandudno, at the junction therewith of the road to Colwyn, and terminating by a junction with the existing main of the Company in Pwllcrochon Avenue, in the parish of Llandrilloyn-Rhos, in the same county.

And to confer on the Company the usual powers of breaking up streets and roads for the purpose of laying down and maintaining such conduit or line of pipes, with the necessary valves, meters, sluices, and other works.

To enable the Company on the one hand, and the Llandudno Improvement Commissioners on the other hand, to enter into and carry into effect agreements as to the supply of water in bulk and otherwise, and as to the terms and conditions of such supply, or to confirm any agreement between the Company and the said Commissioners with reference thereto.

To authorise the Company to apply towards the purposes of the undertaking any capital or funds now belonging to or authorised to be raised or borrowed by the Company, and which may not be required for the purposes for which the same were authorised to be raised or borrowed.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will confer upon the Company all such other rights and privileges as may be necessary for the purposes of the Bill; and will, so far as may be deemed necessary for the purposes of the Bill, amend and enlarge some of the provisions of the Colwyn Bay Waterworks Act, 1879, and any other Act relating to the Company.

The Bill will incorporate with itself, with or without variation, the necessary provisions of "The Companies Clauses Consolidation Acts,

1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Consolidation Acts, 1847 and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the County of Denbigh, at his office at Ruthin; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

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, 1885.

Radford, Gill, and Radford, 19, Cooper-street, Manchester, Solicitors.

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

In Parliament.—Session 1886.

Hull, Barnsley, and West Riding Junction Railway and Dock.

(Abandonment of part of Railway No. 1 authorised by the Company's Various Powers Act of 1883; Release of Deposit; Reduction or Extinguishment of Money Powers; Power to Raise further Money; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Hull, Barnsley, and West Riding Junction Railway and Dock Company (hereinafter in this notice called "the Company") for leave to bring in a Bill for the purpose, or some of the purposes, following (that is to say):—

To authorise the Company to abandon and relinquish the construction of (a) so much of the Railway No. 1 authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (Various Powers) Act, 1883 (in this notice referred to as "the Act of 1883"), as on the plans deposited for and referred to in that Act is shown as lying or intended to lie to the southward of the north side of Cannon-street, in the township and parish of Sculcoates, in the borough and county of the town of Kingston-upon-Hull, and (b) the new street in the same township and parish described in, and authorised by the said Act, and (c) all other works authorised or required to be constructed by the said Act, which are or were incidental to the portion of railway and street so to be abandoned.

To authorise the repayment or retransfer of the Railway deposit fund, mentioned or referred to in Sections 21 and 22 of the Act of 1883, to the Company or to the depositors referred to in those sections, or to such other person or persons as the Bill may nominate in that behalf.

To repeal and extinguish, in whole or in part,

the powers of the Company under the Act of 1883, to raise money by shares or stock, or by borrowing on Mortgage or Debenture Stock.

To enable the Company to raise further money for the general purposes of their undertaking (including payment of interest due or to become due in respect of any Debentures or Debenture Stock of the Company already created or issued, or to be hereafter created or issued under the powers of any former Act or of the Bill) by the creation and issue of new Shares or Stock, Ordinary or Preferential, or both, and by borrowing on mortgage, or by the creation and issue of Debenture or other Stock (hereinafter referred to as "The new Shares, Mortgages, or Stock") to be issued in such manner as the Company may from time to time determine, or as may be prescribed by the Bill, and to declare, define, and regulate the rights and priorities inter se of the several classes of Stock, Shares, Mortgages, and Debenture Stocks (including the new Shares, Mortgages, or Stock) of the Company.

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

And it is intended, so far as may be necessary or expedient for the purposes of the Bill, to amend, repeal, alter, or extend the provisions, or some of the provisions, of the several local and personal Acts following, or some of them, that is to say:—The Act of 1880, the Act of 1882, the Act of 1883; 47 and 48 Vic., caps. 71 and 254; 48 and 49 Vic., cap. 82, and all or any other Act or Acts relating to the Company.

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

Dated this 18th day of November, 1885.

Lowe, Moss, and Co., Hull, Solicitors for the Bill.

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

In the High Court of Justice.—Chancery Division.
Vice Chancellor Bacon.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Otto Company Limited.

NOTICE is hereby given, that a petition was, on the 23rd day of November, 1885, presented to Her Majesty's High Court of Justice, Chancery Division, by the above-named Company, the Otto Company Limited, whose registered office is No. 118, Newgate-street, in the city of London, for the compulsory winding up of the said Otto Company Limited, by the High Court of Justice, Chancery Division, or that if a valid resolution for winding up the said Company voluntary shall be passed by the said Company that such voluntary winding up may be continued under the supervision of the Court; and that the said petition is directed to be heard before Vice-Chancellor Bacon, on Saturday, the 5th day of December, 1885; and any creditor or contributory of the said Company desirous to oppose the making of an Order for winding up 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 said 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 this 23rd day of November, 1885.

Tibbitts and Son, 1, Field-court, Gray's-inn, London, W.C., Solicitors for the Petitioner, the above-named Company.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bristol Crown Bottle Works Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by Her Majesty's High Court of Justice, Chancery Division, was, on the 23rd day of November, 1885, presented to the High Court of Justice by Bernard Edwards, of Newnham-on-Severn, in the Forest of Dean, in the county of Gloucester, a creditor of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Bacon, on Saturday, the 5th day of December, 1885; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts should appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 23rd day of November, 1885.

Vallance and Vallance, 20, Essex-street, Strand, London; Agents for
Murly and Sons, Bristol, Solicitors for the Petitioner.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Automatic Musical Instrument Company Limited.

BY an Order made by the Vice-Chancellor Bacon in the above matter, dated the 14th day of November, 1885, on the petition of James Turle Kenward, of No. 291, High-street, Lewisham, in the county of Kent, Gentleman, a creditor of the above-named Company, it was ordered that the said Automatic Musical Instrument Company Limited be wound up by the said Court under the provisions of the Companies Acts, 1862 and 1867.—Dated this 23rd day of November, 1885.

Geo. Davis, Son, and Co., Solicitors for the said Petitioner.

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

BY an Order by the Honourable Mr. Justice Kay, made in the above matter, dated the 14th day of November, 1885, on the petition of James Cato De Castro, of 11, Hinde-street, Manchester-square, in the county of Middlesex, Doctor of Medicine, it was ordered that the Asphalene Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the costs of the Petitioner, and of William Jordan, a creditor supporting the Petition of the application and the costs of Charles Lewall, of calling the Extraordinary General Meeting of the Company, pursuant to the directions of the Court given on the 10th August, 1885, be taxed by the Taxing Master, and paid out of the assets of the said Company.—Dated this 23rd day of November, 1885.

Fred. Brooke, 51, Lincoln's-inn-fields, W.C., Solicitor for the Petitioner.

In the High Court of Justice.—Chancery Division.
Vice-Chancellor Bacon.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Emperor Life Assurance Society Limited.

BY an Order made in the above matters, by Mr. Justice Mathew, the Vacation Judge, dated the 24th day of October, 1885, on the petitions of George Frederick Larking, of 95, Shooter's-hill-road, Blackheath, in the county of Kent, Gentleman, and Elizabeth Jane Tagg, of Feltham-cottages, East Molesey, in the county of Surrey, widow, it was ordered that the voluntary winding up of the above-named Emperor Life Assurance Society Limited be continued subject to the supervision of the Court, and any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit.

William Sturt, 14, Ironmonger-lane, E.C.,
Solicitor for the Petitioner, George Frederick Larking.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Bristol Port and Channel Dock Company.

BY an Order made by the above matters, by Mr. Justice Chitty, dated the 14th day of November, 1885, on the petition of Edward Theodore Bullock, of the city and county of Bristol, Gentleman, and Joseph Kincaid, of No. 11, Great George-street, in the city of Westminster, Civil Engineer, it was ordered that the Bristol Port and Channel Dock Company be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867. And it was ordered that the costs of the petitioners and of Thomas Anderton, John Allison, and others supporting the said petition, and of the said Company of the application be taxed by the Taxing Master and paid out of the assets of the said Company, but in such taxation only one set of costs to be allowed to the said Thomas Anderton, John Allison, and others supporting the said petition.—Dated the 24th day of November, 1885.

Walter Webb and Co., 23, Queen-Victoria-street, London, E.C., Solicitors for the Petitioners.

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 Lancashire Cotton Spinning Company Limited.

BY an Order made by the Honourable Mr. Justice Pearson in the above matter, dated the 14th day of November, 1885, on the petition of William Henry Wilde, of 73, Bedford-street, Moss Side, in the county of Lancaster, Commercial Clerk, and in the petition of Joseph Whitaker, of No. 1, Werneth Hall-road, Oldham, in the county of Lancaster, Cotton Spinner and Manufacturer, it was ordered that the Lancashire Cotton Spinning Company Limited be wound up by this Court under the provisions of the Companies Acts 1862 and 1867.—Dated this 23rd day of November, 1885.

Fallows and Rider, 4, Lancaster-place, Strand, London; Agents for
Coleman and Co., Birmingham, Solicitors for the Petitioner, William Henry Wilde.

HYDRAULIC JACKS AND GEAR.

TENDERS will be received until twelve o'clock, noon, on Tuesday, the 15th December, 1885, for the supply, as required, of
HYDRAULIC JACKS AND GEAR
to the 31st December, 1888.

Manufacturers only will be accepted.

Patterns may be seen at the Admiralty Pattern Rooms, 72, Great Queen-street, Lincoln's-inn, W.C., and at the Royal Small Arms Factory, Bagot-street, Birmingham.

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 21, 1885.

3, Dean's Yard, Westminster,
November 24, 1885.

NOTICE is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 9th December next, at half-past two o'clock, for the despatch of general business.

Joseph K. Aston, Secretary.

The Narrow Gauge Railway Company of Sicily Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at 9, Queen-street-place, E.C., in the county of Middlesex, on the 22nd day of October, 1885, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 13th day of November, 1885, the said Special Resolution was duly confirmed:—

"That the Narrow Gauge Railway Company of Sicily Limited be and is hereby wound up voluntarily, in pursuance of the provisions of the Companies Acts."

Richard H. Browne, Chairman.

The Companies Act, 1862.

The Coed Talon Colliery Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the Queen's Hotel, Manchester, on the 28th day of October, 1885, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 12th day of November, 1885, the said Special Resolution was duly confirmed:—

"That the Company be wound up voluntarily, and that Henry Sharp, of Newbrook, Atherton, in the county of Lancaster, Engineer and Iron-founder, be appointed Liquidator of the Company."

Henry Sharp, Chairman.

The Coal and Salt Ship Loading 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. 20, Bucklersbury, in the city of London, Office No. 669, on the 22nd day of October, 1885, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place on the

12th day of November, 1885, the following Special Resolutions were duly confirmed:—

“That the Company be wound up voluntarily.
“That Henry Clifton Marshall, of Office No. 44, St. Stephen's-chambers, Telegraph-street, in the city of London, Accountant, be appointed Liquidator of the Company; and that the remuneration of the Liquidator be fixed at the sum of ten pounds. Charles H. Adames, Chairman.

South Caradon Mine Limited.

AT an Extraordinary General Meeting of the Shareholders of the South Caradon Mine, duly convened and held at 95, Dashwood House, 9, New Broad-street, in the city of London, on Tuesday, the 27th day of October, 1885; and at a subsequent Extraordinary General Meeting, also duly convened and held at 95, Dashwood House, 9, New Broad-street, in the city of London aforesaid, on Wednesday, the 11th November, 1885, the following Special Resolutions were duly passed and confirmed:—

“That the South Caradon Mine Limited be and it is hereby wound up voluntarily.

“That Messrs. John Willis and W. J. Lavington be and they are hereby appointed Liquidators, and that their remuneration be 2 per cent. upon the sum returnable to the shareholders.

F. G. Lane, Chairman.

The Counties of Down and Antrim Tramways Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above-named Company will be held at No. 14, Walbrook, in the city of London, on Wednesday, the 30th day of December, 1885, at two o'clock in the afternoon, for the purpose of having an account laid before them, 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 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.—Dated the 20th day of November, 1885.

C. J. Lowes, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the East London Discount and General Finance Company Limited.

NOTICE is hereby given, that the Liquidators appointed under the voluntary winding up of the above-named Company, have directed a General Meeting of the Shareholders and Creditors of the above-named Company to be summoned, pursuant to the above statute, for the purpose of having an account laid before them, showing the manner in which such 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 thereon; and that such Meeting will be held on Wednesday, the 30th day of December, 1885, at three o'clock in the afternoon, at the offices of Mr. Alfred Ashley, No. 9, Charles-square, Hoxton, in the county of Middlesex, at which time and place all the shareholders and creditors of the said Company are requested to attend.—Dated this 19th day of November, 1885.

Saml. Tyzack, } Liquidators.
William Edward Hardy, }

NOTICE is hereby given, that the Partnership (if any) heretofore subsisting between us the undersigned, Edward Nathan and James Nathan, lately carrying on business at Nos. 226 and 228, High-street, Poplar, as Pawnbrokers, Salesmen, and otherwise, was this day dissolved by mutual consent. The business will henceforth be continued, and all debts due to or from the said late firm will be received and paid respectively, by the said James Nathan.—Dated this 13th day of November, 1885.

Edward Nathan.
James Nathan.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Austin John Baillon and Smith Potts, carrying on business as Commission Agents, at 17B, St. James-street, in the town of Nottingham, under the style or firm of Baillon and Potts, has been this day dissolved by mutual consent. The said business will in future be carried on by the said Smith Potts alone, under the style aforesaid, by whom all debts due to and owing by the said late firm will be received and paid.—Dated this 19th day of November, 1885.

Austin John Baillon.
Smith Potts.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us the undersigned, William Bullock and George Baggs, carrying on business as Silk Agents, at 409, Oxford-street, in the county of Middlesex, under the style or firm of Baggs and Bullock, has this day been dissolved by mutual consent.—Dated this 5th day of November, 1885.

William Bullock.
George Baggs.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Henry Crane and George William Crane, carrying on business at Liverpool, in the county of Lancaster, as Architects, Surveyors, and Valuers, under the style of W. H. and G. W. Crane, is this day dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said William Henry Crane.—Dated this 21st day of November, 1885.

W. H. Crane.
Geo. Wm. Crane.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Boulton Clark and John Parsonage, in the business of Printers, Bookbinders, Lithographers, and Stationers, and carried on at 43, Norfolk-street, Sheffield, under the name of Clark and Parsonage, has been dissolved, by mutual consent, as from the 16th day of November instant; and that all debts due and owing to and by the late firm will be received and paid by the said William Boulton Clark, who will continue to carry on business at the above address.—Dated this 20th day of November, 1885.

William Boulton Clark.
John Parsonage.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick Elkington, James Balleny Elkington, Howard Elkington, and Hyla Elkington, in the trades or businesses of Copper Smelters, and then carried on by us at Pembrey, in the county of Carmarthen, and at Birmingham, in the county of Warwick, under the style or firm of Mason and Elkington, was dissolved, on the 31st day of January, 1884, by mutual consent.—Dated this 13th day of November, 1885.

Frederick Elkington.
James Balleny Elkington.
Howard Elkington.
Hyla Elkington.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Benjamin Levy, of the borough of Sunderland, in the county of Durham, and Arthur Edward Levy, formerly of Sunderland aforesaid, but now of Stockton-on-Tees, in the said county, carrying on business as Clothiers, at Sunderland and Stockton-on-Tees aforesaid, at South Shields, in the said county, at Middlesborough, in the county of York, and at Barrow-in-Furness, in the county of Lancaster, under the style of B. Levy, has been this day dissolved by mutual consent. All debts due to and owing by the said late partnership will be received and paid by the said Benjamin Levy, by whom the said business will in future be carried on at the above-named places.—Dated this 14th day of November, 1885.

Benjn. Levy.
Arthur E. Levy.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Wright and Charles Creswell Brace, carrying on business as Manufacturing Jewellers, at 5, Golden-square, in the county of Middlesex, under the style or firm of Wright and Brace, has been this day dissolved by mutual consent; and that all debts due and owing to or by the said late firm will be received and paid by the said William Wright.—Dated this 18th day of November, 1885.

*William Wright.
Chs. C. Brace.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Isaac Fry Keech and John Wordsworth, trading as I. F. Keech and Co., of Carlton-street, Castleford, in the county of York, Grocers and Bakers, has been this day dissolved, by mutual consent, as from the date hereof; and that all debts due to and owing by the said firm will be received and paid by the said John Wordsworth.—Dated this 20th day of November, 1885.

*Isaac Fry Keech.
John Wordsworth.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Andrew Middlemiss and Thomas Bennett, carrying on business as Boot and Shoe Dealers, at Clayton-street, in the city and county of Newcastle-upon-Tyne, under the style or firm of Middlemiss and Company, was dissolved, on the 1st day of May last, by mutual consent. All debts due to or owing by the said late firm will be received and paid by the said Andrew Middlemiss, who will continue the said business under the present style or firm of Middlemiss and Company.—As witness our hands this 7th day of November, 1885.

*Andw. Middlemiss.
Thomas Bennett.*

NOTICE is hereby given, that the Partnership between the undersigned, Peter Cavalli and Charles Castagna, in the business of Restaurant Proprietors, at Nos. 60 and 147, Fleet-street, London, under the firm of Cavalli and Co., has been dissolved as from the 24th of October last, and that in future the undersigned Peter Cavalli will carry on business on his separate account at No. 60, Fleet-street aforesaid, and the undersigned Charles Castagna will also carry on business on his separate account at No. 147, Fleet-street aforesaid.—As witness our hands this 13th day of November, 1885.

*P. Cavalli.
C. Castagna.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Read Richardson and William Donkin, carrying on business as Coachbuilders, at James-street, Scarborough, in the county of York, under the style or firm of Richardson and Donkin, has been dissolved, by mutual consent, as and from the 10th day of November, 1885. All debts due to or owing by the said late firm will be received and paid by the said Thomas Read Richardson.—Dated this 19th day of November, 1885.

*Thomas Read Richardson.
William Donkin.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Edwards Barkworth, John Ripley Cooper, and Arthur Thompson, as Tailors, Clothiers, and Outfitters, at No. 22, Wicker, in Sheffield, in the county of York, under the style or firm of Barkworth, Cooper, and Thompson, was this day dissolved by mutual consent. And all debts due and owing to or by the late firm will be received and paid by the said Thomas Edwards Barkworth, who will in future carry on the said business for his own benefit.—As witness our hands this 20th day of November, 1885.

*T. E. Barkworth.
John Ripley Cooper.
A. Thompson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Jesper and Thomas Lester, both of Penrith, in the county of Cumberland, Clothiers and Outfitters, and Henry Cook, of Barrow-in-Furness, in the county of Lancaster, Clothier and Outfitter, carrying on business as Merchant Tailors, Clothiers, and General Outfitters, at Barrow-in-Furness aforesaid, under the style or firm of Wilson Jespers, and Co., has been dissolved, by mutual consent, as and from the 28th day of November, 1885.—Dated this 9th day of November, 1885.

*Samuel Jesper.
Thomas Lester.
Henry Cook.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Ball the younger and Frank Ridout Evans, carrying on business as Terra Cotta Manufacturers and Merchants and General Potters, at Watcombe, Torquay, in the county of Devon, and at Saint Andrew-street, Holborn, in the county of Middlesex, under the style or firm of the Watcombe Pottery Company, Messrs. Ball and Evans, Proprietors, was dissolved on the 19th day of November instant by mutual consent. All debts due and owing to and by the said firm will be received and paid by the said Frank Ridout Evans, who will in future carry on the said business on his own account.—Dated this 19th day of November, 1885.

*William Ball, jun.
Frank R. Evans.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick George Horton and Frederick William Hackwood, in the trade or business of Printers and Publishers, and carried on by us at 24, Lower High-street, Wednesbury, in the county of Stafford, under the style or firm of Horton and Hackwood, has this day been dissolved by mutual consent.—Dated this 18th day of November, 1885.

*Frederick Geo. Horton.
Frederick William Hackwood.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Thomas Lee Whitlock and William Eden Waddington, under the firm of Whitlock, Waddington, and Company, at 132, Wool Exchange, Coleman-street, in the city of London, in the trade or business of Wine and Spirit Merchants, was this day dissolved by mutual consent.—As witness our hands this 19th day of November, 1885.

*T. Lee Whitlock.
W. E. Waddington.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Henry Taylor and John Stephenson, carrying on business as Hat and Bonnet Manufacturers, at No. 60, Red Cross-street, Barbican, in the city of London, under the name, style, or firm of Taylor and Stephenson was dissolved, by mutual consent, as from the 22nd day of November, 1885.—Dated this 23rd day of November, 1885.

*Henry Taylor.
John Stephenson.*

[Extract from the Edinburgh Gazette of November 6, 1885.]

NOTICE is hereby given, that the Copartnership lately carried on between us the undersigned, Andrew Wylie and James Lowndes, as Flax Spinners and Bleachers, at Prinlaws, Fifeshire, under the firm of John Fergus and Company, was dissolved, as on 30th September, 1885, by the retirement of the subscriber James Lowndes; and that all debts due to the said dissolved Company are to be paid to the subscriber Andrew Wylie, by whom all the debts contracted by the firm will be paid.

And. Wylie.

Tho. Lister, Clerk, residing at Prinlaws, Witness to the Signature of the said Andrew Wylie.

Harry Jobson, Clerk, residing at Leslie, Fifeshire, Witness to the Signature of the said Andrew Wylie.

James Lowndes.

Geo. Murray, Postmaster, St. Andrews, Witness to the Signature of the said James Lowndes.

David H. Braid, Clerk, St. Andrews, Witness to the Signature of the said James Lowndes.

ELIZABETH ANNIE SYNGE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Elizabeth Annie Syngé, late of Esher Lodge, 143, London-road, St. Leonard's, in the county of Sussex, and of Dysart, in the county of Clare, in Ireland, Widow, deceased (who died on the 25th day of October, 1885, at Penge, in the county of Surrey, and whose will, dated the 19th of January, 1885, with a codicil thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 11th day of November, 1885, by Edward John Hutchinson Syngé, late of 45, Hunkisson-street, Liver-

pool, and now of Hollybank, Overton, Frodsham, Cheshire, Gentleman, and Josiah Thomas Brown, of No. 123, Cromwell-road, Saint Andrew's Park, Bristol, Architect, two of three of the executors therein named), are hereby required to send, in writing, particulars of their claims or demands to us the undersigned, the Solicitors for the said executors, at our offices, No. 46, Parliament-street, Westminster, on or before the 1st day of March, 1886; and notice is hereby also given, that after the last-mentioned day the executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they have then notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice; and all persons indebted to the estate of the said deceased are hereby requested forthwith to pay the amount of their respective debts to us the undersigned, on behalf of the executors.—Dated this 21st day of November, 1885.

BIRCHAM and CO., 46, Parliament-street, Westminster, Solicitors for the Executors.

ELIZA PEDLER, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Eliza Pedler, late of Lymington, in the county of Hants, Spinster, deceased (who died on the 13th day of April, 1885, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by John Rowthorn, of Lymington aforesaid, Collector of Rates, and Stephen Hayward, of Lymington aforesaid, Butcher, the executors therein named, on the 29th day of May, 1885), are required to send the particulars, in writing, of their claims and demands to us the undersigned, the Solicitors for the said executors, on or before the 23rd day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall 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 or demand they shall not then have had notice.—Dated this 21st day of November, 1885.

MOORE, JACKMAN, and RAWLINS, Lymington, Hants, Solicitors.

SARAH HOBBS, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Sarah Hobbs, late of Lymington, Widow, deceased (who died on the 17th day of April, 1885, and letters of administration of whose personal estate and effects were, on the 16th day of June, 1885, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice to Edward Horatio Moore, Edwin Jackman, and John Davis Rawlins, the lawful attorneys of George Bramble Hobbs, the administrator therein named), are hereby required to send the particulars, in writing, of their claims and demands to us the undersigned, as the Attorneys of the said administrator, on or before the 23rd day of December next, after which date we shall proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which we shall then have had notice; and we 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 or demand we shall not then have had notice.—Dated this 21st day of November, 1885.

MOORE, JACKMAN, and RAWLINS, Lymington, Hants, Solicitors.

FRANCES ELIZABETH BURSEY, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Frances Elizabeth Bursey, late of Lymington, in the county of Southampton, Spinster, deceased (who died on the 12th day of July, 1885, and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by Frances Mary Feddon Browne, Jane Sophia Augusta Browne, both of Cwm Head House, Church Stretton, in the county of Shropshire, Spinsters, and John Davis Rawlins, of Lymington aforesaid, Gentleman, the executors therein named, on the 21st day of October, 1885), are hereby

required to send the particulars, in writing, of their claims and demands to us the undersigned, the Solicitors for the said executors, on or before the 23rd day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall 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 or demand they shall not then have had notice.—Dated this 21st day of November, 1885.

MOORE, JACKMAN, and RAWLINS, Lymington, Hants, Solicitors.

JOHN OLDFIELD, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim or demand against the estate of John Oldfield, late of Stockport, in the county of Chester, Valuer, deceased (who died on the 10th November, 1884, and whose will, with a codicil thereto, was proved by Robert Oldfield, John Henry Hollingdrake, John Lees, and Henry Bell the younger, the executors thereof, in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th January, 1885), are hereby required to send particulars of their claims or demands to the undersigned, the Solicitor for the said executors, on or before the 31st December next, after which date the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to those claims only 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 of whose claim they shall not then have had notice.—Dated this 16th day of November, 1885.

WILLIAM SMITH, 30, Great Underbank, Stockport, Solicitor for the said Executors.

WILLIAM HOOLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim or demand against the estate of William Hooley, late of Stockport, in the county of Chester, Bank Manager, deceased (who died on the 24th November, 1884, and whose will, with a codicil thereto, was proved by Thomas Bayley, John Henry Hooley, and William Hooley, the executors thereof, in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 24th December, 1884), are hereby required to send in particulars of their claims or demands to the undersigned, the Solicitor for the said executors, on or before the 31st December next, after which date the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to those claims only 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 of whose claim or demand they shall not then have had notice.—Dated this 16th day of November, 1885.

WILLIAM SMITH, 30, Great Underbank, Stockport, Solicitor for the said Executors.

WILLIAM JONES, Deceased.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of William Jones, late of 19, Berry-street, in the city of Liverpool, Chemist (who died at 19, Berry-street aforesaid on the 28th day of August, 1885, and whose will was proved by Martha Jones, Widow, one of the executors therein named, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Liverpool on the 12th day of November, 1885), are hereby required, pursuant to the 29th section of the Act of Parliament of the 22nd and 23rd Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," to send, in writing, particulars of their claims or demands to the undersigned, John Quinn and Sons, the Solicitors for the said Martha Jones, at their offices, 22, Lord-street, Liverpool aforesaid, on or before the 20th day of December next; and notice is hereby also given, that after the said last-mentioned day the said Martha Jones will proceed to distribute the assets of the said William Jones among the parties entitled thereto, having regard to the debts, claims, and demands of which the said Martha Jones has then had notice; and that she will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand the said Martha Jones has not had notice at the time of such distribution.—Dated the 20th day of November, 1885.

JOHN QUINN and SONS, Solicitors for the said Martha Jones.

In the Affairs of WILLIAM ELLIS, Deceased.
Pursuant to the Statute 22 and 23 Vic., c. 35, entitled
"An Act to further amend the Law of Property, and
to relieve Trustees."

ALL creditors or other persons having any claim
against the estate of William Ellis, late of 10,
Radnor-place, Hyde Park-square, in the county of Mid-
dlesex (who died on the 26th day of October, 1885), are
hereby required to send, on or before the 8th day of
January next, particulars of their claims to Arthur Ellis
or Gilbert John Dashper, both of the city of Lincoln,
the executors of the deceased, or to us; and notice is
hereby given, that on and after the said 8th day of
January next, the said executors will proceed to distri-
bute the assets of the said deceased, having regard to
those claims only of which they shall then have had
notice.—Dated the 18th day of November, 1885.

By order of the Executors,
TWEED, STEPHEN, and DASHPER, Lincoln,
Solicitors.

ABRAHAM PHILLIPS, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd
Vic., chap. 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 Abraham Phillips, late of No. 194,
Kennington-road, and of No. 131, Lower Marsh, Lambeth,
and of No. 227, Westminster Bridge-road, all in the
county of Surrey, Fruiterer, deceased (who died on the
20th day of October, 1885, and whose will was, on the
17th day of November, 1885, duly proved in the Prin-
cipal Registry of the Probate Division of Her Majesty's
High Court of Justice by Moses Levy and Mark Levy,
the executors therein named), are hereby required to
send, in writing, particulars of their debts, claims, or
demands to the undersigned, Solicitors for the said exe-
cutors, on or before the 31st day of December, 1885,
after which date the said executors will proceed to dis-
tribute the assets of the said deceased among the parties
entitled thereto, having regard only to the debts, claims,
and demands of which they shall then have had notice;
and that the said executors will not be liable for the
assets, or any part thereof, so distributed to any person
of whose debt, claim, or demand they shall not then
have had notice.—Dated this 21st day of November,
1885.

WALLER and SONS, 75, Coleman-street, London,
E.C., Solicitors for the said Executors.

PHILIP BUSH, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Victoria,
chapter 35, entitled "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 Philip Bush, late of Collier's End,
Standon, in the county of Hertford, Hay and Straw
Dealer, deceased (who died on the 26th day of August,
1885, and whose will was proved by Alfred Bush and
Henry Bush, sons of the said deceased, two of the exe-
cutors therein named, in the Principal Registry of the
Probate Division of Her Majesty's High Court of Justice
on the 21st day of October, 1885), are hereby required
to send particulars, in writing, of their claims and
demands to us the undersigned, on or before the 31st
day of December, 1885; and notice is hereby also given,
that after that 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 that the said executors will not be liable in respect
of the assets so distributed to any person of whose claim
they shall not then have had notice.—Dated this 19th day
of November, 1885.

BAKER and THORNEYCROFT, Bishop's Stort-
ford, Solicitors for the said Executor.

MARY GRAYDON WILKINS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic.,
cap. 35, intituled "An Act to further amend the Law
of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors or other
persons having any claims or demands against
the estate of Mary Graydon Wilkins, late of No. 1,
Spencer-villas, Lansdown-road, Tottenham, in the county
of Middlesex, Widow (who died at No. 1, Spencer-villas
aforesaid on the 27th day of August, 1885, and whose
will was, on the 17th day of November, 1885, duly proved
by Ann Maria Green and William Tiffin Iliff, the executors
therein named, in the Principal Registry of the Probate
Division of the High Court of Justice), are hereby re-
quired to send, in writing, the particulars of their claims
or demands to us the undersigned, the Solicitors for the
said Ann Maria Green and William Tiffin Iliff, at our
office as below, on or before the 21st day of December,

1885; and notice is hereby also given, that at the ex-
piration of the last-mentioned day the said Ann Maria
Green and William Tiffin Iliff will be at liberty to distri-
bute the assets of the Mary Graydon Wilkins, or any
part thereof, amongst the parties entitled thereto, having
regard to the claims of which they had then had notice;
and that the said Ann Maria Green and William Tiffin
Iliff will not be liable for the said assets, or any part
thereof, so distributed to any person of whose claim they
they had not had notice at the time of such distribution.
—Dated this 20th day of November, 1885.

MONTAGUE, GOSSET, and SON, 2, Coleman-
street-buildings, Moorgate-street, E.C., Solicitors
for the said Executors.

THOMAS NEWBOULD, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria,
chapter 35, intituled "An Act to further amend the
Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other
persons having any claims or demands against
the estate of Thomas Newbould, late of Fountain Villa,
Pitsmoor, in the parish of Sheffield, in the county of
York, Butcher (who died on the 22nd day of March, 1884,
and whose will was proved by Joseph Brady, of Earl
Marshal-road, Pitsmoor, in the parish of Sheffield afore-
said, Colliery Agent, and Maurice John Dodworth, of
Victoria-road, Broomhall Park, in the said parish, Manu-
facturer, the executors therein named, on the 24th day
of April, 1884, in the Wakefield District Registry of the
Probate Division of Her Majesty's High Court of Justice),
are hereby required to send in the particulars, in writing,
of their claims or demands to me the undersigned, Soli-
citor for the said executors, on or before the 13th day of
December next; and notice is hereby also given, that
after that day the executors will proceed to distribute
the assets among the parties entitled thereto, having
regard only to the claims of which the said executors shall
then have had notice; and they will not be liable for the
assets, or any part thereof, so distributed to any person
of whose debt or claim they shall not then have had
notice.—Dated this 11th day of November, 1885.

FRED. WM. WILSON, 2, Surrey-street, Sheffield,
Solicitor for the said Executors.

JAMES GERRATT PLANCHE, Deceased.

Pursuant to the Statute 22nd and 23rd Vict., chap. 35.

NOTICE is hereby given, that all persons having any
debts, claims, or demands against the estate of
James Gerratt Planche, late of Queen's-road, Liverpool, in
the county of Lancaster, Collector (who died on the 24th
day of November, 1884, and letters of administration to
whose personal estate and effects were granted on the
19th day of November, 1885, by the District Registry
at Liverpool of the Probate Division of the High Court
of Justice to Mary Planche, the lawful Widow and relict
of the said intestate), hereby required to send to the
said administratrix, addressed to the care of us the
undersigned, her Solicitors, particulars, in writing, of
such debts, claims, and demands, on or before the 26th
day of December next, after which date the said ad-
ministratrix will distribute the assets of the said
deceased amongst the parties entitled thereto, having
regard only to the claims of which she shall then have
had notice; and she will not be liable for the assets,
or any part thereof, so distributed to any person of
whose claim she shall not have had notice at the time
of such distribution.—Dated this 20th day of November,
1885.

BREMNER, SON, and PENNINGTON, 1, Cross-
hall-street, Liverpool, Solicitors for the said
Administratrix.

HARRIETTE GRACE PRINCE, Spinster, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria,
chap. 35.

NOTICE is hereby given, that all creditors and other
persons having any claims or demands against or
affecting the estate of Harriette Grace Prince, late of
Ashelworth Villa, Eastbourne, Sussex, Spinster, deceased
(who died on the 14th day of September, 1885, and whose
will was proved in the District Registry attached to the
Probate Division of Her Majesty's High Court of Justice
at Lewes on the 6th day of November, 1885, by the under-
signed, Edward Hillman, the sole executor therein
named), are hereby required to send particulars of their
claims or demands to the undersigned, on or before the
1st day of January next, after which date the said exe-
cutor 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; and he will not be responsible for the assets
so distributed to any person of whose claim or demand
he shall not then have had notice.—Dated this 20th day
of November, 1885.

EDWD. HILLMAN, Lewes, Sussex.

JAMES GLOSSOP, 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 claim or demand against the estate of James Glossop, late of No. 49, Carlton-street, Moss Side, Manchester, in the county of Lancaster, Paper Dealer (who died on the 19th day of August, 1885, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Manchester on the 8th day of October, 1885, by Mary Glossop, the executrix therein named), are hereby required to send particulars, in writing, of such claim or demand to us the undersigned, the Solicitors for the said executrix, on or before the 18th day of December, 1885, after which time the said executrix will proceed to distribute the estate of the deceased amongst the parties entitled thereto, having regard only to the claims or demands of which she shall then have had notice; and she will not be liable for the assets, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 18th day of November, 1885.

GRUNDY, KERSHAW, and CO., 79, Mosley-street, Manchester, Solicitors for the said Executrix.

ELIZABETH PATIENCE CULLEY, 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 claims or demands upon or against the estate of Elizabeth Patience Culley, late of Braydestone, in the county of Norfolk, Widow, deceased (who died on the 15th day of August, 1885, and whose will was proved in the Norwich District Registry of the Probate Division of Her Majesty's High Court of Justice on the 8th day of October, 1885, by James Landy Brown, of the city of Norwich, Clerk in Holy Orders, and Walter Overbury, of the same city, Gentleman, the executors therein named), are hereby required to send in particulars, in writing, of their claims or demands to the said executors, under cover addressed to us the undersigned, Solicitors for the said executors, on or before the 1st day of January, 1886, 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 the said executors will not be liable or accountable for the assets, or any part thereof, so distributed to any person of whose debt or claims they shall not then have had notice.—Dated this 19th day of November, 1885.

OVERBURY and GILBERT, Norwich, Solicitors for the Executors.

GEORGE YEARDLEY, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of George Yeardley, late of No. 60, Fitzwilliam-street, Sheffield, in the county of York, Grocer (who died on the 9th day of August, 1885, and of whose personal estate letters of administration were, on the 29th August, 1885, granted by Her Majesty's High Court of Justice, at the District Registry attached to the Probate Division thereof at Wakefield to Henry Yeardley, one of the natural and lawful children and one of the next of kin), are requested to send particulars, in writing, of such claims to us the undersigned, Solicitors to the administrator, on or before the 19th day of December, 1885, at the expiration of which time the said administrator will proceed to administer the estate of the said deceased, having regard only to the claims of which he shall then have had notice.—Dated this 20th day of November, 1885.

HENRY VICKERS, SON, and BROWN, Bank-court, Sheffield, Solicitors for the Administrator.

Mrs. MARY BUNDOCK, 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 upon or against the estate of Mary Bundock, late of No. 32, Lavender-grove, Dalston, in the county of Middlesex, Widow, deceased (who died on the 4th day of December, 1884, and to whose estate and effects administration, with the will annexed, was granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 29th day of December, 1884, to Maria Choat, wife of Frederick Choat), are hereby required to send in the particulars, in writing, of their

claims and demands to me the undersigned, the Solicitor for the said administratrix, on or before the 11th day of January, 1886; and notice is hereby also given, that after that date the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which she shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 20th day of November, 1885.

WILLIAM WALKER, 84, Coleman-street, City of London, E.C., Solicitor for the said Administratrix.

MARTHA BURROWS, Deceased.

Pursuant to Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any debt or claim against the estate of Martha Burrows, late of King's Lynn, in the county of Norfolk, Spinster, deceased (who died on the 23rd day of November, 1884, intestate, and letters of administration of whose estate and effects were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 5th day of November instant to Maria Amelia Wright, Widow, the lawful niece and next of kin of the said deceased), are hereby required to send, in writing, the particulars of such debts or claims to the undersigned, the Solicitor for the said administratrix, on or before the 1st day of December, 1885, after which date the said administratrix will proceed to distribute the assets of the said deceased, having regard only to the claims of which she shall then have had notice.—Dated this 18th day of November, 1885.

WAPLES CANWARDEN, 54, Jewin-street, London.

THOMAS CARR, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Thomas Carr, late of Oakfield, Ashton-upon-Mersey, in the county of Chester, Gentleman, deceased (who died on the 31st day of July, 1885, and whose will was proved in the District Registry at Chester of the Probate Division of Her Majesty's High Court of Justice on the 28th day of August, 1885, by Henry Carr, of Halefield, Bowdon, in the said county, Gentleman, John Edward Carr, of No. 2, McDonald's-lane, in the city of Manchester, Yarn Agent, and Francis Rainer, of No. 37, Blackfriars-street, in the city of Manchester aforesaid, Gentleman, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to the said Francis Rainer on or before the 9th day of January, 1886, 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 19th day of November, 1885.

MAKINSON, FULLER, and RAINER, Solicitors for the Executors.

AMOS RUSHWORTH, Deceased.

Pursuant to the provisions of an Act of Parliament of the 22nd and 23rd Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon the estate of Amos Rushworth, late of Gerrard-street, Halifax, in the county of York, Coal Merchant (who died on the 3rd day of July, 1885, whose will was proved in the Wakefield District Registry attached to the Probate Division of Her Majesty's High Court of Justice by Ben Rushworth, of Northowram, in the parish of Halifax aforesaid, Overlooker, John Culpan, of Crosshills, in Halifax aforesaid, Linen Draper, and Fred Dyson, of Halifax aforesaid, Cabinet Maker, the executors), are requested to send the particulars thereof, on or before the 1st day of January next, to us, the undersigned, at the expiration of which period the executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to claims of which the said executors shall then have had notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said executors shall not then have had notice.—Dated this 14th day of November, 1885.

J. E. and E. H. HILL, 4, Harrison-road, Halifax, Solicitors for the said Executors.

EMMA HOWELL, Deceased.

Pursuant to 22nd and 23rd Vic., chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Emma Howell, late of Loughton Villa, Weston-super-Mare, in the county of Somerset, Widow (who died on the 6th day of September, 1885), are hereby required to send the particulars of their claims and demands to us the undersigned, as Solicitors for Horatio Howell, Griffith Hedley Howell, and Edmund Hollond Howell, the executors, on or before the 1st day of January next, after which date the executors will distribute the estate among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated 20th day of November, 1885.

NEISH and HOWELL, 66, Watling-street, E.C., Solicitors for the Executors.

GEORGE HODGKINSON, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of George Hodgkinson, late of Penn's-road, Upper Heeley, near Newfield-green, Sheffield, in the county of York, formerly a Pen Blade Grinder (who died on the 23rd day of December, 1877, and whose will was proved on the 18th day of June, 1878, in the Wakefield District Registry attached to the Probate Division of the High Court of Justice), are requested to send particulars, in writing, of their claims to us the undersigned, Solicitors for George Bargh Owen, of Broad-street Park, Chemist and Druggist, and Samuel Hibberd, of Alderson-place, Highfield, Sheffield aforesaid, Cashier, the executors of the said will, on or before the 10th day of December next, after which date the executors will deal with the assets of the said deceased, having regard only to the claims of which they then shall have had notice.—Dated this 20th day of November, 1885.

HENRY VICKERS, SON, and BROWN, Bank-street, Sheffield, Solicitors for the said Executors.

SAMUEL BIRD, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to 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 Samuel Bird, late of Seven Kings Farm, Chadwell, in the county of Essex, Farmer, deceased (who died on the 21st day of October, 1885, and letters of administration to whose estate were, on the 16th day of November, 1885, granted to his widow, Charlotte Bird), are hereby required to send in the particulars of their debts, claims, or demands to the undersigned, on or before the 30th day of December, 1885, after which date the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which she shall then have had notice, and the administratrix will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand she shall not then have had notice.—Dated this 19th day of November, 1885.

T. and F. P. BADDELEY, 60, Leadenhall-street, London, E.C., Solicitors for the Administratrix.

JAMES STYRING, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, sec. 29.

NOTICE is hereby given, that all persons having any claims against the estate of James Styring, late of Leaton, Nottingham, Farmer, deceased (who died on the 28th August, 1861, and whose will was proved by Thomas Styring and Henry Styring, the executors, on the 27th September, 1861, in the Nottingham District Registry), are required to send in particulars of their claims to John Smith, Market-street, Sheffield, Decorator, the Attorney (duly appointed) of the said Henry Styring, surviving executor, on or before the 31st day of December next, at the expiration of which time the said John Smith will deal with and administer the effects of the deceased, having regard only to the claims of which he shall then have had notice.—Dated this 20th day of November, 1885.

ALFD. TAYLOR, 6, Norfolk-row, Sheffield, Solicitor for the said John Smith.

TO be sold, pursuant to an Order of the Chancery Division of the High Court of Justice, made in an action in the matter of the estate of Henry Fenton, deceased, Fenton v. Fenton, 1884, F., 470, with the approbation of Mr. Justice Pearson, by Mr. Henry Arthur Henderson, the person appointed by the said Judge, at the Auction Mart, Tokenhouse-yard, in the city of London,

on Tuesday, the 1st December, 1885, at two o'clock precisely:—

A leasehold shop, messuage, or tenement, situate at the north-west corner of High-street and John-street, Homerton, and being No. 53, High-street aforesaid.

Particulars and conditions of sale may be had of Mr. John Wilkinson, 2, Raymond-buildings, Gray's-inn, London, W.C., Solicitor; Messrs. Harper and Battcock, 23, Rood-lane, London, E.C., Solicitors; of the Auctioneer, 59 and 60, Chancery-lane, W.C., and Pembury-road, Lower Clapton; and at the place of sale.

In the High Court of Justice.—Chancery Division.

Mr. Justice Kay.

Re Middlesborough, Redcar, Saltburn-by-the-Sea, and Cleveland District Permanent Benefit Building Society.

TO be sold by auction, pursuant to an Order made in the above matter, with the approbation of Mr. Justice Kay, by Mr. Charles Willman, the person appointed by the said Judge, at the Queen Hotel, Middlesborough, in the county of York, on Tuesday, the 15th day of December, 1885, at two for three o'clock in the afternoon, in two lots:—

The freehold premises, Nos. 1, 2, 3, 4, 5, 6, 7, 8, and 9, in Hope-street, and Nos. 1, 2, 3, 4, 5, 6, 7, and 8, in Temperance-street, Haverton Hill, in the county of Durham.

Particulars and conditions of sale may be had (gratis) of Messrs. William Barclay Peat and John Vernon Cooper, Royal Exchange, Middlesborough; of Messrs. Jackson and Jackson, of Middlesborough, Solicitors; at the place of sale; and of Messrs. Jackson and Co., 81, Gracechurch-street, London, E.C., Solicitors.

PURSUANT to a Direction given in Court on the 31st October, 1885, by Mr. Justice Kay, one of the Judges of the Chancery Division of the High Court of Justice in the matter of the trusts of the sale moneys of certain real estate, formerly belonging to Evan Evans, deceased, and subject to the trusts of a certain Royal Warrant dated the 6th day of August, 1861, and in the matter of the Trustee Relief Act, Frances Salter, who resided in 1839 at Steyning, Sussex, or, if she died after 1841, her legal personal representative, is, either in person, or by Solicitor, on or before the 26th day of February, 1886, to come in and establish her right to the annuity bequeathed to her by the will of John Evans, the testator in the said matters, at the chambers of the said Mr. Justice Kay, at the Royal Courts of Justice, Strand, Middlesex, or in default thereof the said Frances Salter, or her legal personal representative, if she died after 1841, as the case may be, will be peremptorily excluded from participation in the fund in Court in the said matters, and from the benefit of any order therein, and such fund will be dealt with as if no claim against it existed in respect of the said annuity. Tuesday, the 2nd day of March, 1886, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated the 19th day of November, 1885.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Norfolk, holden at Norwich, made in an action Bignold against Rowe, the creditors of, or claimants against, the estate of William Rowe, late of the city of Norwich, Army Pensioner, who died in or about the month of May, 1885, are, on or before the 14th day of December, 1885, to send by post, prepaid, to the Registrar of the County Court of Norfolk, holden at Norwich, 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. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 21st day of December, 1885, at twelve o'clock at noon, being the time appointed for adjudicating upon the claims.—Dated this 12th day of November, 1885.

GEO. FREDK. COOKE, Registrar.

In the Matter of an Assignment for the Benefit of Creditors, dated the 2nd June, 1885, and executed by Thomas Barnard Turner, of the Bulkeley Arms Inn (formerly of the Royal Oak), Bangor, Licensed Victualler.

ALL creditors of the above-named debtor are required to send particulars of their claims to us the undersigned, as Solicitors for Thomas Parry, the Trustee herein, before the 27th day of November instant, in default thereof they will be excluded from the Dividend about to be declared.—Dated this 17th day of November, 1885.

GLYNNE, JONES, and JONES, Bangor, Solicitors.

In the Matter of a Deed of Assignment, dated the 4th day of November, 1885, executed by the Reverend Frank Morris Bayne, late of No. 13, West-street, in the borough of Rochdale, in the county of Lancaster, for the benefit of his creditors, which Deed is made between the said Frank Morris Bayne, of the one part, and Samuel Shepherd, of Yorkshire-street, in the said borough of Rochdale, Auctioneer, of the other part.

NOTICE is hereby given, that all persons having any claims against the said Frank Morris Bayne, are requested to send particulars of such claims to the said Samuel Shepherd, at his address, Yorkshire-street, Rochdale aforesaid, on or before the 7th day of December, 1885, after which date the said Samuel Shepherd will distribute the proceeds realized by him from the conversion of the estate assigned by the above-mentioned deed, less the expenses incurred under such deed, amongst the creditors of the said Frank Morris Bayne, of whose claims the said Samuel Shepherd shall then have received notice; and the said Samuel Shepherd will not be responsible to any creditor of whose claim he shall not then have had notice, for any part of such proceeds so distributed by him.—Dated this 18th day of November, 1885.

SAMUEL SHEPHERD, Trustee under the above-mentioned Deed of Assignment.

In the Matter of a Deed of Assignment, executed on the 24th day of October, 1885, by Rosa Ann Bird, of No. 9, Ravenshaw-terrace, North End-road, Walham Green, in the county of Middlesex, Widow, Draper.

NOTICE is hereby given, that the Trustees under the above deed will, on the 2nd day of December next, or as soon thereafter as conveniently may be, make a Dividend under the above deed of the estate of the said Rosa Ann Bird amongst those creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 2nd day of December next, send the same to Messrs. Collison and Viney, No. 99, Cheapside, in the city of London, Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 23rd day of November, 1885.

PHELPS, SIDGWICK, and BIDDLE, 18, Gresham-street, London, E.C., Solicitors for the Trustees.

Re a Deed of Assignment for the General Benefit of Creditors, dated the 20th day of August, 1885, executed by Alfred William Boulter, trading as A. W. Boulter and Co., of No. 14, Maryport-street and Long-street, both in Devizes, in the county of Wilts, Boot and Shoe Maker.

NOTICE is hereby given, that Messrs. Thomas Anderson Smith and Frank Reynolds, both of Devizes aforesaid, Leather Merchants, the Trustees under the above deed, intend, at the expiration of twenty-three days from the date hereof, to declare a First Dividend of 3s. 4d. in the pound, which will be paid to the creditors of the said Alfred William Boulter who have sent in claims and whose debts have been admitted. All creditors who have not sent in particulars of their debts must do so to the Trustees, or to one of them, before the 12th day of December next, otherwise they will be excluded from the benefit of the Dividend.—Dated this 20th day of November, 1885.

ALEXANDER GOUGH SMITH, Melksham, Solicitor for the Trustees.

Re a Deed of Assignment for the General Benefit of Creditors, dated the 5th day of October, 1885, executed by Harry King, of Market-place, Devizes, in the county of Wilts, Greengrocer and Fruiterer.

NOTICE is hereby given, that Mr. William Edwards, of Erchfont, near Devizes aforesaid, Yeoman and Dealer, the Trustee under the above deed, intends at the expiration of fourteen days from the date hereof to declare a First and Final Dividend, which will be paid to the creditors of the said Harry King who have sent in their claims and whose debts have been admitted. All creditors who have not sent in particulars of their debts must do so to the Trustee before the 5th day of December next, otherwise they will be excluded from the benefit of the Dividend.—Dated this 20th day of November, 1885.

ALEXANDER GOUGH SMITH, Melksham, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.
A FOURTH Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Hannah Margaret Plowright, of Sunnyside, Martell-road, West Dulwich, in the county of Surrey, a

Widow, and will be paid by me, at No. 18, Clement's-inn, Strand, in the county of Middlesex, on and after Wednesday, the 25th day of November, 1885, between the hours of eleven and one o'clock.—Dated this 23rd day of November, 1885.

THS. W. GILBERT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

A FIRST and Final Dividend of 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Aaron Knaggs, late of Askrigg, in the county of York, Grocer, Druggist, and General Dealer, and now of Loftus, in the same county, out of business, and will be paid by me, at the offices of the South Durham and North Yorkshire Wholesale Traders' Association Limited, No. 134, High-street, Stockton-on-Tees, in the county of Durham, on and after Wednesday, the 25th day of November, 1885, between the hours of nine and one.—Dated this 19th day of November, 1885.

GEO. ED. PYBUS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

A MEETING of the Creditors in the matter of a special resolution for liquidation by arrangement of the affairs of Frederick Albert Gatty, of Hagg Works, Accrington, in the county of Lancaster, Dyer and Calico Printer, trading under the style of F. A. Gatty and Co., and residing at Elmfield House, Church, near Accrington aforesaid, will be held at the offices of Messrs. Addleshaw and Warburton, Solicitors, No. 15, Norfolk-street, in the city of Manchester, on Tuesday, the 1st day of December, 1885, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the assent by the Trustee to a scheme of settlement of the affairs of the said Frederick Albert Gatty, in substitution for the scheme of settlement of his affairs approved by the above-named Court on the 19th day of March, 1884.—Dated this 19th day of November, 1885.

C. R. TREVOR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Mann, of Penelope-villas, Dovercourt, in the county of Essex, Commission Agent.

THE creditors of the above-named James Mann who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 19th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Leach, of the Fountain Mill, Haslingden, in the county of Lancaster, Cotton Manufacturer.

THE creditors of the above-named Joseph Leach who have not already proved their debts, are required, on or before the 2nd day of December, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Watson, of Richmond-terrace, Blackburn, in the county of Lancaster, Commission Agent, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1885.

JOSEPH WATSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Spencer Tumilty, of 23, Water-street and West Side, Huskisson Dock, Liverpool, in the county of Lancaster, Cefn Merthyr Colliery, Aderdare, in the county of Glamorgan, residing at Merton-road, Bootle, in the said county of Lancaster, Colliery Proprietor, Coal Merchant, and Master Stevedore, and also formerly of 110, Cannon-street, London, and the Forge Pit Nanty Glo, in the county of Monmouth.

THE creditors of the above-named John Spencer Tumilty who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the parti-

culars of their debts or claims, to me, the undersigned, John MacConnal, 22, Lord-street, Liverpool, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1885.

JOHN MACCONNAL, 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 Robert White, of Nos. 70, 73, 75, and 80, Newgate-street, in the city and county of Newcastle-upon-Tyne, and residing at Nos. 73 and 75, Newgate-street aforesaid, Grocer and Tea Dealer.

THE creditors of the above-named Robert White who have not already proved their debts, are required on or before the 5th day of December, 1885, to send their names and addresses, and particulars of claims, to me, the undersigned, Charles George Hoyle, 57A, Westgate-road, Newcastle-upon-Tyne, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1885.

CHARLES GEORGE HOYLE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Davidson, of Gateshead, in the county of Durham, Miller and Corn Dealer, and of Church-row, Darlington, in the said county, Flour Dealer.

THE creditors of the above-named Walter Davidson who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts and claims, to me, the undersigned, Arthur Stewart Maples, of Pink-lane, Newcastle-upon-Tyne, Official Receiver in Bankruptcy, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1885.

ARTHUR S. MAPLES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Terje Olsen and Charles Henry Donner, trading at Kingston-upon-Hull, and at Great Grimsby, under the firm of Steweni and Olsen, as Ship Brokers and Commission Agents.

THE creditors of the above-named Terje Olsen and Charles Henry Donner who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Wilkinson Hailstone and Charles Leetham, both of the borough of Kingston-upon-Hull, trading there in copartnership as Steamship Owners, under the style or firm of Hailstone and Leetham.

THE creditors of the above-named Richard Wilkinson Hailstone and Charles Leetham who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Wilkinson Hailstone and Charles Leetham,

both of the borough of Kingston-upon-Hull, trading there in copartnership as Steamship Owners, under the style or firm of Hailstone and Leetham.

THE separate creditors of the above-named Richard Wilkinson Hailstone who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Mark Helas, of No. 15, Great Thornton-street, in the town and county of the town of Kingston-upon-Hull, Builder and Contractor.

THE creditors of the above-named Mark Helas who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wark Blakeney, of the borough of Kingston-upon-Hull, Compass Maker and Adjuster, trading there and at Sunderland as J. W. Blakeney and Co.

THE creditors of the above-named John Wark Blakeney who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Parkinson Garbutt, of the town and county of the town of Kingston-upon-Hull, and of Newington, in the East Riding of the county of York, and of Bridlington Quay, in the East Riding of the county of York, Trader in Land.

THE creditors of the above-named William Parkinson Garbutt who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Leetham, of the borough of Kingston-upon-Hull, Steam Ship Owner and Underwriter.

THE creditors of the above-named James Leetham who have not already proved their debts, are required, on or before the 30th day of November, 1885, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Parker Burkinshaw, of No. 4, Parliament-street, in the borough of Kingston-upon-Hull, 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 18th day of November, 1885.

W. P. BURKINSHAW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Benjamin John Elder Bruce, of Manor-street, in the town and county of the town of Kingston-upon-Hull, Surveyor, and carrying on business in copartnership with William Robert Ridsdale, at Newington, in the county of York, as Brickmakers.

THE creditors of the above-named Benjamin John Elder Bruce who have not already proved their debts, are required, on or before the 10th day of December, 1885, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Parker Burkinshaw, of Kingston-upon-Hull, aforesaid, 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 20th day of November, 1885.

W. P. BURKINSHAW, Trustee.

THIS is to give notice, that the Court acting in the prosecution of a fiat in bankruptcy, awarded and issued forth on the 28th day of July, 1849, against James Butcher, of 117, Waterloo-road, in the county of Surrey, Builder, Retail Dealer in Beer, Dealer and Chapman, will sit on the 9th day of December, 1885, at eleven o'clock forenoon precisely, at Bankruptcy-buildings, 34, Lincoln's-inn-fields, in the county of Middlesex, in order to proceed to a new choice of an Assignee or Assignees of the estate and effects of the said bankrupt under the said fiat, in the place and stead of Robert Yorston, deceased, when and where the creditors who have not already proved their debts are to come prepared to prove the same, and with those who have already proved to vote in such choice.

THIS is to give notice, that the Court acting in the prosecution of a petition for an adjudication in bankruptcy, filed on the 28th day of January, 1857, against James Butcher, of the Three Cranes Public-house, Church-street, Hackney, in the county of Middlesex, Licensed Victualler, will sit on the 9th day of December, 1885, at eleven o'clock forenoon precisely, at Bankruptcy-buildings, 34, Lincoln's-inn-fields, in the county of Middlesex, in order to proceed to a new choice of an Assignee or Assignees of the estate and effects of the said bankrupt under the said petition, in the place and stead of John Cory, deceased, when and where the creditors who have not already proved their debts are to come prepared to prove the same, and with those who have already proved to vote in such choice.

In the County Court of Staffordshire, holden at Hanley. In the Matter of a Bankruptcy Petition against John Booth, of Audley, in the county of Stafford, Farmer, a Bankrupt.

On the 11th day of December, 1885, at the Townhall, Albion-street, Hanley, at eleven o'clock in the forenoon, John Booth, of Audley, in the county of Stafford, Farmer, adjudicated bankrupt on the 27th day of September, 1882, will apply for an Order of Discharge.—Dated this 16th day of November, 1885.

In the County Court of Lancashire, holden at Wigan, by transfer from the County Court of Lancashire, holden at Liverpool.

A Second and Final Dividend is intended to be declared in the matter of John Henry Nichols, of Sandfield Hall, Lowton, Newton-le-Willows, in the county of

Lancaster, and Henry Bloor, of 27, Chestnut-grove, Higher Tranmere, Birkenhead, in the county of Chester, and carrying on business in copartnership at 18, South Castle-street, Liverpool, in the county of Lancaster, under the style or firm of Nichols and Bloor, as Coal, Cannel, and Salt Proprietors, adjudicated bankrupts on the 5th day of October, 1883. Creditors who have not proved their debts by the 11th day of December, 1885, will be excluded.—Dated this 21st day of November, 1885.

Thos. Smith, Trustee.

In the County Court of Yorkshire, holden at Sheffield.

A Dividend is intended to be declared in the matter of William Bennett, of 31, Spital-street and Handley-lane, Sheffield, in the county of York, File Manufacturer, carrying on business under the style or firm of Wm. Bennett and Co., adjudicated bankrupt on the 31st day of May, 1883. Creditors who have not proved their debts by the 9th day of December, 1885, will be excluded.—Dated this 21st day of November, 1885.

H. Ashmore Styling, Trustee.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Thomas Robinson, late of Milton-street, in the town of Nottingham, Draper, and then in North Church-street, in the said town of Nottingham, out of business, a Bankrupt.

An Order of Discharge was this day granted to the above-named Thomas Robinson, who was adjudicated bankrupt on the 6th day of April, 1881.—Dated this 17th day of November, 1885.

In the High Court of Justice, in Bankruptcy.

No. 1179 of 1885.

In the Matter of a Bankruptcy Petition filed the 17th day of November, 1885.

To Samuel Burbridge, of No. 9, Blomfield-street, in the city of London, and Hereward Lodge, Rectory-road, Stoke Newington, in the county of Middlesex, Architect and Surveyor.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Frederick Pryce, of Heath Cottage, Gravesend, in the county of Kent, Exchange Broker, and the Court has ordered that the publication of this notice in the London Gazette and in the Times newspaper shall be deemed to be service of the petition upon you; and further take notice, that the said petition will be heard at this Court on the 7th day of December next, at twelve o'clock at noon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The petition can be inspected by you on application at this Court.—Dated the 21st day of November, 1885.

The Bankruptcy Act, 1883.

In the High Court of Justice in Bankruptcy.

No. 641 of 1884.

Re Andrew Jackson Rogers.

NOTICE is hereby given, that an Order was, on the 21st day of November, 1885, made by the Board of Trade, pursuant to section 86, sub-section 2, of the Bankruptcy Act, 1883, removing James Gray Matheson, of 2, Fenchurch-avenue, in the city of London, Merchant, from the office of Trustee under the scheme of arrangement which has been accepted by special resolution of the creditors and approved by the Court in this matter.—Dated this 21st day of November, 1885.

By Order of the Board of Trade.

E. HOUGH, Inspector in Bankruptcy.

THE BANKRUPTCY ACT, 1883.

RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
3921	Butler, Patrick	66, Wells-street, formerly 28, Margaret-street, Cavendish-square, both in Middlesex	Physician	High Court of Justice in Bankruptcy	1194 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Jan. 13, 1886, 11 A.M., 34, Lincoln's-inn-fields
3922	Garland, J.	99, Royal-road, Kennington, Surrey, late 14, Exmouth-street, Clerkenwell, and Rosoman-street, Clerkenwell, Middlesex	Cheesemonger	High Court of Justice in Bankruptcy	1130 of 1885	Nov. 18, 1885 ...	Nov. 4, 1885 ...	Jan. 15, 1886, 11 A.M., 34, Lincoln's-inn-fields
3923	Gooch, Arthur Brooks	3, Stoney-street, Southwark, Surrey	Potato Dealer	High Court of Justice in Bankruptcy	1093 of 1885	Nov. 18, 1885 ...	Oct. 27, 1885 ...	Jan. 15, 1886, 11 A.M., 34, Lincoln's-inn-fields
3924	Huckvale, James Augustus	102, Fenchurch-street, London, and 57, Brondesbury-road, Kilburn, Middlesex	Commission Agent ...	High Court of Justice in Bankruptcy	1200 of 1885	Nov. 21, 1885 ...	Nov. 21, 1885 ...	Jan. 15, 1886, 11.30 A.M., 34, Lincoln's-inn-fields
3925	Marriner, William Tyler (lately trading as Skinner and Co.)	25 to 28, Australian-avenue, London, residing at 29, Canonbury-square, Islington, Middlesex	Lately Dress Improver and Crinoline Manufacturer, now Commercial Traveller	High Court of Justice in Bankruptcy	971 of 1885	Nov. 20, 1885 ...	Sept. 17, 1885 ...	Jan. 14, 1886, 11 A.M., 34, Lincoln's-inn-fields
3926	Merritt, John James ...	High-street, Shoreditch, Middlesex, residing at 1, Iddlesleigh-villas, Sprowston-road, Forest Gate, Essex, late 89, London-wall, London, and 193, Clapham-road, Surrey	Builder and Contractor ...	High Court of Justice in Bankruptcy	1141 of 1885	Nov. 20, 1885 ...	Nov. 6, 1885 ...	Jan. 14, 1886, 11 A.M., 34, Lincoln's-inn-fields
3927	Mineard, Edwin	131, Warwick-road, Kensington, Middlesex, and Philbeach-gardens, Kensington	Builder	High Court of Justice in Bankruptcy	1198 of 1885	Nov. 21, 1885 ...	Nov. 21, 1885 ...	Jan. 14, 1886, 11 A.M., 34, Lincoln's-inn-fields
3928	Seward, Tom	The Lord Hood Public-house, Rich-street, Lime-street, Middlesex	Licensed Victualler ...	High Court of Justice in Bankruptcy	1187 of 1885	Nov. 18, 1885 ...	Nov. 18, 1885 ...	Jan. 12, 1886, 11 A.M., 34, Lincoln's-inn-fields
3929	Sugden, Alfred Harry ...	81, Aldersgate-street, London, and Fairleigh, Bowes-road, Bowes Park, Middlesex	Ostrich and Fancy Feather Manufacturer	High Court of Justice in Bankruptcy	1192 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Jan. 12, 1886, 11.30 A.M., 34, Lincoln's-inn-fields
3930	Willis, Frederick ...	Willis's Rooms, 27, King-street, St. James', Middlesex	Wine and Spirit Merchant and Restaurant Proprietor	High Court of Justice in Bankruptcy	998 of 1885	Nov. 20, 1885 ...	Sept. 24, 1885 ...	Jan. 12, 1886, 11.30 A.M., 34, Lincoln's-inn-fields
3931	Winslow, Lyttleton Stewart Forbes	6, Old Cavendish-street and the New University Club, St. James', both in Middlesex	Doctor of Medicine ...	High Court of Justice in Bankruptcy	1051 of 1885	Nov. 19, 1885 ...	Oct. 13, 1885 ...	Jan. 12, 1886, 11 A.M., 34, Lincoln's-inn-fields

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
3932	Witt, James Joseph, and Witt, Ann (trading as J. Witt)	42, Connaught-street, Hyde Park, Middlesex 32, Connaught-street, Hyde Park, Middlesex	Florist ... Spinster Greengrocers and Fruiterers	High Court of Justice in Bankruptcy	1190 of 1885	Nov. 19, 1885	Nov. 19, 1885	Jan. 12, 1886, 11 A.M., 34, Lincoln's-inn-fields
3933	Owens, Owen	In service at Bodeilio, Llanddyfnan, Anglesey	Farm Labourer	Bangor	40 of 1885	Nov. 19, 1885	Nov. 19, 1885	Dec. 14, 1885, 12.30 P.M.
3934	Child, John	89, Great Tindal-street, Birmingham, Warwickshire	Coach Builder	Birmingham	112 of 1885	Nov. 20, 1885	Nov. 20, 1885	Dec. 17, 1885, 2 P.M.
3935	Clark, William Thomas	The Boot Inn, Lapworth, Warwickshire	Licensed Victualler	Birmingham	111 of 1885	Nov. 19, 1885	Nov. 19, 1885	Dec. 15, 1885, 2 P.M.
3936	Shearman, Henry Franklin	Lowfield Heath, near Reigate, Surrey, late Brighton, Sussex	Manager of an Agricultural Agency	Brighton	101 of 1885	Nov. 19, 1885	Nov. 18, 1885	Dec. 10, 1885, 12 noon
3937	Haskins, James	Kingswood, Gloucestershire	Grocer	Bristol	58 of 1885	Nov. 21, 1885	Nov. 21, 1885	Dec. 10, 1885, 12 noon, Guildhall, Bristol
3938	Speller, Frederick Gray (trading as Speller and Co.)	13, Corn-street, lately residing at 4, St. Ronan's-avenue, Hampton-road, now residing at Fairfield-road, Montpelier, all in Bristol	Commission Merchant	Bristol	56 of 1885	Nov. 19, 1885	Nov. 19, 1885	Dec. 10, 1885, 12 noon, Guildhall, Bristol
3939	Carruthers, William	Gamblesby, near Penrith, Cumberland	Farmer	Carlisle	32 of 1885	Nov. 20, 1885	Nov. 20, 1885	Dec. 7, 1885, 11.30 A.M., Court-house, Carlisle
3940	Trye, Reginald Edward	Leckhampton Rectory, Leckhampton, Gloucestershire	Clerk in Holy Orders	Cheltenham	27 of 1885	Nov. 19, 1885	Nov. 19, 1885	Dec. 11, 1885, 12 noon
3941	Ashford, Edward	12, Granby-street, Ilkeston, Derbyshire	Saddler	Derby	31 of 1885	Nov. 19, 1885	Nov. 18, 1885	Dec. 19, 1885, 10 A.M.
3942	Rhodes, James Fletcher	Earlsheaton, Dewsbury, Yorkshire	Lately Grocer and Provision Merchant, now out of business	Dewsbury	60 of 1885	Nov. 20, 1885	Nov. 20, 1885	Dec. 1, 1885
3943	Gray, James George	Formerly High Roothing, Essex, late 10, Station-road, Chingford, Essex, now 21, British-street, Bow-road, Middlesex	Carpenter and Machinist	Edmonton	21 of 1885	Nov. 19, 1885	Nov. 19, 1885	Dec. 22, 1885, 1 P.M., Court-house, Edmonton
3944	Minn, Lewis Duge (trading as Daniel Lewis)	11, Tranquil-vale, Blackheath, Kent	Tobacconist	Greenwich	24 of 1885	Nov. 20, 1885	Oct. 30, 1885	Dec. 4, 1885, 1 P.M.

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
3945	Wood, William (trading as W. Wood and Sons)	299, Brockley-road and Arabin Ironworks, Arabin-road, Brockley, Kent	Ironmonger	Greenwich	28 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 18, 1885, 1 P.M.
3946	Barham, Edward Henry	168, Queen's-road, Hastings, Sussex	Fruiterer and Greengrocer	Hastings	32 of 1885	Nov. 21, 1885 ...	Nov. 21, 1885 ...	Dec. 21, 1885
3947	Meredith, John Henry ...	119, Marina, St. Leonards-on-Sea, Sussex	Lodging-house Keeper ...	Hastings	30 of 1885	Nov. 21, 1885 ...	Nov. 7, 1885 ...	Dec. 21, 1885
3948	Barker, Thomas, jun. ...	49, Church-street, Drypool, Kingston-upon-Hull ...	Fruiterer	Kingston-upon-Hull	48 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885 ...	Dec. 7, 1885, Court-house, Townhall, Hull, 2 P.M.
3949	Oldfield, James Kellett ...	51, New Briggate and 26, Harrison-street, both in Leeds, Yorkshire	Furniture Broker and Dealer	Leeds	97 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 15, 1885, 11 A.M.
3950	Walker, David	Washingborough, Lincolnshire... ..	Farmer	Lincoln	26 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885 ...	Dec. 14, 1885, 2 P.M.
3951	Akehurst, Stephen Allen	Derby House, Goies-lane, Freshfield, Lancashire ...	Grocer	Liverpool	154 of 1885	Nov. 19, 1885 ...	Nov. 18, 1885 ...	Dec. 3, 1885, 11 A.M., Court-house, Government-buildings, Victoria-street, Liverpool
3952	Sale, Ellen	City Hotel, Cooper-street, Manchester, Lancashire...	Licensed Victualler and Restaurant Keeper	Manchester	38 of 1885	Nov. 20, 1885 ...	Nov. 19, 1885 ...	Dec. 10, 1885, 1 P.M.
3953	Whaite, Frederick Adolphus (trading as Henry Whaite)	64, Bridge-street, Manchester, residing at 3, Windsor-terrace, Chester-road, Old Trafford, near Manchester	Dealer in Fine Arts and Fancy Goods	Manchester	89 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 10, 1885, 1 P.M.
3954	Davies, Thomas Hancock	High-street, Aberavon, Glamorganshire	Grocer	Neath	16 of 1885	Nov. 21, 1885 ...	Nov. 21, 1885 ...	Dec. 15, 1885, 10.30 A.M., Townhall, Neath
3955	Jones, Richard	Windsor-road, Neath, Glamorganshire, formerly Wind-street, Neath	Grocer	Neath	15 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 15, 1885, 10.30 A.M., Townhall, Neath
3956	Mansbridge, Walter ...	Southford Mill, Isle of Wight	Miller	Newport and Ryde...	24 of 1885	Nov. 21, 1885 ...	Nov. 7, 1885 ...	Jan. 6, 1886
3957	Sibley, James	South-street, Ryde, Isle of Wight	Baker	Newport and Ryde...	19 of 1885	Nov. 21, 1885 ...	Nov. 9, 1885 ...	Jan. 6, 1886
3958	Ward, William Edwin ...	18, Birkin-avenue, Hyson Green, and 17, Cooper's Factory, Roden-street, Sneinton, both in Nottingham	Lace Manufacturer...	Nottingham	81 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885 ...	Dec. 15, 1885

No.	Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Date of Public Examination.
3959	Smith, Charles Augustus	60, Kingston-road, Landport, Hampshire ...	Grocer ...	Portsmouth ...	34 of 1885	Nov. 19, 1885 ...	Nov. 18, 1885 ...	Dec. 7, 1885
3960	Hannay, John ...	Hinton Hall, Lea Cross, Salop... ..	Surgeon ...	Shrewsbury ...	8 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885 ...	Dec. 14, 1885, 12.30 P.M., Shirehall, Shrewsbury
3961	Boston, Walter ...	2, Northgate, Darlington	Tobacconist ...	Stockton - on - Tees and Middlesborough	69 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 9, 1885
3962	Goodhall, John ...	90, Denmark-street, Middlesborough ...	Contractor ...	Stockton - on - Tees and Middlesborough	61 of 1885	Nov. 20, 1885 ...	Nov. 9, 1885 ...	Dec. 9, 1885
3963	Watson, Thomas ...	28, Zetland-road, Loftus-in-Cleveland, Yorkshire ...	Painter, Paperhanger, and Picture Framer	Stockton - on - Tees and Middlesborough	68 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885 ...	Dec. 9, 1885
3964	Hicks, James Creasey ...	Portland-mews, Portland-street, and Mews at back of Clarence-terrace, Leamington	Livery Stable Keeper and Car Proprietor	Warwick ...	17 of 1885	Nov. 20, 1885 ...	Nov. 20, 1885 ...	Dec. 15, 1885
3965	Holberry, Joseph ...	Late the Brown Jug Inn, Birmingham-street, Old- bury, Worcestershire, now 28, Brook-street, Bilston, Staffordshire	Late Licensed Victualler, now Licensed Victualler's Manager	Wolverhampton ...	28 of 1885	Nov. 21, 1885 ...	Nov. 21, 1885 ...	Dec. 7, 1885

FIRST MEETINGS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Curzon, William Deacon ...	Cowley Peachey Brick and Cement Works, Cowley, Middlesex, and 5, Westminster-chambers, Victoria-street, Westminster, and formerly the Star Wharf, Camden Town, Middlesex	Brick Manufacturer and Director of a Public Company	High Court of Justice in Bankruptcy	1136 of 1885	Dec. 3, 1885 ...	2 P.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Freeman, William Richard	14, Bevington-street, North Kensington, Middlesex...	Journeyman Coachbuilder ...	High Court of Justice in Bankruptcy	1040 of 1885	Dec. 2, 1885 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Goldstein, Morris (trading as Lloyd, Taylor, and Company)	97, Cheapside, London	Jeweller	High Court of Justice in Bankruptcy	1170 of 1885	Dec. 3, 1885 ...	12 noon	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Levette, John W. (trading as the Wine Supply Association)	Late 171, Queen Victoria-street, London	Wine Merchant	High Court of Justice in Bankruptcy	1122 of 1885	Dec. 2, 1885 ...	12 noon	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Morgan, F. J.	8, West Chapel-street, Mayfair, Middlesex	Gentleman	High Court of Justice in Bankruptcy	1068 of 1885	Dec. 2, 1885 ...	11 A.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Phillips, Thomas George (trading as Phillips Brothers)	The Steam Printing Works, 113, London-road, Surrey, and residing at 20, Penton-place, Walworth, Surrey	Printer	High Court of Justice in Bankruptcy	1143 of 1885	Dec. 3, 1885 ...	2 P.M.	33, Carey-street, Lincoln's-inn, London
Pleasantoe, Ernest	10, Exeter-terrace, West Hampstead, Middlesex ...	Watchmaker and Jeweller ...	High Court of Justice in Bankruptcy	1145 of 1885	Dec. 2, 1885 ...	2 P.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Walton, Thomas Tredwell...	237, Southwark Park-road, Bermondsey 152, Hamilton-road, Lower Norwood, and 255, Southwark Park-road, Bermondsey	Grocer Grocer and Cheesemonger, and Baker	High Court of Justice in Bankruptcy	1146 of 1885	Dec. 3, 1885 ...	11 A.M.	Bankruptcy-buildings, High Court of Justice, Portugal-street, Lincoln's-inn-fields, London
Williams, Lewis and Lovegrove, William Joseph (trading as Williams and Lovegrove) ...	Penbryn-terrace, Dolgelly, Merionethshire Lion Hotel, Machynlleth, Montgomeryshire... ..	Rate Collector and Lodging-house Keeper Hotel Keeper	Aberystwith...	14 of 1885	Dec. 4, 1885 ...	1.30 P.M.	At the Townhall, Aberystwith
	... ..	Auctioneers, Appraisers, and House Agents					
Hughes, Richard	Carreg Ceiliog, Trefdraeth, Anglesey	Farmer	Bangor	39 of 1885	Dec. 1, 1885 ...	12.15 P.M.	Queen's Head Café, Bangor

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Trueblood, Moses ...	Hogsthorpe, Lincolnshire ...	Farmer ...	Boston ...	17 of 1885	Dec. 3, 1885 ...	12.30 P.M.	Office of Official Receiver, 48, High-street, Boston
Banister, Herbert Charles...	Lately trading at 10, Leeds-road, Bradford, and residing in lodgings at 125, Horton-lane, Bradford	Lately Manufacturer, afterwards Insurance Agent, now out of business	Bradford ...	84 of 1885	Dec. 1, 1885 ...	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford
Benson, John ...	The Junction Hotel, Crosshills, near Kildwick, Yorkshire	Innkeeper... ..	Bradford ...	77 of 1885	Dec. 7, 1885 ...	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford
Pitt, George Edward ...	The Thatched House, 22, Black Lion - street, Brighton, Sussex	Licensed Victualler ...	Brighton ...	100 of 1885	Dec. 2, 1885 ...	12 noon	Official Receiver's Office, 39, Bond-street, Brighton
Szapira, Joseph ...	47, North-street and King's-road, both in Brighton, Sussex	Fruiterer ...	Brighton ...	97 of 1885	Dec. 2, 1885 ...	3 P.M.	Official Receiver's Office, 39, Bond-street, Brighton
Speller, Frederick Gray (trading as Speller and Co.)	13, Corn-street, lately residing at 4, Saint Ronan's- avenue, Hampton-road, now residing at Fairfield- road, Montpelier, all in Bristol	Commission Merchant ...	Bristol ...	56 of 1885	Dec. 21, 1885 ...	12.30 P.M.	Offices of the Official Receiver, Bank-chambers, Bristol
Wakeham, John Henry ...	14, Clifton-street, Cardiff, Glamorganshire ...	Tailor and Hatter ...	Cardiff ...	47 of 1885	Dec. 3, 1885 ...	2.30 P.M.	Office of the Official Receiver, 3, Crockherbtown, Cardiff
Carruthers, William ...	Gamblesby, near Penrith, Cumberland ...	Farmer ...	Carlisle ...	32 of 1885	Dec. 7, 1885 ...	12.30 P.M.	Official Receiver's Offices, 34, Fisher-street, Carlisle
Avey, Samson ...	Eryerning, Essex ...	Builder ...	Chelmsford ...	28 of 1885	Dec. 2, 1885 ...	11 A.M.	Shirehall, Chelmsford
Hardy, Richard ...	Gloucester-mews, Weymouth, Dorsetshire ...	Livery-stable Keeper and Rid- ing Master	Dorchester ...	12 of 1885	Dec. 1, 1885 ...	12.30 P.M.	The Antelope Hotel, Dor- chester
Ashford, Edward ...	12, Granby-street, Ilkeston, Derbyshire ...	Saddler ...	Derby ...	31 of 1885	Dec. 2, 1885 ...	12 noon	Office of the Official Receiver, St. James's-chambers, Derby
Boult, Philip Frederick, and Paston, William James ... (trading as Boult and Paston) ...	20, Audley-street, Great Yarmouth, Norfolk 10, Row 96, Great Yarmouth, Norfolk Row 125, Great Yarmouth, Norfolk ...	Fish Merchants ...	Great Yarmouth ...	36 of 1885	Dec. 14, 1885 ...	2 P.M.	Office of Mr. L. Blake, South Quay, Great Yarmouth

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Minn, Lewis Duge (trading as Daniel Lewis)	11, Tranquil-vale, Blackheath, Kent	Tobacconist	Greenwich	24 of 1885	Dec. 2, 1885 ...	3 P.M.	Official Receiver's Offices, 109, Victoria-street, Westminster
Philpott, Robert	Branham House, Surbiton, Surrey	Proprietor of a School	Kingston, Surrey ...	20 of 1885	Dec. 3, 1885 ...	3.30 P.M.	The Griffin Hotel, Kingston-on-Thames
Stroud, James	Egham, Surrey	Coachbuilder	Kingston, Surrey ...	21 of 1885	Dec. 2, 1885 ...	3.15 P.M.	Angel and Crown Hotel, Staines, Middlesex
Barker, Thomas, jun. ...	49, Church-street, Drypool, Kingston-upon-Hull ...	Fruiterer	Kingston-upon-Hull	48 of 1885	Dec. 3, 1885 ...	11 A.M.	The Hall of the Hull Incorporated Law Society, Lincoln's-inn-buildings, Bowlialley-lane, Hull
Oldfield, James Kellett ...	51, New Briggate and 26, Harrison-street, both in Leeds, Yorkshire	Furniture Broker and Dealer ...	Leeds	97 of 1885	Dec. 4, 1885 ...	11 A.M.	Official Receiver's Office, St. Andrew's-chambers, 22, Park-row, Leeds
Parsons, Charles	1, Church-walk, Market-passage, and 19, London-street, Southport, Lancashire	Provision Dealer	Liverpool	152 of 1885	Dec. 2, 1885 ...	3 P.M.	Offices of the Official Receiver, 35, Victoria-street, Liverpool
Davies, Thomas Hancock ...	High-street, Aberavon, Glamorganshire	Grocer	Neath	16 of 1885	Dec. 3, 1885 ...	12 noon	Castle Hotel, Neath
Jones, Richard	Windsor-road, Neath, Glamorganshire, formerly Wind-street, Neath	Grocer	Neath	15 of 1885	Dec. 3, 1885 ...	10.30 A.M.	Castle Hotel, Neath
Alderman, Frank Theophilus Sandland (trading as Frank Alderman)	29, Robin Hood-street, Nottingham	Wholesale and Retail Grocer and Provision Dealer	Nottingham...	80 of 1885	Dec. 2, 1885 ...	12 noon	Official Receiver's Offices, 1, High-pavement, Nottingham
Milner, Joseph Aldred ...	Late Gamston, Nottinghamshire, and Goldsmith-street, Nottingham, now in lodgings at 14, Myrtle-street, and trading at Talbot-street, both in Nottingham	Late Farmer and Furniture Dealer, now Furniture Remover	Nottingham...	79 of 1885	Dec. 1, 1885 ...	12 noon	Official Receiver's Offices, 1, High-pavement, Nottingham
Taylor, Samuel	Church-walk, Newark, Nottinghamshire	Late Publican	Nottingham	77 of 1885	Dec. 1, 1885 ...	2 P.M.	Official Receiver's Offices, 1, High-pavement, Nottingham
Lewis, William	61, Baglan-street, Treherbert, Glamorganshire ...	Tailor and Draper	Pontypridd	41 of 1885	Dec. 1, 1885 ...	10.30 A.M.	The Official Receiver's Office, Merthyr Tydfil

Debtor's Name.	Address.	Description.	Court.	No.	Date of Meeting.	Hour.	Place.
Johnson, Joseph	Old Malton, Yorkshire	Farmer	Scarborough ...	23 of 1885	Dec. 2, 1885 ...	11.30 A.M.	The Offices of the Official Receiver, Scarborough
Dod, Frederic Hastings ...	Poplar Cottage, Cheadle Hulme, Cheshire ...	Farmer	Stockport	20 of 1885	Dec. 11, 1885 ...	11.15 A.M.	The Official Receiver's Offices, County - chambers, Market-place, Stockport
Ward, George	The Crag, near the Pier, Whitby, Yorkshire ...	Aërated Water Manufacturer ...	Stockton-on-Tees and Middlesborough	66 of 1885	Dec. 1, 1885 ...	11 A.M.	Office of the Official Receiver, 8, Albert - road, Middlesborough
Watson, Thomas	28, Zetland-road, Loftus-in-Cleveland, Yorkshire ...	Painter, Paperhanger, and Picture Dealer	Stockton-on-Tees and Middlesborough	68 of 1885	Dec. 1, 1885 ...	11.30 A.M.	Office of the Official Receiver, 8, Albert - road, Middlesborough
Hampton, Henry	42, North-street, Wandsworth, Surrey	Carman	Wandsworth ...	37 of 1885	Dec. 2, 1885 ...	3 P.M.	Official Receiver's Offices, 109, Victoria-street, Westminster

ADJUDICATIONS.

No. 25533.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Cairns, Adam ...	Late 44, Agnes-street, now 2, Ema-place, Silvertown, Essex	Engineer in the employment of the India-rubber, Gutta-percha, and Telegraph Works Company Limited	High Court of Justice in Bankruptcy	1034 of 1885	Nov. 21, 1885 ...	Oct. 7, 1885		
D'Almaine, Adolphine Victorine (trading as Madame Adolphine)	91, New Bond-street, Middlesex ...	Milliner and Dress-maker, Widow	High Court of Justice in Bankruptcy	1149 of 1885	Nov. 19, 1885 ...	Nov. 9, 1885		
Fieldgate, Daniel ...	58, Kennington Park-road, Surrey ...	Tea, Wine, and Spirit Merchant	High Court of Justice in Bankruptcy	1131 of 1885	Nov. 19, 1885 ...	Nov. 4, 1885		
Harrison, Owen (trading as J. Harrison)	7 and 9, Wilcock-road, Wandsworth-road, South Lambeth, Surrey	Butcher and Pork Butcher	High Court of Justice in Bankruptcy	1110 of 1885	Nov. 20, 1885 ...	Oct. 31, 1885		
Michell, George E. ...	41, Eardsley-crescent, Earls Court, Middlesex, late the Woodlands, Lover's-walk, Brighton, Sussex	No occupation...	High Court of Justice in Bankruptcy	975 of 1885	Nov. 20, 1885 ...	Sept. 18, 1885		
Seward, Tom ...	The Lord Hood Public-house, Rich-street, Limehouse, Middlesex	Licensed Victualler ...	High Court of Justice in Bankruptcy	1187 of 1885	Nov. 18, 1885 ...	Nov. 18, 1885		
Stevens, Richard...	8, Beaufort-terrace, North End-road, Fulham, Middlesex	China, Glass, and Earthenware Dealer	High Court of Justice in Bankruptcy	90 of 1885	Nov. 17, 1885 ...	Jan. 21, 1885		
Wormold, Walter G. ...	163, Fentiman-road, South Lambeth, Surrey	Builder ...	High Court of Justice in Bankruptcy	992 of 1885	Nov. 19, 1885 ...	Sept. 23, 1885		
Jones, Thomas Richard...	Livingstonia Steam Saw Mills, Penygroes, Carnarvonshire	Timber Merchant and Saw Mill Proprietor	Bangor ...	37 of 1885	Nov. 19, 1885 ...	Oct. 24, 1885 ...	The Official Receiver...	Crypt-chambers, Chester
Owens, Owen ...	In service at Bodeilio, Llanddyfnan, Anglesey	Farm Labourer ...	Bangor ...	40 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885		
Blackburn, Thomas ...	53, Church-street, Barnsley ...	Joiner ...	Barnsley ...	12 of 1885	Nov. 20, 1885 ...	Oct. 28, 1885		
McKinley, Patrick (trading as Patrick McKinley and Son)	10 and 12, Grange-lane and 158, Chester-street, Birkenhead	Furniture and General Dealer	Birkenhead ...	16 of 1885	Nov. 20, 1885 ...	Nov. 2, 1885		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Yorke, Walter ...	9, Aston-street and 395, Coventry-road, both in Birmingham, Warwickshire	Boot and Shoe Dealer	Birmingham ...	102 of 1885	Nov. 20, 1885 ...	Oct. 22, 1885		
Heywood, Edward Wigley	Formerly Market-place, Heywood, then Manchester-road, Hopwood, then Hill-street, Heywood, and now 12, Haymarket-street, Bury, all in Lancashire	Music and Musical Instrument Seller	Bolton ...	32 of 1885	Nov. 19, 1885 ...	Nov. 4, 1885		
Sunderland, William ...	6, Leaf-street and 69, Oakworth-road, Keighley, Yorkshire	Joiner ...	Bradford ...	76 of 1885	Nov. 20, 1885 ...	Oct. 30, 1885 ...	J. Arthur Binns, Official Receiver	
Playdon, Sampson ...	43, Thrissell-street and 2, Queen-street, Castle-street, Bristol	Currier ...	Bristol ...	54 of 1885	Nov. 20, 1885 ...	Nov. 16, 1885		
Turner, Charles ...	Creting All Saints, Suffolk ...	Farmer ...	Bury St. Edmunds ...	9 of 1885	Nov. 19, 1885 ...	Sept. 9, 1885		
Dove, Henry ...	Shatterling, Staple, Kent ...	Market Gardener ...	Canterbury ...	49 of 1885	Nov. 20, 1885 ...	Nov. 2, 1885 ...	Leslie Creery, Official Receiver	Ashford
Vinnett, Alfred ...	20, Saint John's-street, Folkestone, Kent, and late 104, Guildhall-street, Folkestone	Dairyman, late Green-grocer and Dairyman	Canterbury ...	50 of 1885	Nov. 20, 1885 ...	Nov. 2, 1885 ...	Leslie Creery, Official Receiver	Ashford
Ashford, Edward ...	12, Granby-street, Ilkeston, Derbyshire	Saddler ...	Derby ...	31 of 1885	Nov. 19, 1885 ...	Nov. 18, 1885		
Nixon, John Lumisdon ...	6, Clarendon-place, Plymouth ...	Ship Agent ...	East Stonehouse ...	34 of 1885	Nov. 21, 1885 ...	Nov. 5, 1885		
Gray, James George ...	Formerly High Roothing, Essex, late 10, Station-road, Chingford, Essex, now 21, British-street, Bow-road, Middlesex	Carpenter and Machinist	Edmonton ...	21 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885		
Boult, Philip Frederick... and Paston, William James ... (trading as Boult and Paston)	20, Audley-street, Great Yarmouth, Norfolk 10, Row 96, Great Yarmouth, Norfolk Row 125, Great Yarmouth, Norfolk...	Fish Merchants ...	Great Yarmouth ...	36 of 1885	Nov. 19, 1885 ...	Nov. 12, 1885		
Woitowitsch, Gottlieb ...	92, Edward-street, Deptford, Kent...	Watch and Clock Maker	Greenwich ...	21 of 1885	Nov. 20, 1885 ...	Aug. 22, 1885 ...	Cecil Mercer ...	109, Victoria-street, Westminster

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Creese, Frederick ...	Halmore Farm, Berkeley, Gloucestershire	Farmer	Gloucester	22 of 1885	Nov. 21, 1885 ...	Nov. 16, 1885		
Goldie, Archibald ...	12, West-street, Hereford	Tailor	Hereford	15 of 1885	Nov. 21, 1885 ...	Nov. 7, 1885		
Crane, Howard James ...	Felixstowe, Suffolk	Formerly General-shop Keeper, now out of business	Ipswich	15 of 1885	Nov. 18, 1885 ...	Nov. 14, 1885		
Wawman, William ...	The Hawthorns, Hamilton - road, Felixstowe, Suffolk, late Pitlake Bridge, Croydon, Surrey	Builder	Ipswich	12 of 1885	Nov. 18, 1885 ...	Oct. 9, 1885		
Leonard, Samuel... ..	High-street, Feltham, Middlesex ...	Builder	Kingston, Surrey ...	19 of 1885	Nov. 20, 1885 ...	Oct. 19, 1885		
Forryan, Robert	Littlethorpe, Leicestershire	Baker	Leicester	40 of 1885	Nov. 20, 1885 ...	Oct. 24, 1885		
Vine, Henry William ...	14 and 16, Terminus - road, East-bourne	Baker, Confectioner, and Restaurant Keeper	Lewes and East-bourne	13 of 1885	Nov. 20, 1885 ...	July 17, 1885		
Walker, David	Washingborough, Lincolnshire ...	Farmer	Lincoln	26 of 1885	Nov. 19, 1885 ...	Nov. 19, 1885		
Akehurst, Stephen Allen	Derby House, Goies-lane, Freshfield, Lancashire	Grocer	Liverpool	154 of 1885	Nov. 19, 1885 ...	Nov. 18, 1885		
Hough, John	Lower House-lane, Appleton, near Widnes, Lancashire, and 13, Waterloo-road, Widnes	Bookseller and Stationer	Liverpool	149 of 1885	Nov. 21, 1885 ...	Nov. 4, 1885		
Rooke, William (trading as William Rooke and Co.)	13, Grosvenor-buildings, Tithebarn-street, Liverpool, Lancashire	Cotton Broker	Liverpool	117 of 1885	Nov. 20, 1885 ...	Sept. 9, 1885		
Lomas, Joseph	46, London-road, Leek, Staffordshire	Tailor and Draper ...	Macclesfield ...	15 of 1885	Nov. 19, 1885 ...	Nov. 16, 1885 ...	Official Receiver	King Edward-street, Macclesfield
Clayton, David	The Shop, Erwood, Brecon	Grocer and Iron-monger	Newtown	9 of 1885	Nov. 20, 1885 ...	Oct. 28, 1885		

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.	Name of Trustee, if appointed.	Address of Trustee.
Alderman. Frank Theophilus Sandland (trading as Frank Alderman)	29, Robin Hood-street, Nottingham	Wholesale and Retail Grocer and Provision Dealer	Nottingham	80 of 1885	Nov. 20, 1885	Nov. 18, 1885		
Milner, Joseph Aldred	Late Gamston, Nottinghamshire, and Goldsmith-street, Nottingham, now in lodgings at 14, Myrtle-street, and trading at Talbot-street, both in Nottingham	Late Farmer and Furniture Dealer, now Furniture Remover	Nottingham	79 of 1885	Nov. 20, 1885	Nov. 13, 1885		
Taylor, Samuel	Church-walk, Newark, Nottinghamshire	Late Publican	Nottingham	77 of 1885	Nov. 20, 1885	Nov. 5, 1885		
Ward, William Edwin	18, Birkin-avenue, Hyson Green, and 17, Cooper's Factory, Roden-street, Sneinton, both in Nottingham	Lace Manufacturer	Nottingham	81 of 1885	Nov. 20, 1885	Nov. 19, 1885		
Williams, John Hood	40, High-street, Haverfordwest	Watchmaker and Jeweller	Pembroke Dock	19 of 1885	Nov. 20, 1885	Oct. 27, 1885		
Lewis, William	61, Baglan-street, Treherbert, Glamorganshire	Tailor and Draper	Pontypridd	41 of 1885	Nov. 20, 1885	Nov. 17, 1885	W. L. Daniel, Official Receiver	Merthyr Tydfil
Smith, Charles Augustus	60, Kingston-road, Landport, Hants	Grocer	Portsmouth	34 of 1885	Nov. 19, 1885	Nov. 18, 1885		
Watson, Thomas	28, Zetland-road, Loftus-in-Cleveland, Yorkshire	Painter, Paperhanger, and Picture Dealer	Stockton-on-Tees and Middlesborough	68 of 1885	Nov. 19, 1885	Nov. 19, 1885		
Hitch, Frederick William	Hadlow, Kent, and Maidstone, Kent	Beerhouse Keeper and Coachbuilder	Tonbridge Wells	21 of 1885	Nov. 19, 1885	Nov. 3, 1885		
Haycock, John Edward	63, High-street, Eton, Buckinghamshire	Hatter, Hosier, and Shirtmaker	Windsor	10 of 1885	Nov. 19, 1885	Oct. 22, 1885		
Johns, John	Colwall, Herefordshire	Carpenter, Grocer, Baker, and Provision Dealer	Worcester	36 of 1885	Nov. 19, 1885	Nov. 7, 1885		
Gibbons, Alfred	Yeovil, Somersetshire, late Hinton St. George, Somersetshire	Dairyman	Yeovil	7 of 1885	Nov. 21, 1885	Nov. 12, 1885		

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Hardy, George	24, Park-road, Craven Park, Harlesden, Middlesex	Builder	High Court of Justice in Bankruptcy	730 of 1885	Nov. 20, 1885 ...	To pay in full forthwith on approval by the Court, all preferential debts and proper fees, costs, charges, and expenses. To pay to all unsecured creditors in full discharge of all debts provable under the Receiving Order a composition of 5s. in the pound, payable 2s. in cash upon approval by the Court, 1s. 6d. at the expiration of two months, and 1s. 6d. at the expiration of four months respectively from date of approval. Payment of preferential debts, fees, costs, charges, and expenses, and the first instalment secured by a deposit of the amount with the Official Receiver, and the other instalments to the satisfaction of the Official Receiver. The Official Receiver is appointed to receive and distribute the composition. The Receiving Order is rescinded
Hartstone, Thomas	67, Fairfax-road, South Hampstead, Middlesex	Hairdresser	High Court of Justice in Bankruptcy	866 of 1885	Nov. 20, 1885 ...	To pay in full all preferential debts, and proper fees, costs, charges, and expenses. To pay to all unsecured creditors in full discharge of all debts provable under the Receiving Order a composition of 5s. in the pound. Payment of preferential debts, fees, costs, charges, and expenses, and the composition secured by depositing the amount of the same with the Official Receiver. The Official Receiver is appointed to receive and distribute the composition. The Receiving Order is rescinded
Winter, George... ..	Instow, Devonshire	Gentleman	Barnstaple ..	6 of 1885	Nov. 10, 1885 ...	2s. 6d. in the pound, payable within one month from approval by the Court, subject to the payment in priority to other debts of all debts directed to be so paid in the distribution of the property of a bankrupt; the composition to be secured to the satisfaction of the Official Receiver, who is appointed Trustee to receive and distribute it
Kerry, Edward (trading as the Small Profit Boot Company, also trading as E. Kerry)	7, Sidney-street, Cambridge, and 40, Burleigh-street, Cambridge	Bootdealer	Cambridge	15 of 1885	Nov. 18, 1885 ...	Payment of all preferential debts in full, and the costs and charges of these proceedings, and a composition of 15s. in the pound, by three equal instalments, at three, six, and nine months respectively from the date of the approval by the Court. The first instalment to be secured by the debtor's own promissory note, and the two last instalments to be secured by the promissory note of the debtor and his father and mother. The Official Receiver to receive and distribute the composition at a remuneration of 2½ per cent. on the amount distributed. Receiving Order rescinded

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Scheme or Composition sanctioned.
Woitowitsch, Gottlieb ...	92, Edward-street, Deptford, Kent ...	Watch and Clock Maker ...	Greenwich ...	21 of 1885	Nov. 18, 1885 ...	Application refused
Northan, James ...	34, St. Stephen's-road, Leicester ...	Builder ...	Leicester ...	38 of 1885	Nov. 10, 1885 ...	4s. in the pound on all admitted proofs, payable by three instalments, at three, six, and nine months from the date of the approval, secured. Debtor to provide for preferential claims and costs. Official Receiver appointed Trustee at 2½ per cent. on the amount distributed. Receiving Order rescinded

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Magee, Alfred Ernest (trading as Magee and Co.)	182, Brompton-road and 55, Chapel-place, Brompton, both in Middlesex	Builder and Contractor ...	High Court of Justice in Bankruptcy	377 of 1885	Dec. 15, 1885 ...	Joseph Andrews ...	7 and 8, Ironmonger-lane, E.C.
Prince, George ...	22, Holland-street, Blackfriars-road, and 32, Queen's-road, Peckham, Surrey	Lawn Tennis Raquet Maker, Turner, and Saw Mill Proprietor	High Court of Justice in Bankruptcy	878 of 1885	Dec. 8, 1885 ...	Oscar Berry ...	6, Arthur-street East, London Bridge, E.C.
Tyrrell, Richard ...	56, Great Queen-street, Lincoln's-inn-fields, Middlesex	Coach Maker ...	High Court of Justice in Bankruptcy	424 of 1885	Dec. 16, 1885 ...	Walter B. Woodall ...	Orchard-street, Portman-square, W.
Prothero, John, and Prothero, John William ... (trading as John Prothero and Son) ...	18, Canon-street, Aberdare ... 18, Canon-street, Aberdare ...	Grocer and Cabinet Maker Carpenter and Builder	Aberdare ...	3 of 1885	Dec. 2, 1885 ...	W. L. Daniel, Official Receiver	64, High-street, Merthyr Tydfil
Godley, William ...	Broomhill, Wombwell, near Barnsley ...	Formerly Joiner and Builder, now Skopkeeper and Colliery Deputy	Barnsley ...	9 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	3, Eastgate, Barnsley
Powell, Joel ...	Thurlstone, near Penistone ...	Grocer and General Dealer ...	Barnsley ...	7 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	3, Eastgate, Barnsley
Armour, Daniel ...	Clifton-road, Clifton, near Shefford, Bedfordshire	Plumber, Glazier, and Paper-hanger	Bedford ...	4 of 1885	Dec. 2, 1885 ...	The Official Receiver ...	8, St. Paul's-square, Bedford
Bray, Thomas ...	92, Lower Essex-street, Birmingham, Warwickshire, and the Bath Tavern, Gooch-street, Birmingham	Baker ...	Birmingham ...	67 of 1885	Dec. 8, 1885 ...	Luke Jesson Sharp, Official Receiver	Whitehall-chambers, 25, Colmore-row, Birmingham
Coates, George ...	97, Cox-street West, Birmingham, Warwickshire	Provision Dealer ...	Birmingham ...	91 of 1885	Dec. 8, 1885 ...	Luke Jesson Sharp, Official Receiver	Whitehall-chambers, 25, Colmore-row, Birmingham
Demaine, George ...	Fold House, Barden, near Skipton, Yorkshire ...	Farmer ...	Bradford ...	53 of 1885	Dec. 1, 1885 ...	John Hogg ...	Skipton
Darby, William ...	Albion Hotel, Margate ...	Licensed Victualler ...	Canterbury ...	19 of 1884	Dec. 15, 1885 ...	John Bayly, and John Henry Foster	The Auction Mart, Margate
Wise, John William ...	5, Commercial-road, Guildford, Surrey ...	Wholesale Toy and Fancy Warehouseman	Guildford and Godalming	4 of 1885	Dec. 15, 1885 ...	John Covinton Barr ...	195, Borough High-street, S.E.
Christy, James ...	Sawbridgeworth and New House Farm, near Sawbridgeworth, Hertfordshire	Butcher and Farmer ...	Hertford ...	3 of 1885	Dec. 1, 1885 ...	Alfred Cass ...	Bishop's Stortford, Accountant

Debtor's Name.	Address.	Description.	Court.	No.	Last day for Receiving Proofs.	Name of Trustee.	Address.
Johnson, Daniel Thorpe ...	Murrow, Isle of Ely, Cambridgeshire ...	Farmer ...	King's Lynn...	7 of 1885	Dec. 2, 1885 ...	William Newsham ...	Old Market, Wisbech
Beattie, William Henry ...	New Burnt House, 203, Scotswood-road, New- castle-on-Tyne	Licensed Victualler ...	Newcastle-on-Tyne...	76 of 1885	Dec. 4, 1885 ...	Arthur S. Maples, Offi- cial Receiver	Pink-lane, Newcastle-on- Tyne
Cowell, Robert ...	The Duke of Argyle Inn, Argyle-street, New- castle-on-Tyne	Publican ...	Newcastle-on-Tyne...	82 of 1885	Dec. 4, 1885 ...	Arthur S. Maples, Offi- cial Receiver	Pink-lane, Newcastle-on- Tyne
Sargeant, Harry Bardell ...	31, Diana-street, Newcastle-on-Tyne ...	Publican ...	Newcastle-on-Tyne...	57 of 1885	Dec. 4, 1885 ...	Arthur S. Maples, Offi- cial Receiver	Pink-lane, Newcastle-on- Tyne
Walker, William ...	20, Clayton Park-road, Newcastle-on-Tyne, trad- ing at Osborne-road, Newcastle, and formerly residing at 12, Mistletoe-road, Newcastle	Builder ...	Newcastle-on-Tyne...	64 of 1885	Dec. 4, 1885 ...	Arthur S. Maples, Offi- cial Receiver	Pink-lane, Newcastle-on- Tyne
Dale, Charles ...	170, Wellingborough-road, Northampton ...	Baker and Provision Mer- chant	Northampton ...	3 of 1885	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Hornsey, Eli ...	97, Bath-street, Northampton ...	Beer Retailer and Grocer ...	Northampton ...	5 of 1885	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Johnson, Alfred ...	12, High-street, Newport Pagnell, Buckingham- shire	Boot and Shoe Dealer ...	Northampton ...	20 of 1884	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Marriott, John Rippin (trading as J. Marriott, jun.)	Thrapston, Northamptonshire ...	Coal Merchant and Agent ...	Northampton ...	1 of 1885	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Paxton, Thomas Henry ...	1, Agnes-road and Oak-street, both in North- ampton	Shoe Manufacturer ...	Northampton ...	4 of 1885	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Quarmby, Joseph Wormell	23, Wellington-place, Northampton ...	Working Jeweller ...	Northampton ...	19 of 1884	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Taplin, William ...	Emberton and Newport Pagnell, Buckingham- shire	Boot and Shoe Maker ...	Northampton ...	18 of 1884	Dec. 2, 1885 ...	The Official Receiver ...	County Court - buildings, Northampton
Green, John ...	Holme, Huntingdonshire ...	Licensed Victualler, Brewer, Coke and Coal Merchant, and Manure Agent	Peterborough ...	6 of 1885	Dec. 8, 1885 ...	Jesse Adnitt ...	Oriel House, Peterborough
Back, Mayer Hyman ...	Hannah-street, Porth, Glamorganshire ...	Furniture Dealer ...	Pontypridd ...	25 of 1885	Dec. 2, 1885 ...	W. L. Daniel, Official Receiver	64, High-street, Merthyr Tydfil
Cragg, James ...	High-street, Great Eccleston, Lancashire ...	Grocer, Wheelwright, and Ironmonger	Preston ...	9 of 1884	Dec. 5, 1885 ...	Thomas Edelston, Offi- cial Receiver	14, Chapel-street, Preston

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Davies, Joseph	80A, Fishergate, Preston	Cabinet Maker and Upholsterer	Preston	19 of 1885	Dec. 2, 1885 ...	James Eckersley ...	64, Cross-street, Manchester
Meehan, Thomas Frederick	Verulam-road, St. Albans, Hertfordshire ...	Straw Hat Manufacturer ...	St. Albans	5 of 1885	Dec. 5, 1885 ...	Alfred Ewen, Official Receiver	29, Park-street West, Luton, Beds
Armitage, John, the younger	Attercliffe-road, Sheffield, Yorkshire, and West-field-terrace, Sheffield	Sanitary Pipe Manufacturer	Sheffield	41 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Bonsall, John Henry ...	4, Low-street and 21 and 23, Duke-street, Park, both in Sheffield, Yorkshire	Hay and Straw Dealer ...	Sheffield	69 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Gray, George Henry ...	Castle Folds Market, Stanley-street, and Apple-street, all in Sheffield, Yorkshire	Fruit and Potato Merchant and Carting Agent	Sheffield	76 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Hillstead, Robert Thomas	Howard-street, Rotherham, Yorkshire	Cabinet Maker, Upholsterer, and Paperhanger	Sheffield	72 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Hirst, John	Harworth, Nottinghamshire	Farmer	Sheffield	44 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Pell, Joseph Williamson (trading as J. W. Pell and Company)	4, New Corn Exchange, Broad-street, Park, Corporation-street, and Bower-road, Sheffield, Yorkshire	Leather Merchant	Sheffield	82 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Rawson, Wilfred James ...	Tickhill, Yorkshire	Licensed Victualler	Sheffield	39 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Tyler, Thomas	14, Wolseley-road, Lowfields, Sheffield, Yorkshire	Mason and Builder	Sheffield	1 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Wardingley, Harriott ...	40, Catherine-road, Sheffield, Yorkshire...	Provision Dealer and Beer Retailer (Wife of Henry Wardingley)	Sheffield	62 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Winks, Edward	34, College-street, Rotherham, Yorkshire	Butcher	Sheffield	59 of 1885	Dec. 3, 1885 ...	William J. Clegg, Official Receiver	Fig-tree-lane, Sheffield
Bond, Francis Joseph ...	St. Columb, Cornwall	Builder	Truro... ..	18 of 1884	Dec. 2, 1885 ...	G. Appleby Jenkins, Official Receiver	Boscawen-street, Truro
Webber, John	St. Austell, Cornwall	Baker and Confectioner ...	Truro... ..	10 of 1885	Dec. 2, 1885 ...	G. Appleby Jenkins, Official Receiver	Boscawen-street, Truro

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Bartlett, Edward John ...	30, Great St. Helens, London ...	Merchant ...	High Court of Justice in Bankruptcy	653 of 1884	5½d. (First and Final)	Any day, except Saturday, between the hours of 11 and 2	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Dicks, Leopold. ...	86, Bishopsgate-street Without, London ...	Merchant Tailor and Outfitter	High Court of Justice in Bankruptcy	884 of 1885	1s. 10d. (First)	Any day, except Saturday, between the hours of 11 and 2	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Gibson, Robert. Bowe... ..	78, Newgate-street, London, and 87, Haytor-road, Brixton, Surrey	Commission Agent ...	High Court of Justice in Bankruptcy	817 of 1885	1s. 10d. (First and Final)	Any day, except Saturday, between the hours of 11 and 2	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Rudkin, Henry, the younger	134, Uxbridge-road, Shepherd's Bush, Middlesex	Upholsterer, ...	High Court of Justice in Bankruptcy	918 of 1885	9d. (First and Final)	Any day, except Saturday, between the hours of 11 and 2	At the Office of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Irving, George	12, High-street and 5, Nelson-passag, Birmingham, Warwickshire, and Hill Side, Knowle, Warwickshire	Egg and Provision Merchant	Birmingham ...	34 of 1885	1s.	Nov. 19, 1885 ...	120, Colmore-row, Birmingham
Armstrong, William and Walmsley, John ... (trading as Wm. Armstrong and Co.) ...	30, Mason-street, Bury Gardener's Cottage, Chesham, Bury Mason-street, Bury, Lancashire ...	Hat Manufacturers ...	Bolton ...	16 of 1885	2s. 6d. (Second instalment of Composition)	Dec. 3, 1885 ...	Office of Official Receiver, Bolton
Dewhirst, Thomas and Dewhirst, Edward ... (trading as Thomas Dewhirst) ...	17, Park-lane, Horton, Bradford 3A, Jacob-street, Bradford Albion Mills, Manchester-road, Bradford ...	Spinners and Manufacturers	Bradford ...	38 of 1885	2s. 6d.	Nov. 23, 1885 ...	Commercial Bank - buildings, Bradford
Best, George Christopher Henry (trading as George Best)	7, Queen-street, 16, Saint Mary-street, and 24, Royal-arcade, all in Cardiff, Glamorgan-shire	Watchmaker and Jeweller	Cardiff ...	15 of 1885	6s. 9½d.	Dec. 3, 1885 ...	69, Great Hampton-street, Birmingham
Goodman, Frederick George...	Rochford, Essex ...	Saddler and Harness Maker	Chelmsford ...	8 of 1885	5s. (First and Final)	Dec. 1, 1885 ...	Office of the Official Receiver, County Court, Romford
Upton, John Freshney ...	New Brighton, late 99, Queen-street, Morley, Yorkshire	Draper ...	Dewsbury ...	21 of 1885	3s. 3½d.	Nov. 25, 1885 ...	Official Receiver's Offices, Bank-chambers, Batley

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	When Payable.	Where Payable.
Pinkham, Frederick George...	34, Union-street and 2, Cheltenham-place, both in Plymouth	Tailor and Outfitter ...	East Stonehouse ...	1 of 1885	3s. 2½d.	Nov. 30, 1885 ...	At the Office of the Official Receiver, 18, Frankfort-street, Plymouth
Willing, Giles Cumming, and Willing, Elizabeth (trading as Willing and Son) ...	24, Rendle-street, Plymouth, and Granby-lane, Plymouth	Wheelwrights ...	East Stonehouse ...	31 of 1884	6s. 0¾d.	Nov. 30, 1885 ...	At the Office of the Official Receiver, 18, Frankfort-street, Plymouth
Vague, Samuel, the younger	Outways, Pelynt Duloe, near Liskeard, Cornwall	... ..	East Stonehouse ...	10 of 1885	6s. 4½d.	Nov. 30, 1885 ...	At the Office of the Official Receiver, 18, Frankfort-street, Plymouth
Bauckham, Byron ...	107, Freman-street, Great Grimsby, Lincolnshire	Painter and Decorator ...	Great Grimsby ...	18 of 1885	5s. (First)	Dec. 2, 1885 ...	The Official Receiver's Office, Lincoln's-inn-buildings, Bow-lalley-lane, Hull
Hutty, James Wilson...	6, Albion-terrace, Walkergate, Beverley, Yorkshire, trading at 3, Savile-chambers, Savile-street, Kingston-upon-Hull, and at 50, Salthouse-lane, Kingston-upon-Hull, as R. W. Bennie and Co.	Iron Merchant and Wire Fence Manufacturer	Kingston-upon-Hull	26 of 1885	2s. (First)	Dec. 2, 1885 ...	The Office of the Official Receiver, Lincoln's-inn-buildings, Bowalley-lane, Hull
Dale, Alfred John ...	243, Vauxhall Bridge-road, Middlesex, late the Harboro' Hotel, Melton Mowbray, Leicestershire	Late Licensed Victualler and Hotel Keeper, now of no occupation	Leicester ...	24 of 1884	1s. 2d.	Nov. 25, 1885 ...	Offices of the Official Receiver, 28, Friar-lane, Leicester
Goodacre, Albert ...	Roe's Rest, Leicester, Forest West, Leicestershire	Farmer ...	Leicester ...	32 of 1885	2s. 6d. (Composition)	Nov. 11, 1885 ...	28, Friar-lane, Leicester
Gunnell, Edward ...	Stoneleigh, Kingsland, Herefordshire, and 6, Church-street and 1, High-street, Leominster, Herefordshire	Wine and Spirit Merchant	Leominster ...	7 of 1884	2s.	Dec. 7, 1885 ...	At the Office of the Trustee, 19, Draper's-lane, Leominster
Whitewood, William Charles	Fleur-de-Lis Hotel, Cranborne, Dorsetshire ...	Hotel Keeper, Job Master, and Farmer	Poole... ..	11 of 1885	4s. 7½d.	Dec. 1, 1885 ...	Messrs. Waters and Rawlence, the Canal, Salisbury
Hill, Luke Marshall ...	Thornton-street and Whitby-street, West Hartlepool, county of Durham	Tailor and Outfitter ...	Sunderland ...	10 of 1885	2s.	Nov. 30, 1885 ...	Offices of Trustee, Townhall-buildings, Halifax
Westcott, William ...	Rockwell Green, Wellington, Somersetshire...	Draper ...	Taunton ...	15 of 1885	2s. 6½d.	Nov. 25, 1885 ...	At the Office of the Official Receiver, 9, Middle-street, Taunton

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Pennymore, William Henry	Cwmbran, Monmouthshire	Grocer	Newport, Mon. ...	29 of 1885	Dec. 17, 1885, 10 A.M.
Maughan, Henry Thomas	Late 9, Pensbury-street, Darlington, county of Durham, the Old Deanery, Darlington, and Park-field, Stockton-on-Tees, now Marske-by-the-Sea, Yorkshire	Late Agricultural Implement and Machine Dealer and Agricultural Insurance Agent, now out of business	Stockton - on - Tees and Middlesborough	24 of 1885	Dec. 22, 1885
Nixon, Edward	Cowpen Bewley, near Billingham, county of Durham	Horsekeeper and Horsebreaker	Stockton - on - Tees and Middlesborough	54 of 1885	Dec. 22, 1885
Keeble, Charles	9, Victoria-street, Windsor, Berks	Coal and Coke Merchant and Fly Proprietor	Windsor	8 of 1885	Dec. 22, 1885, 11 A.M., Townhall, Windsor
Hunter, Thomas Geldert	Chestnut-street, Worcester	Grocer, Provision Dealer, and Commission Agent	Worcester	34 of 1885	Dec. 23, 1885
Powell, George	91, High-street, Worcester	Glass and China Dealer	Worcester	21 of 1885	Dec. 23, 1885
Wheeler, Walter Henry	1, Kettering-villa, Bank-street, Barbourne, Worcestershire	Commercial Clerk	Worcester	16 of 1885	Dec. 23, 1885

ADJUDICATION ANNULLED.

No. 25533.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Furness, Robert (trading as Robert Furness and Co.)	Peel Bank, Church, near Accrington, Lancashire	Oil and Tallow Merchant	Blackburn ...	10 of 1884	Nov. 10, 1884 ...	Nov. 17, 1885 ...	Approval by the Court of a Composition under sec. 23 of the Bankruptcy Act, 1883

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Langdon, Henry	Late Bridgwater and Highbridge, Somersetshire, at present residing at 24, The Beach, Weston-super-Mare, Somersetshire	Late Draper and Milliner, now out of business	Bridgwater	18 of 1885	Collins, Edward Thomas	39, Broad-street, Bristol, Public Accountant	Nov. 12, 1885
Cragg, John Simpson	Surrey-street and Clapham-road, both in Lowestoft, Suffolk	Net and Barrel Manufacturer, and Fish and Salt Merchant	Great Yarmouth	35 of 1885	Blake, Lovewell	Great Yarmouth, Chartered Accountant	Nov. 21, 1885
Dawson, Charles John, and... Nunneley, Thomas (trading as Dawson and Nunneley)	Collingham, Yorkshire 9, Beech Grove-terrace, Leeds Leeds Girder Works, Black Bull-street, Hunslet, Leeds, Yorkshire	Engineers	Leeds... ..	24 of 1885	Burrell, William Henry	Albion-street, Leeds, Ac- countant	April 17, 1885
Edge, Joseph	The Park Mill, Ball Haye Green, Leek, Staffordshire	Sewing: Silk Manufacturer	Macclesfield	8 of 1885	Smith, Thomas Jabez	Bank House, Leek, Bank Manager	Nov. 21, 1885
Clarke, Edward Ernest	Christchurch, Hampshire	Cycle Agent and Grain Merchant	Poole... ..	29 of 1885	Garnham, David Brown	6, The Quadrant, Bourne- mouth	Nov. 12, 1885

ORDERS MADE ON APPLICATION FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.
Higgs, Thomas ...	2, The Grand Promenade, Brixton-road, Surrey ...	Grocer and Provision Dealer	High Court of Justice in Bankruptcy	192 of 1884	Oct. 30, 1885 ...	Discharge suspended for one month. Bankrupt to be discharged as from the 30th day of November, 1885
Godolphin, Harry Luxton ...	137, St. James'-road, Holloway, Middlesex ...	House and Estate Agent ...	High Court of Justice in Bankruptcy	511 of 1884	Oct. 30, 1885 ...	Discharge suspended for one year. Bankrupt to be discharged as from the 30th day of October, 1886
Humphreys, John George ...	123 and 82, Holloway-road, Middlesex ...	Ironmonger ...	High Court of Justice in Bankruptcy	648 of 1885	Oct. 30, 1885 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 30th day of April, 1886
Gilbert, Robert ...	Late the Adam and Eve Public-house, Hoxton-street, Hoxton, Middlesex, now 6, Doddington-grove, Kennington, Surrey	Late Licensed Victualler, now out of business	High Court of Justice in Bankruptcy	717 of 1885	Oct. 30, 1885 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 30th day of April, 1886
Parrisius, Paul Edward Hermann (trading as Hermann Parrisius)	Residing at 8, Granville-terrace, Mayes-road, Wood Green, Middlesex, trading formerly at Tower-chambers, Moorgate-street, London, then at 7, Wilson-street, Finsbury, Middlesex, now at 2, Circus-place, Finsbury, London	Agent and Importer of Fancy Goods	High Court of Justice in Bankruptcy	665 of 1885	Oct. 29, 1885 ...	Discharge suspended for six months. Bankrupt to be discharged as from the 29th day of April, 1886
Levey, James William...	8, Shepherd-street, Mayfair, Middlesex ...	Furniture Dealer ...	High Court of Justice in Bankruptcy	436 of 1885	Oct. 29, 1885 ...	Discharge suspended for one month. Bankrupt to be discharged as from the 29th day of November, 1885
Levey, George Collins, and Ray, Edgar ...	Riversdale, Wood Green, Middlesex Yering Villa, Alexandra Park-road, Wood Green, Middlesex Trading together at 19 and 21, Queen Victoria-street, London, and at the Alexandra Palace, Muswell Hill, Middlesex	Exhibition Managers ...	High Court of Justice in Bankruptcy	788 of 1885	Oct. 29, 1885 ...	Discharge granted
Smith, Arthur ...	Albany-road, Camberwell, and the Commercial Works, Rotherhithe New-road, both in Surrey, and Neston Lodge, Sandycombe-lane, East Twickenham, Middlesex	Builder and Contractor ...	High Court of Justice in Bankruptcy	22 of 1885	Aug. 12, 1885 ...	Discharge granted subject to the following conditions:—Debtor to consent to judgment being entered against him by Mr. William Henri Colchester Mollett, of 47, Belvedere-road, Lambeth, Surrey, the Trustee of the property of the bankrupt, for any balance of the debts provable under the bankruptcy which is not satisfied at the date of this order, but such judgment shall be deemed to be satisfied and shall not be further enforced, when and as soon as the Trustee receives either from the realization of the bankrupt's property, or otherwise,

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.
						a sum of £10,000 in addition to what he has already received, or a dividend of 10s. in the pound shall be paid to the creditors, whichever event shall first happen
Dawson, Charles John... and Nunneley, Thomas ... (trading as Dawson and Nunneley)	Collingham, Yorkshire 9, Beech Grove-terrace, Leeds The Leeds Girder Works, Black Bull-street, Hunslet, Leeds, Yorkshire	Engineers	Leeds	24 of 1885	Oct. 28, 1885 ...	Unconditional Discharge granted
Heaton, Mary Frances	New Wortley, Leeds, Yorkshire, formerly the Druids Head Inn, New Wortley	Widow, formerly Publican	Leeds	48 of 1885	Oct. 28, 1885 ...	Discharge suspended for one month
Blackburn, Joseph ...	Late Busby House, near Stokesley, afterwards Yearby, now Scotton Lodge, Richmond, all in Yorkshire	Late Farmer, now Farm Labourer	Stockton-on-Tees and Middlesborough	18 of 1885	Oct. 20, 1885 ...	Discharge granted as from the 20th day of April, 1886
Colling, Robert... ..	3, Central-buildings, Stockton-on-Tees	Chemist and Druggist ...	Stockton-on-Tees and Middlesborough	37 of 1884	Oct. 20, 1885 ...	Discharge granted as from the 20th day of April, 1886
Webber, John	St. Austell, Cornwall	Baker and Confectioner ...	Truro... ..	10 of 1885	Oct. 15, 1885 ...	Discharge suspended for eighteen months; bankrupt to be discharged as from 15th April, 1887
Rule, William Henry ...	Camborne, Cornwall	Mine Broker	Truro... ..	13 of 1885	Oct. 15, 1885 ...	Discharge suspended for eighteen months; bankrupt to be discharged as from 15th April, 1887
Andrews, Matthew Henry	Sansome-walk, Worcester	Butcher	Worcester	26 of 1885	Oct. 29, 1885 ...	Discharge granted, but suspended for three months

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 Alexander Mackenzie, Bookseller, Lithographer, Stationer, and Librarian, 195, 197, Sauchiehall-street, and 2, Findlay-street, Glasgow, were sequestrated on 20th day of November, 1885, by the Sheriff of Lanarkshire.

The first deliverance is dated the 19th day of November, 1885.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Tuesday, the 1st day of December, 1885, within the Faculty Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March, 1886.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DIXON, ERSKINE, and GRIEVE, Writers,
Glasgow, Agents.

THE estates of Messrs. W. and J. Martin, Licensed Grocers and Corn and Hay Dealers, No. 2, Raeburn-place, Stockbridge, Edinburgh, and William Martin and James Martin, the sole Individual Partners of that Company, as such Partners and as Individuals, were sequestrated on the 20th day of November, 1885, by the Sheriff of the Lothians and Peebles.

The first deliverance is dated the 20th day of November, 1885.

The meeting to elect a Trustee and Commissioners is to be held at two o'clock, afternoon, on Tuesday, the 1st day of December, 1885, within Messrs. Lyon and Turnbull's Rooms, No. 51, George-street, Edinburgh.

A composition may be offered at this Meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1886.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DUNCAN and BLACK, W.S., Agents,
6, Hill-street, Edinburgh.

THE estates of Robert Rae, Farmer, Cocklick, Kirkcudbrightshire, were sequestrated on the 19th day of November, 1885, by the Sheriff of Dumfries and Galloway.

The first deliverance is dated the 9th day of November, 1885.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Friday, the

27th day of November, 1885, within the Royal Hotel, Kirkcudbright.

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 19th day of March, 1886.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILL. MILROY, Writer, Kirkcudbright,
Agent.

Kirkcudbright, 19th November, 1885.

THE estates of Donald Cameron, Builder, Farmer, and Grocer, Forres, were sequestrated on the 17th of November, 1885, by the Sheriff Substitute of Elginshire.

The first deliverance is dated the 17th November, 1885.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Tuesday, the 1st December, 1885, within Warner's Station Hotel, Forres.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th March next.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ROB. PEAT, Solicitor, Forres, Agent.

THE estates of David Chalmers, Wood Merchant, Blairgowrie, were sequestrated on the 13th day of November, 1885, by the Sheriff of Perthshire.

The first deliverance is dated 13th November, 1885.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Friday, the 4th day of December, 1885, within the Solicitors' Library, County-buildings, Perth.

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 13th day of March, 1886.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAS. LOCHHEAD, Solicitor,
Blairgowrie, Agent.

NOTE.—It will be observed that the meeting to elect the Trustee and Commissioners is to be held on 4th December, and not on 27th November, as advertised last week.

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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Tuesday, November 24, 1885.

Price One Shilling.

