

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 Tendring 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