

Act, 1845, be deemed to be the capital of the Company, and so far as may be necessary to amend those Acts.

To authorise and empower the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay interest or dividends to any shareholders or class or classes of shareholders of the Company, on the amount of the calls made in respect of their shares, out of any capital which the Company may be authorised to raise by shares, stock, debenture stock, or borrowing, 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.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act (that is to say):—The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; the Felixstowe Railway and Pier Act, 1875; the Felixstowe Railway and Dock Act, 1879; and any other Act or Acts relating to the Felixstowe Railway and Dock Company.

And notice is hereby also given, that plans and sections of the intended railways and works, showing the lines and levels of the intended railways, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map showing the general course and direction of the intended railways, together with a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1886, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office in Ipswich, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situated, with a copy of this notice, will be deposited for public inspection, as regards parishes, with the parish clerk of each parish at his place or abode, and as regards any extra-parochial or other place, with the parish clerk of the adjoining parish, at his place of abode.

And notice is also hereby given, that on or before the 21st day of December, 1886, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1886.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1887.

North London Tramways (Extensions).

(Powers to construct additional tramways in the Parish of Tottenham; to open and interfere with public streets, &c.; to levy tolls, and to regulate street traffic; use of steam, mechanical and other motive power, and other provisions.)

TAKE notice, that application is intended to be made to the Board of Trade by the North London Tramways Company (hereinafter called "the Company") for a Provisional Order (hereinafter called "the Order") to be confirmed by Parliament in the ensuing session, to empower

them to construct, maintain, and work, as part of their authorised undertaking, the tramways hereinafter described, or some or one of them, together with all necessary rails, plates, chairs, sleepers, works, and conveniences connected therewith, that is to say:—

A tramway (No. 1) commencing in the High-road, Tottenham, by junctions with the existing tramway therein, at points respectively forty-seven yards, or thereabouts, and thirty-two yards or thereabouts, southward from the lamp-post at the junction of West Green-road with the High-road, Tottenham, passing thence into and along West Green-road and Green-lanes, and terminating in Green-lanes by a junction with the existing tramway therein, at a point thirty-six yards or thereabouts northward from the lamp-post at the junction of West Green-road with Green-lanes.

Tramway No. 1 will be laid as a single line throughout, except in the following instances, where it will be laid as a double line.

In High-road, Tottenham, between points respectively thirty-two yards or thereabouts southward, and nineteen yards or thereabouts westward from the lamp-post at the junction of West Green-road with the High-road, Tottenham.

In West Green-road:—

(a.) For a distance of sixty-six yards or thereabouts eastward from the western foot-path of Braemar-road.

(b.) Between Lawrence-road and the western side of Elmar-road.

(c.) For a distance of sixty-six yards or thereabouts eastward from the western side of Avenue-road.

(d.) Between a point thirty-four yards or thereabouts westward from Avenue-road and Spratts-row.

(e.) For a distance of sixty-six yards or thereabouts eastward from the Black Boy Tavern.

(f.) Between points respectively fifty-two yards or thereabouts eastward, and fourteen yards or thereabouts westward from the lamp-post at the junction of Lansdowne-road with West Green-road.

(g.) Between points respectively four yards or thereabouts eastward, and sixty-two yards or thereabouts westward from the eastern side of Stanmore-road.

A single line Tramway (No. 2) commencing in the High-road, Tottenham, by a junction with the existing tramway therein at a point thirty-five yards or thereabouts northward from the lamp-post at the junction of West Green-road with the High-road, Tottenham, passing thence into and terminating in West Green-road by a junction with Tramway No. 1 at a point twenty-nine yards or thereabouts westward from such lamp-post.

In the following instances Tramway No. 1 will be so laid that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the foot-path and the nearest rail of the tramway on the side or sides of the roads specified in each instance.

In West Green-road on both sides,

(a.) Between Lawrence-road and Summer-hill-road.

(b.) Between Dorset-road and Avenue-road.

(c.) Between a point thirty-four yards or thereabouts, westward from Avenue-road and the junction of Philip-lane with West Green-road.