

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, turn-outs, 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, carriage 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, 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 labour.

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 Locomotive Act, 1861, and the Locomotives Act, 1865, and the Highways and Locomotives Act, 1878, or any Act amending such Acts.

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 Parliament 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 Longton, at his office at Longton, 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.

A 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 objections, the objectors or their agents, must state that a copy of the same has been so sent to the promoters.

Dated this 20th day of November, 1886.

W. P. Slater, 3, King-street, Cheapside, London, E.C., Solicitor and Parliamentary Agent.

In Parliament.—Session 1887.

Harrow, Ealing, and Willesden Railway.

(Incorporation of Company; Construction of Railways; River Diversion, &c.; Compulsory Purchase of Lands; Power to take part only of certain Properties; Underpinning; Tolls and Charges; Running Powers; Working and Traffic Agreements; 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 the following purposes, or some of them (that is to say):—

To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to make and maintain in the county of Middlesex, the railways hereinafter described, or some of them, or some part or parts thereof, with all necessary stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A Railway (No. 1), commencing in the parish of Harrow-on-the-Hill, in a field on the west side of the road leading from Harrow to Northolt, numbered 1102 on the 25-inch ordnance map, at a point in the said field distant 121 yards or thereabouts due west, measured from the north-east corner of the said field, passing thence from, in, through, or into the parishes, townships, and places of Harrow-on-the-Hill, Roxeth, Sudbury, Horsenden, Northolt, Greenford, Perivale, and Alperton, and terminating at Alperton, in the parish of Harrow-on-the-Hill, at the fence dividing the fields numbered 1553 and 1558 on the 25-inch ordnance map at a point on the said fence distant 183 yards, or thereabouts, from the north side of the Grand Junction Canal, measured along the said fence.
2. A Railway (No. 2), commencing in the parish of Ealing at the western boundary of the road or lane described upon the 25-inch ordnance map as Drayton-green-lane, at a point nearly opposite the figures representing 111 feet above ordnance datum on the said map; thence passing from, in, through, or into the parishes, townships, and places of Ealing, Hanwell (detached), Alperton, Perivale, and Harrow-on-the-Hill, and terminating at Alperton, in the parish of Harrow-on-the-Hill, by a junction with the intended Railway No. 1 at the termination thereof before described.
3. A Railway (No. 3), commencing at Alperton, in the parish of Harrow-on-the-Hill, by a junction with the intended Railways Nos. 1 and 2 at the termination thereof at the fence dividing the said fields numbered 1553 and 1558 on the 25-inch ordnance map, thence passing from, in, through, or into the parishes, townships, and places of Harrow-