



The London Gazette.

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FRIDAY, NOVEMBER 23, 1888.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day James Patrick Bannerman Robertson, Esquire, the Lord Advocate for Scotland, was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty.

Lord President.

Marquess of Lothian.

Sir Henry Ponsonby.

Mr. Robertson.

WHEREAS by the Extradition Acts, 1870 and 1873, it was amongst other things enacted that if, by any law made after the passing of the Act of 1870 by the legislature of any British possession, provision is made for carrying into effect within such possession the surrender of fugitive criminals who are in or suspected of being in such British possession, Her Majesty may, by the Order in Council applying the said Acts in the case of any foreign state, or by any subsequent Order, suspend the operation within any such British possession of the said Acts, or of any part thereof, so far as it relates to such foreign State, and so long as such law continues in force there and no longer:

And whereas by an Act of the Parliament of Canada passed in 1886, and entitled "An Act respecting the Extradition of Fugitive Criminals," provision is made for carrying into effect within the Dominion the surrender of fugitive criminals:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Acts, doth order, and it is hereby ordered, that the operation of the Extradition Acts, 1870 and 1873, shall be suspended within the Dominion of Canada so long as the provisions of the said Act of the Parliament of Canada of 1886, entitled "An Act respecting the Extradition of Fugitive Criminals," shall continue in force and no longer.

C. L. Peel.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty.

Lord President.

Marquess of Lothian.

Sir Henry Ponsonby.

Mr. Robertson.

WHEREAS by the "Foreign Deserters Act, 1852," it is provided that, whenever it is made to appear to Her Majesty that due facilities are or will be given for recovering and apprehending seamen who desert from British merchant ships in the territories of any foreign power, Her Majesty may by Order in Council, stating that such facilities are or will be given, declare that seamen, not being slaves, who desert from merchant ships belonging to a subject of such power, when within Her Majesty's dominions, shall be liable to be apprehended, and carried on board their respective ships, and may limit the operation of such Order, and may render the operation thereof subject to such conditions and qualifications, if any, as may be deemed expedient.

And whereas it hath been made to appear to Her Majesty that due facilities for recovering and apprehending seamen (not being Brazilian subjects) who desert from British merchant ships in the territories belonging to His Majesty the Emperor of Brazil, will be given under an agreement between the Governments of Great Britain and Brazil, signed at Rio de Janeiro, on the thirtieth July, one thousand eight hundred and eighty-eight.

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Foreign Deserters Act, 1852," and by and with the advice of Her Privy Council, is pleased to order and declare, and it is hereby ordered and declared, that from and after the publication hereof in the London Gazette, seamen, not being slaves, and not being British subjects, who, within Her Majesty's dominions, desert from merchant ships belonging to subjects of His Majesty the Emperor of Brazil, shall be liable to be apprehended and carried on board their respective ships: Provided always, that if any such deserter has committed any crime in Her Majesty's dominions, he may be detained till he has been tried by a competent court, and until his sentence, if any, has been carried into effect.

And Her Majesty, by virtue of the powers vested in Her by the said "Foreign Deserters Act, 1852," and by and with the advice of Her

Privy Council, is further pleased to order and declare that, upon and after the publication hereof in the London Gazette, the Order in Council relating to seamen who desert from the merchant ships belonging to the subjects of the Emperor of Brazil, made by virtue of the said Act, on seventeenth day of May, one thousand eight hundred and seventy-six, shall be revoked, and the same is hereby revoked accordingly.

And the Secretary of State for the Home Department, the Secretary of State for the Colonies, and the Secretary of State for India in Council, are to give the necessary directions herein accordingly. *C. L. Peel.*

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,
The QUEEN'S Most Excellent Majesty.
Lord President.
Marquess of Lothian.
Sir Henry Ponsonby.
Mr. Robertson.

WHEREAS Her Majesty was pleased by Orders in Council dated respectively the twenty-sixth day of June, one thousand eight hundred and eighty-four, the twenty-seventh day of January and the ninth day of July, one thousand eight hundred and eighty-five, and the twelfth day of July, one thousand eight hundred and eighty-seven, to declare that certain provisions of "The Patents, Designs and Trade Marks Act, 1883, should apply to the several countries mentioned in such Orders :

Now therefore Her Majesty, by and with the advice of Her Privy Council and by virtue of the authority committed to Her by the said Act, doth declare and it is hereby declared that the provisions of the said Act hereinbefore referred to shall also apply to the East Indian Colonies of the Netherlands.

And it is hereby further ordered and declared that this Order shall take effect so far as regards Patents at the expiration of seven months and so far as regards designs and trade marks at the expiration of four months from the day and date first above written. *C. L. Peel.*

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,
The QUEEN'S Most Excellent Majesty in Council.

WHEREAS The Patents, Designs, and Trade Marks Act, 1883, amongst other things, provides, by section 39, that the exhibition of an invention at an industrial or international exhibition, certified as such by the Board of Trade, or the publication of any description of the invention during the period of the holding of the exhibition, or the use of the invention for the purpose of the exhibition in the place where the exhibition is held, or the use of the invention during the period of the holding of the exhibition by any person elsewhere, without the privy or consent of the inventor, shall not prejudice the right of the inventor or his legal personal representative to apply for and obtain provisional protection and a patent in respect of, the invention or the validity of any patent granted on the application, provided that both the following conditions are complied with, namely:—

(a.) The exhibitor must, before exhibiting the invention, give the comptroller the prescribed notice of his intention to do so ; and

(b.) The application for a patent must be made before or within six months from the date of the opening of the exhibition.

And whereas the said Act further provides, by section 57, that the exhibition at an industrial or international exhibition, certified as such by the Board of Trade, or the exhibition elsewhere during the period of the holding of the exhibition, without the privy or consent of the proprietor, of a design, or of any article to which a design is applied, or the publication, during the holding of any such exhibition, of a description of a design, shall not prevent the design from being registered, or invalidate the registration thereof, provided that both the following conditions are complied with, namely:—

(a.) The exhibitor must, before exhibiting the design or article, or publishing a description of the design, give the comptroller the prescribed notice of his intention to do so ; and

(b.) The application for registration must be made before or within six months from the date of the opening of the exhibition.

And whereas Her Majesty, by virtue of the authority committed to Her by the provisions of The Patents Act, 1886, is empowered by Order in Council from time to time to declare that the provisions of the said Act of 1883 above recited shall apply to any exhibition mentioned in the Order in like manner as if it were an Industrial or International Exhibition certified by the Board of Trade, and to provide that the exhibitor shall be relieved from the conditions specified in the said hereinbefore recited sections of the said Act of 1883 :

Now therefore Her Majesty, by and with the advice of Her Privy Council, and by virtue of the authority committed to Her by the said Act of 1886, doth declare and it is hereby declared that the provisions of the foregoing sections of the said Act of 1883 shall apply to the Paris Universal Exhibition to be held at Paris in the year 1889; and further, that the exhibitor of an invention, a design, or any article to which a design is applied, shall be relieved from the conditions specified in the said hereinbefore recited sections of the said Act of 1883 of giving notice as therein required of his intention to exhibit such invention, design, or article to which a design is applied. *C. L. Peel.*

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,
The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by Order in Council made in pursuance of "The Merchant Shipping Act Amendment Act, 1862," and dated the eleventh day of August, one thousand eight hundred and eighty-four, Her Majesty, on the joint recommendation of the Admiralty, and the Board of Trade, was pleased to direct that, on and after the first day of September, one thousand eight hundred and eighty-four, the regulations contained in the schedule thereto should, so far as regards British ships and boats be substituted for the regulations then in force.

And whereas Her Majesty, by Order in Council dated the fifteenth day of September, one thousand eight hundred and eighty-seven, was pleased to direct that the regulations appended to the said last-mentioned Order in Council and to the said recited Order in Council of the eleventh August, one thousand eight hundred and eighty-four, should, with certain exceptions, from the fifteenth day of September, one thousand eight hundred

and eighty-seven, apply to ships belonging to the Kingdom of Denmark, whether within British jurisdiction or not, and should be substituted as regards Danish ships and boats for the regulations contained in the First Schedule to an Order in Council of the twenty-seventh November, one thousand eight hundred and eighty:

And whereas it has been made to appear to Her Majesty that the Government of Denmark are willing that the said regulations appended to the said recited Order in Council of the eleventh August, one thousand eight hundred and eighty-four, and to this Order, shall, with the exception of Article 10 thereof, apply to ships belonging to the said Kingdom of Denmark when beyond the limits of British jurisdiction:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to direct that the said regulations appended to the said Order in Council and to this Order, shall, with the exception of Article numbered 10 thereof, from the seventeenth day of November, one thousand eight hundred and eighty-eight, apply to ships belonging to the said Kingdom of Denmark, whether within British jurisdiction or not, and shall be substituted as regards Danish ships for the regulations contained in the schedule to the said recited Order in Council of the fifteenth September, one thousand eight hundred and eighty-seven.

C. I. Peel.

REGULATIONS referred to in the foregoing Order.

REGULATIONS for preventing Collisions at Sea.

ART. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

ART. 2. The lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8, 9, 10, and 11, and no others, shall be carried in all weathers, from sunset to sunrise.

ART. 3. A seagoing steam ship when under way shall carry—

(a.) On or in front of the foremast, at a height above the hull of not less than twenty feet, and if the breadth of the ship exceeds twenty feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(b.) On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(c.) On the port side, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to

be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(d.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ART. 4. A steam ship, when towing another ship, shall, in addition to her side lights carry two bright white lights in a vertical line one over the other, not less than three feet apart, so as to distinguish her from other steam ships. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steam ships are required to carry.

ART. 5. (a.) A ship, whether a steam ship or a sailing ship, which from any accident is not under command, shall at night carry, in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three red lights in globular lanterns, each not less than ten inches in diameter, in a vertical line one over the other, not less than three feet apart, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

(b.) A ship, whether a steam ship or a sailing ship employed in laying or in picking up a telegraph cable, shall at night carry in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three lights in globular lanterns each not less than ten inches in diameter, in a vertical line over one another, not less than six feet apart; the highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character that the red lights shall be visible at the same distance as the white light. By day she shall carry in a vertical line one over the other not less than six feet apart, in front of but not lower than her foremast head, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c.) The ships referred to in this Article, when not making any way through the water, shall not carry the side lights, but when making way shall carry them.

(d.) The lights and shapes required to be shown by this Article are to be taken by other ships as signals that the ship showing them is not under command and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in Article 27.

ART. 6. A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steam ship under way, with the exception of the white light, which she shall never carry.

ART. 7. Whenever, as in the case of small vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use; and shall on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side.

To make the use of these portable lights more

certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

ART. 8. A ship, whether a steam ship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, at a distance of at least one mile.

ART. 9. A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

ART. 10. *Open boats and fishing vessels of less than twenty tons net registered tonnage, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the coloured side lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.*

The following portion of this Article applies only to fishing vessels and boats when in the sea off the Coast of Europe lying north of Cape Finisterre:—

(a.) *All fishing vessels and fishing boats of twenty tons net registered tonnage, or upwards, when under way and when not required by the following regulations in this Article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way.*

(b.) *All vessels when engaged in fishing with drift nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than six feet and not more than ten feet; and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than five feet and not more than ten feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character, and contained in lanterns of such construction as to show all round the horizon, on a dark night with a clear atmosphere, for a distance of not less than three miles.*

(c.) *A vessel employed in line fishing with her lines out shall carry the same lights as a vessel when engaged in fishing with drift nets.*

(d.) *If a vessel when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.*

(e.) *Fishing vessels and open boats may at any time use a flare-up in addition to the lights which they are by this Article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag net shall be shown at*

the after part of the vessel, excepting that, if the vessel is hanging by the stern to her trawl, dredge, or drag net, they shall be exhibited from the bow.

(f.) *Every fishing vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light visible all round the horizon at a distance of at least one mile.*

(g.) *In fog, mist, or falling snow, a drift net vessel attached to her nets and a vessel when trawling, dredging, or fishing with any kind of drag net, and a vessel employed in line fishing with her lines out, shall at intervals of not more than two minutes make a blast with her fog horn and ring her bell alternately.*

ART. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship, a white light or a flare-up light.

Sound Signals for Fog, &c.

ART. 12. A steam ship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell.* A sailing ship shall be provided with a similar fog horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this Article shall be used as follows; that is to say,—

(a.) A steam ship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

(b.) A sailing ship under way shall make with her fog horn at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(c.) A steam ship and a sailing ship, when not under way shall, at intervals of not more than two minutes, ring the bell.

Speed of Ships to be moderate in Fog, &c.

ART. 13. Every ship, whether a sailing ship or steam ship, shall, in a fog, mist, or falling snow, go at a moderate speed.

Steering and Sailing Rules.

ART. 14. When two sailing ships are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

(a.) A ship which is running free shall keep out of the way of a ship which is close-hauled.

(b.) A ship which is close-hauled on the port tack shall keep out of the way of a ship which is close-hauled on the starboard tack.

(c.) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e.) A ship which has the wind aft shall keep out of the way of the other ship.

ART. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This Article only applies to cases where ships

* In all cases where the regulations require a bell to be used, a drum will be substituted on board Turkish vessels.

are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are, when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each ship is in such a position as to see both the side lights of the other.

It does not apply by day to cases in which a ship sees another ahead crossing her own course; or by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

ART. 16. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

ART. 17. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

ART. 18. Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed or stop and reverse, if necessary.

ART. 19. In taking any course authorized or required by these Regulations, a steam ship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle, viz. :—

One short blast to mean "I am directing my course to starboard" :

Two short blasts to mean "I am directing my course to port" :

Three short blasts to mean "I am going full speed astern."

The use of these signals is optional; but if they are used, the course of the ship must be in accordance with the signal made.

ART. 20. Notwithstanding anything contained in any preceding Article, every ship, whether a sailing ship or a steam ship, overtaking any other, shall keep out of the way of the overtaken ship.

ART. 21. In narrow channels every steam ship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

ART. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

ART. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

No Ship, under any circumstances, to neglect proper Precautions.

ART. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of Rules for Harbours and Inland Navigation.

ART. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland navigation.

Special Lights for Squadrons and Convoys.

ART. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy.

ART. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say :—

In the daytime—

1. A gun fired at intervals of about a minute ;
2. The International Code signal of distress indicated by N C ;
3. The distant signal, consisting of a square flag, having either above it or below it a ball or anything resembling a ball.

At night—

1. A gun fired at intervals of about a minute ;
2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.);
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Order in Council made at Her Majesty's Court at Windsor on the twelfth day of February one thousand eight hundred and seventy-six Her Majesty by and with the advice of Her Privy Council was pleased to make regulations respecting the Lower Division of Her Majesty's Civil Service.

And whereas among the regulations so made are the following :—

Candidates for Men Clerkships must be over seventeen and under twenty years of age.

8. Each competitor named in a list shall remain thereon until he attains the age (if a man) of twenty-five years and (if a boy) of nineteen years unless in the meantime he has been appointed to a situation in some public office.

Men on completing their twenty-fifth year and boys on completing the nineteenth year of their ages respectively or on receiving appointments shall be removed from the list.

11. Boy Clerks shall not be retained as such in any department after completing their nineteenth year.

And whereas the Lords Commissioners of Her Majesty's Treasury have represented unto Her Majesty the advisability of repealing the aforesaid regulations and of substituting others therefor.

Now therefore Her Majesty by and with the advice of Her Privy Council is pleased to order and it is hereby ordered as follows :—

1. On and after the date of this Order the aforesaid regulations shall be and the same are repealed.

2. In lieu of the regulations so repealed as aforesaid the following regulations are substituted. Candidates for Men Clerkships must be over seventeen and under twenty years of age.

8. Each competitor named in a list shall remain thereon until he attains the age (if a man) of

twenty-five years and (if a boy) of twenty years unless in the meantime he has been appointed to a situation in some public office.

Men on completing their twenty-fifth year and boys on completing the twentieth year of their ages respectively or on receiving appointments shall be removed from the list.

11. Boy Clerks shall not be retained as such in any department after completing their twentieth year.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Order of Her Majesty in Council, dated the sixth day of November, one thousand eight hundred and eighty-three, Her Majesty was pleased, under or by virtue of the provisions of "The Medical Act," by and with the advice of Her Privy Council, to nominate and appoint Richard Quain, Esquire, M.D., F.R.S., to be a Member of the General Council of Medical Education and Registration of the United Kingdom.

And whereas under or by virtue of the provisions of the said Act, the said Richard Quain, will cease to be a Member of the said General Council on the twenty-seventh day of November, one thousand eight hundred and eighty-eight.

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, doth, under and by virtue of the provisions in that behalf contained in the Medical Acts, 1858 and 1886, nominate and appoint the said Richard Quain, to be again for the term of five years from the twenty-seventh day of November instant, a Member of the said General Council of Medical Education and Registration of the United Kingdom.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of "The Westminster Abbey Act 1888" duly prepared and laid before Her Majesty in Council a scheme, bearing date the twelfth day of July, in the year one thousand eight hundred and eighty-eight, in the words and figures following, that is to say:—

"We, the Ecclesiastical Commissioners for England, in pursuance of 'The Westminster Abbey Act 1888' have prepared and now humbly lay before Your Majesty in Council the following scheme relating to the Dean and Chapter of the Collegiate Church of Saint Peter Westminster, of which Corporation Your Majesty is Visitor.

"Whereas the said Dean and Chapter are desirous and have agreed with us the said Commissioners that we should take the steps necessary under the said Act for procuring the sanction by Order of Your Majesty in Council of the arrangements hereinafter set forth and specified.

"And whereas the major part of the lands hereditaments and endowments of the said Dean and Chapter were in pursuance of 'The Ecclesiastical Commission Act 1868' transferred to us the said Commissioners under and by virtue of an Order of Your Majesty in Council made on the seventh day of August one thousand eight hundred and sixty-nine and published in the London Gazette on the thirteenth day of the same month which Order ratified and confirmed a scheme

prepared and submitted by us the said Commissioners and the same scheme was so prepared and submitted on the assumption that upon and from its ratification the future annual income of the said Dean and Chapter would amount to twenty thousand pounds and the sum of twenty thousand pounds was accordingly on the said transfer in pursuance of the said Ecclesiastical Commission Act 1868 treated as the future annual income of the said Dean and Chapter.

"Now therefore with the concurrence of the said Dean and Chapter of the Collegiate Church of Westminster testified by their having hereunto affixed their corporate or capitular seal and with the consent of Your Majesty as Visitor testified by Your Majesty having hereto affixed Your Royal sign manual we humbly recommend and propose that (save and except the fabric of the Collegiate Church of Saint Peter Westminster and the precincts thereof designated the parish of the Close of the Collegiate Church of Saint Peter Westminster and any ecclesiastical educational or other patronage of the said Dean and Chapter and save and except the annual sum of four hundred pounds payable by us to the said Dean and Chapter under the provisions of the said Order of Your Majesty in Council dated seventh day of August one thousand eight hundred and sixty-nine for the life of Charles St. Clare Bedford) all the lands tenements and hereditaments and securities for money now belonging to the Dean and Chapter of Westminster or to which they may be entitled either at law or in equity including all annual sums payable to the same Dean and Chapter by us the said Commissioners under the provisions of the said Order of Your Majesty in Council dated the seventh day of August one thousand eight hundred and sixty-nine or otherwise (but not including any property held by the said Dean and Chapter as Trustees only and without any beneficial interest in the same) shall from and after the day on which any Order of Your Majesty in Council ratifying this scheme shall be published in the London Gazette be, without any conveyance or assurance in the law other than such Order, transferred as from the twenty-fourth day of June now last past to us the said Commissioners for the estate and interest specified in the said Act and subject as therein provided.

"And we further recommend and propose that for and in consideration of the said transfer of property to us there shall be paid by us the said Commissioners to the said Dean and Chapter an annual money payment of twenty thousand pounds by equal half yearly payments on the twenty-ninth day of September and the twenty-fifth day of March in every year such annual money payment being not in excess of the annual sum which on the transfer to us of property belonging to the said Dean and Chapter which took place as hereinbefore-mentioned in pursuance of 'The Ecclesiastical Commission Act 1868' was as aforesaid treated as the then future annual income of the said Dean and Chapter, and that a proportional part of the first such half yearly payment calculated from the said twenty-fourth day of June now last past shall be made by us on the twenty-ninth day of September now next ensuing.

"And we further recommend and propose that out of the annual money payment of twenty thousand pounds hereby recommended and proposed to be secured to the said Dean and Chapter or other the annual income for the time being of the said Dean and Chapter there shall be established and set apart by the said Dean and Chapter for keeping Westminster Abbey and the

buildings attached thereto in good substantial repair as contemplated by the said Westminster Abbey Act 1888 a fabric fund of the annual amount or value of three thousand two hundred and fifty pounds.

"And we further recommend and propose that the income if any which at any time and from time to time is or may be derived from any building which is not for the time being occupied as an official house as part of the profits or remuneration to which some member of the said Chapter or some officer or office holder under the same Dean and Chapter is entitled in right of his dignity or as part of the remuneration attached to his office, and also the income arising from the investment of any surplus of the fabric fund in any year over and above the expenditure properly payable thereout. And also any increase of savings in the revenues of the said Dean and Chapter which may be produced or result from reduction in the existing charge on those revenues which may be effected in pursuance of the sixth section of the Westminster Abbey Act 1888 shall be carried to and form part of and an addition to the said fabric fund.

"And we further recommend and propose that out of the remainder of the said annual money payment of twenty thousand pounds or other the revenues of the said Dean and Chapter there shall be applied and taken as the accustomed yearly stipends of the Dean and the canons of the said collegiate church respectively the yearly sum of eight thousand pounds being two thousand pounds per annum for the Dean and one thousand pounds for each of the six canons respectively and that the balance of the same annual money payment of twenty thousand pounds or other the revenues of the said collegiate church for the time being not hereinbefore otherwise specifically appropriated shall be appropriated and applied to and for the maintenance of the services of the said collegiate church and the other expenses of the said Dean and Chapter.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid in accordance with the provisions of the hereinbefore-mentioned Act or of any other Act of Parliament."

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of London.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the eighth and ninth years of Her Majesty, chapter seventy; of the Act of the fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years

of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council a representation, bearing date the nineteenth day of July in the year one thousand eight hundred and eighty-eight, in the words and figures following; that is to say:—

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the eighth and ninth years of Your Majesty, chapter seventy, of the Act of the fourteenth and fifteenth years of Your Majesty, chapter ninety-seven, of the Act of the nineteenth and twentieth years of Your Majesty, chapter fifty-five, and of the Act of the thirty-fourth and thirty-fifth years of Your Majesty, chapter eighty-two, have prepared and now humbly lay before Your Majesty in Council the following representation as to the assignment of a consolidated chapelry to the consecrated church of Saint Mary the Virgin situate within the limits of the new parish (sometime district chapelry) of Saint Paul Tottenham in the county of Middlesex and in the diocese of London.

"Whereas at certain extremities of the said new parish of Saint Paul Tottenham and of the parish of All Hallows Tottenham in the said county and diocese, and of the new parish (sometime district chapelry) of the Holy Trinity Tottenham in the same county and diocese, which said extremities lie contiguous one to another, and are described in the schedule hereunder written, there is collected together a population which is situate at a distance from the several churches of such new parishes and of such parish respectively.

"And whereas it appears to us to be expedient that certain contiguous portions (being the portions containing the population aforesaid) of the said new parish of Saint Paul Tottenham and of the said parish of All Hallows Tottenham, and of the said new parish of the Holy Trinity Tottenham should be formed into a consolidated chapelry for all ecclesiastical purposes, and that the same should be assigned to the said church of Saint Mary the Virgin situate as aforesaid.

"Now therefore with the consent of the Right Honourable and Right Reverend Frederick, Bishop of the said diocese of London, as such Bishop, and with the consent of the Reverend Alexander Wilson, Clerk in Holy Orders, the vicar or incumbent of the vicarage of the said parish of All Hallows, Tottenham, as the patron, in right of his vicarage, both of the vicarage of the said new parish of Saint Paul, Tottenham, and of the vicarage of the said new parish of the Holy Trinity, Tottenham (in testimony whereof they the said Bishop and the said Alexander Wilson have respectively signed and sealed this representation) and with the consent of the Dean and Chapter of the Cathedral Church of Saint Paul in the city of London and in the said diocese of London as the patrons of the vicarage of the parish of All Hallows Tottenham aforesaid, (in testimony whereof they the said Dean and Chapter have affixed their common or corporate seal to this representation) we, the said Ecclesiastical Commissioners for England humbly represent that it would in our opinion be expedient that all those contiguous portions of the said new parish of Saint Paul Tottenham of the said parish of All Hallows Tottenham and of the said new parish of the Holy Trinity Tottenham which are described in the schedule hereunder written, all which portions together with the boundaries thereof are delineated and set forth on the map or plan hereunto annexed should be united and formed into one consolidated chapelry for the said church of Saint Mary the Virgin situate as

aforesaid, and that the same should be named 'The Consolidated Chapelry of Saint Mary the Virgin, Tottenham.'

"We, therefore humbly pray that Your Majesty will be graciously pleased to take the premises into Your Royal consideration and to make such Order in respect thereto as to Your Majesty in Your Royal wisdom shall seem meet."

"The SCHEDULE to which the foregoing Representation has reference.

"The Consolidated Chapelry of Saint Mary the Virgin, Tottenham, comprising:—

"All those contiguous portions of the new parish (sometime district chapelry) of Saint Paul, Tottenham, of the parish of All Hallows Tottenham and of the new parish (sometime district chapelry) of the Holy Trinity Tottenham, all in the county of Middlesex and in the diocese of London which said portions of such cures are comprised within and are bounded by an imaginary line commencing upon the boundary which divides the said parish of All Hallows Tottenham from the new parish of Saint Paul Tottenham aforesaid, at the point where Lansdowne-road joins High-road Tottenham and extending thence southward along the middle of the last-named road for a distance of thirty-five and a half chains or thereabouts (thereby following in one part the said boundary and in another part the boundary which divides the said parish of All Hallows Tottenham from the new parish of the Holy Trinity Tottenham aforesaid) to the point where the said High-road is joined by Stoneleigh-road, and extending thence south-eastward along the middle of the last-named road for a distance of seven and a half chains or thereabouts to its junction with Chesnut-terrace, and with the footway which passes between Scales-road, and Chesnut-road and continuing thence still generally south-eastward along the middle of the said footway for a distance of fifteen chains or thereabouts to its junction with Down-lane, and extending thence in a direction due east and in a straight line for a distance of forty-three and a half chains or thereabouts thereby crossing the line of the Great Eastern Railway, and the Tottenham Marshes, and the River Lea Navigation to a point at the River Lea upon the boundary which divides the said county of Middlesex and the diocese of London aforesaid from the county of Essex and from the diocese of Saint Albans, and extending thence first generally north-eastward and then north-westward along the said county and diocesan boundary for a distance of sixty-five chains or thereabouts (thereby following the course of the River Lea aforesaid and also thereby following the eastern boundaries of the said new parish of the Holy Trinity Tottenham, and of the parish of All Hallows Tottenham aforesaid) to the point at the junction of the said River Lea with the mill stream supplying the Tottenham Mills, at which point the said county and diocesan boundary is joined by the boundary which divides the said parish of All Hallows Tottenham from the new parish of Saint Paul Tottenham aforesaid, and extending thence first generally south-westward and then north-westward along the last-mentioned boundary for a distance of forty chains or thereabouts (thereby first following the course of the said mill stream and then the course of the stream called or known as Carbuncle Ditch or Brook) to the centre of the bridge or culvert, which carries the said line of the Great Eastern Railway over Carbuncle Ditch or Brook aforesaid and extending thence northward along the middle of the said line of railway for a distance of twenty and a half chains

or thereabouts to a point opposite to the eastern end of the wall or fence which forms the southern boundary of the house and garden called or known as Holmleigh and situate on the eastern side of Lansdowne-road aforesaid and extending thence that is from the middle of the said line of railway westward to and along the said wall or fence for a distance of three and a half chains or thereabouts to its western end on the eastern side of Lansdowne-road aforesaid at or near to the junction of the last-named road with Asplin's-road and continuing thence, that is to say, from the said wall or fence, still westward and in a direct line to a point in the middle of the said Lansdowne-road and extending thence south-westward along the middle of the same road for a distance of forty-two and a half chains or thereabouts to the first-described point at the junction of the last-named road with High-road Tottenham aforesaid upon the boundary which divides the said new parish of Saint Paul Tottenham from the parish of All Hallows Tottenham aforesaid, at which point the said imaginary line commenced."

And whereas the said representation has been approved by Her Majesty in Council; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of London.

C. L. Peel.

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the eighth and ninth years of Her Majesty, chapter seventy; of the Act of the fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council a representation, bearing date the nineteenth day of July, in the year one thousand eight hundred and eighty-eight, in the words following; that is to say:—

"We the Ecclesiastical Commissioners for England in pursuance of the Act of the eighth and ninth years of Your Majesty chapter seventy of the Act of the fourteenth and fifteenth years of Your Majesty chapter ninety-seven of the Act of the nineteenth and twentieth years of Your Majesty chapter fifty-five and of the Act of the thirty-fourth and thirty-fifth years of Your Majesty chapter eighty-two have prepared and now humbly lay before Your Majesty in Council the following representation as to the assignment of a consolidated chapelry to the consecrated church of Saint Bartholomew situate within the limits of the new parish (sometime particular district) of Christ Church Camberwell in the county of Surrey and in the diocese of Rochester.

"Whereas at certain extremities of the said new parish of Christ Church Camberwell of the new parish (sometime district chapelry) of All Saints Hatcham Park situate partly in the said

county of Surrey and partly in the county of Kent and wholly in the diocese of Rochester aforesaid of the new parish (sometime district chapelry) of All Saints Rotherhithe in the said county of Surrey and in the diocese aforesaid and of the particular district of Saint Augustine South Bermondsey in the last-mentioned county and diocese which said extremities lie contiguous one to another and are described in the schedule hereunder written there is collected together a population which is situate at a distance from the several churches of such cures respectively.

“And whereas it appears to us to be expedient that certain contiguous portions of the said new parish of Christ Church Camberwell of the said new parish of All Saints Hatcham Park of the said new parish of All Saints Rotherhithe and of the said particular district of Saint Augustine South Bermondsey (such portions containing the population aforesaid) should be formed into a consolidated chapelry for all ecclesiastical purposes and that the same should be assigned to the said church of Saint Bartholomew situate as aforesaid.

“Now therefore with the consent of the Right Reverend Anthony Wilson Bishop of the said diocese of Rochester as such Bishop and also as the patron in right of his See of the perpetual curacy of the said particular district of Saint Augustine South Bermondsey and with the consents of Samuel Husbands Beckles of the Middle Temple in the city of London Barrister-at-Law of the Reverend William Cadman, Canon Residentiary of the Cathedral Church of Canterbury, and Rector of Holy Trinity Marylebone in the county of Middlesex of Philip Vernon Smith of number four Stone-buildings, Lincoln's-inn, in the last-named county Barrister-at-Law of Robert James Snape of number two, Stone-buildings aforesaid Barrister-at-Law and of the Venerable John Richardson Archdeacon of Southwark and Vicar of Camden Chapel Camberwell in the county of Surrey aforesaid the patrons of the vicarage of the new parish of Christ Church Camberwell aforesaid and with the consents of the said William Cadman and of Thomas Anthony Denny of number seven Connaught-place Hyde Park in the said county of Middlesex and of the Reverend Henry Nevile Sherbrooke, Clerk in Holy Orders of number forty-nine Montagu-square in the said county of Middlesex and of the said Philip Vernon Smith and of Robert Williams, junior of Birch-in-lane in the said city of London Banker (which said five last-named persons are the patrons for two out of every three turns of presentation of the vicarage of the new parish of All Saints Hatcham Park aforesaid) and with the consents of Alfred Joseph Keen of Result House Croydon-road Penge in the said county of Surrey and of Edward Saxton of number eleven Queen Victoria-street in the said city of London, and of Henry Harrison Allan of number eight East India-chambers Leadenhall-street in the same city and of John Giles Pilcher of Bellefield, Englefield Green in the said county of Surrey (which said four last-named persons are the present patrons on behalf of the Fraternity of the Art or Mystery of Haberdashers in the said city of London for the third and remaining turn of presentation of the last-named vicarage) and with the consent of the Reverend Edward Josselyn Beck Clerk in Holy Orders the rector or incumbent of the rectory of the parish of Rotherhithe, in the said county of Surrey and as such rector or incumbent, the patron of the vicarage of the new parish of All Saints Rotherhithe aforesaid (in testimony whereof they the said consenting

parties have respectively signed and sealed this representation) we the said Ecclesiastical Commissioners for England humbly represent, that it would in our opinion be expedient that all those contiguous portions of the said new parish of Christ Church Camberwell of the said new parish of All Saints Hatcham Park of the said new parish of All Saints Rotherhithe and of the said particular district of Saint Augustine South Bermondsey which are described in the schedule hereunder written all which portions together with the boundaries thereof are delineated and set forth on the map or plan hereunto annexed should be united and formed into one consolidated chapelry for the said church of Saint Bartholomew situate as aforesaid and that the same should be named ‘The Consolidated Chapelry of Saint Bartholomew, Camberwell.’

“We therefore humbly pray that Your Majesty will be graciously pleased to take the premises into Your Royal consideration and to make such Order in respect thereto as to Your Majesty in Your Royal wisdom shall seem meet.

“The SCHEDULE to which the foregoing Representation has reference.

“The Consolidated Chapelry of Saint Bartholomew Camberwell comprising:—

“All those several contiguous portions of the new parish (sometime particular district) of Christ Church Camberwell in the county of Surrey and in the diocese of Rochester and of the new parish (sometime district chapelry) of All Saints Hatcham Park situate partly in the said county of Surrey partly in the county of Kent and wholly in the diocese of Rochester aforesaid and of the new parish (sometime district chapelry) of All Saints Rotherhithe in the said county of Surrey and in the diocese aforesaid and of the particular district of Saint Augustine South Bermondsey in the last-mentioned county and diocese which are hereinafter described, being those portions of the four cures aforesaid that are comprised within and are bounded by an imaginary line commencing upon the boundary which divides the new parish of Saint Philip Camberwell in the last-mentioned county and diocese from the new parish of Christ Church Camberwell aforesaid at the centre of the bridge which carries the Old Kent-road over the Grand Surrey Canal and extending thence first north-eastward and then eastward to and along the middle of the said canal for a distance of sixty-six and a half chains or thereabouts (thereby crossing, at or near to the White Post-lane Swing-bridge, the boundary which divides the said new parish of Christ Church Camberwell from the new parish of All Saints Hatcham Park aforesaid) to a point, at the centre of the bridge which carries the main line of the London Brighton and South Coast Railway over the same canal, upon the boundary which divides the said new parish of All Saints Hatcham Park from the new parish of Saint James Hatcham situate partly in the said county of Surrey and partly in the said county of Kent and wholly in the diocese of Rochester aforesaid and extending thence north-westward along the last-mentioned boundary for a distance of eleven chains or thereabouts, thereby following the course of the main line of railway aforesaid, to the point where the same main line of railway passes over the line of the East London Railway and where the said last-mentioned boundary joins the boundary which divides the said new parish of All Saints Hatcham Park from the consolidated chapelry of Saint

Katharine Rotherhithe in the said county of Surrey and in the diocese aforesaid, and continuing thence still north-westward along the last-mentioned boundary for a distance of thirteen chains or thereabouts, thereby still following the course of the main line of the London Brighton and South Coast Railway aforesaid, to the point where the said last-mentioned boundary joins the boundary which divides the last-named cure from the new parish of All Saints Rotherhithe aforesaid and continuing thence still north-westward along the last-mentioned boundary for a distance of three and a half chains or thereabouts, thereby still following the course of the last-mentioned main line of railway, to the centre of the bridge which carries the said main line of railway over the line of railway which connects the North Kent Railway with the line of the Bricklayers' Arms Extension of the South-Eastern Railway and extending thence westward to and along the middle of the said connecting line of railway for a distance of eighteen chains or thereabouts to its junction with the line of the Bricklayers' Arms Extension of the South-Eastern Railway aforesaid and continuing thence still westward along the middle of the last-mentioned line of railway for a distance of twenty-nine chains or thereabouts (thereby crossing at the bridge which carries the same line of railway over Rotherhithe New-road, the boundary which divides the said new parish of All Saints Rotherhithe from the particular district of Saint Augustine South Bermondsey aforesaid) to the point where the same line of railway crosses James's-road upon the boundary which divides the said particular district of Saint Augustine South Bermondsey from the new parish of Saint Philip Camberwell aforesaid and extending thence southward along the last-mentioned boundary for a distance of ten chains or thereabouts thereby following the middle of James's-road aforesaid, to the point where the same boundary joins the boundary dividing the said new parish of Saint Philip Camberwell from the new parish of Christ Church Camberwell aforesaid and continuing thence that is from the last-mentioned boundary, still southward along the middle of the said James's-road for a distance of fifteen and a half chains or thereabouts, to a point at its junction with the Old Kent-road aforesaid, upon the boundary which divides the said new parish of Christ Church Camberwell from the new parish of Saint Philip Camberwell aforesaid and extending thence south-eastward along the last-mentioned boundary for a distance of one chain or thereabouts, thereby following the middle of the Old Kent-road aforesaid, to the first described point at the centre of the bridge which carries the last-named road over the Grand Surrey Canal as aforesaid at which point the said imaginary line commenced."

And whereas the said representation has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Rochester.

C. L. Peel.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, and of the Act of the nineteenth and twentieth years of Her Majesty, chapter one hundred and four, duly prepared and laid before Her Majesty in Council a scheme, bearing date the second day of August, in the year one thousand eight hundred and eighty-eight, in the words following, that is to say:—

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the sixth and seventh years of Your Majesty chapter thirty-seven, and of the Act of the nineteenth and twentieth years of Your Majesty chapter one hundred and four, have prepared and now humbly lay before Your Majesty in Council the following scheme for constituting a separate district for spiritual purposes out of the new parish (some-time district chapelry) of Saint Anne Tollington Park; which said new parish is situate in the county of Middlesex and in the diocese of London and is a benefice in the metropolis as that term is defined by the Act of the eighteenth and nineteenth years of Your Majesty chapter one hundred and twenty.

"Whereas it appears to us that it would promote the interests of religion that the particular portion of the said new parish of Saint Anne Tollington Park which is mentioned and described in the schedule to this scheme and is delineated on the map or plan annexed to this scheme should be constituted a separate district for ecclesiastical purposes in the manner hereinafter set forth.

"And whereas there is not at present within the limits of the said proposed district any consecrated church or chapel in use for the purposes of Divine worship.

"And whereas the Right Honourable and Most Reverend Edward White Archbishop of Canterbury has, with the concurrence of the Right Honourable and Right Reverend Frederick Bishop of London, selected and approved the district hereinafter recommended to be constituted, as the district the formation of which, and the endowment of the same, and the provision of a church for the same, are contemplated by a certain Order of Your Majesty in Council bearing date the twenty-fifth day of July in the year one thousand eight hundred and eighty-two and published in the London Gazette on the fourth day of August in the same year, by which Order the benefice (being a rectory) of Saint Vedast, Fosterlane with Saint Michael-le-Querne in the city and diocese of London and the benefice (being a rectory) of Saint Matthew Friday-street with Saint Peter Cheap in the same city and diocese were united into one benefice.

"And whereas it is provided by the said Order of Your Majesty in Council that the whole advowson and perpetual right of patronage of and presentation to the said district so selected and approved and hereinafter recommended to be constituted, and of and to the church thereof shall as and from the date of the creation of the same cure be vested in the Archbishop of Canterbury for the time being and his successors.

"And whereas in accordance with the terms of the said Order of Your Majesty in Council we have out of the moneys in that behalf specified in the same Order appropriated a certain sum, to

wit, the sum of eight thousand three hundred and ninety-five pounds seventeen shillings and two pence and have invested the same in the purchase of three pounds per centum Consolidated Bank Annuities to the amount of eight thousand three hundred and thirty-three pounds six shillings and eight pence being an amount sufficient to produce the endowment for the said proposed district which by the said Order we are directed to provide, that is to say, an endowment of two hundred and fifty pounds per annum.

"And whereas the annual interest or dividend arising from the said capital sum of eight thousand three hundred and thirty-three pounds six shillings and eight pence three pounds per centum Consolidated Bank Annuities will be paid over by us the said Ecclesiastical Commissioners as such interest or dividends from time to time accrue due to the minister of the said proposed district or (when the same district shall have become a new parish) to the vicar or incumbent of the vicarage of such new parish.

"Now therefore with the consent of the said Right Honourable and Right Reverend Frederick Bishop of London (in testimony whereof he has set his hand and episcopal seal to this scheme) we the said Ecclesiastical Commissioners for England humbly recommend and propose that all that part of the said new parish of Saint Anne Tollington Park which is described in the schedule hereunder written and is delineated on the map or plan herewith annexed shall upon and from the day on which any Order of Your Majesty in Council ratifying this scheme shall be published in the London Gazette, become and be constituted a separate district for spiritual purposes by the name of 'The District of Saint Thomas, Finsbury Park.'

"And we further recommend and propose that the whole right of patronage and presentation or nomination of the minister or incumbent for the time being of the same district or new parish of Saint Thomas Finsbury Park shall as is provided by the said Order of Your Majesty in Council dated the twenty-fifth day of July one thousand eight hundred and eighty-two be for ever vested in and be exercised by the Archbishop of Canterbury and his successors Archbishops of Canterbury.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending or proposing any other measures relating to the matters aforesaid or to any of them, in accordance with the provisions of the said Acts or of either of them or of any other Act of Parliament.

"The SCHEDULE to which the foregoing Scheme has reference.

"The District of Saint Thomas, Finsbury Park, being:

"All that portion of the new parish (sometime district chapelry) of Saint Anne, Tollington Park, in the county of Middlesex, and in the diocese of London, and within the limits of the metropolis as defined by the Act of the eighteenth and nineteenth Victoria chapter one hundred and twenty all which portion of such new parish is bounded upon the south-west by the new parish of Saint Barnabas, Hornsey-road, upon the south-east partly by the parish of Saint Mary, Islington, partly by the new parish of Christchurch Highbury, and partly by the new parish of Saint John Highbury-vale and upon the north-east by the new parish of Saint John the Evangelist, Brownswood Park, all the said abutting cures being in the said county of Middlesex and in the diocese of

London aforesaid, and upon the remaining sides that is to say upon the north-west and upon the west by an imaginary line commencing upon the boundary which divides the said new parish of Saint John the Evangelist Brownswood Park from the new parish of Saint Anne Tollington Park aforesaid at the point where Blackstock-road joins the Seven Sisters'-road, and extending thence south-westward along the middle of the last-named road for a distance of nine chains or thereabouts to a point at the southern end of the Finsbury Park Railway Station at the centre of the bridge which carries the main line of the Great Northern Railway over the same road, and extending thence southward along the middle of the said main line of railway for a distance of twenty-two and a half chains or thereabouts to the boundary which divides the said new parish of Saint Anne, Tollington Park, from the new parish of Saint Barnabas, Hornsey-road aforesaid."

And whereas drafts of the said scheme have, in accordance with the provisions of the firstly hereinbefore mentioned Act, been transmitted to the patrons and to the incumbent of the cure out of which it is intended that the district recommended in such scheme to be constituted shall be taken, and such patrons and incumbent have respectively signified their assent to such scheme:

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of London.

C. L. Peel.

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter one hundred and thirteen, of the Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, and of the Act of the nineteenth and twentieth years of Her Majesty, chapter one hundred and four, duly prepared and laid before Her Majesty in Council a scheme, bearing date the second day of August, in the year one thousand eight hundred and eighty-eight, in the words and figures following, that is to say:—

"We the Ecclesiastical Commissioners for England in pursuance of the Act of the third and fourth years of Your Majesty chapter one hundred and thirteen, of the Act of the sixth and seventh years of Your Majesty chapter thirty-seven and of the Act of the nineteenth and twentieth years of Your Majesty chapter one hundred and four have prepared and now humbly lay before Your Majesty in Council the following scheme for constituting a separate district for spiritual purposes to be taken out of the parish of Saint Mary Lewisham in the county of Kent and in the diocese of Rochester.

"Whereas it has been made to appear to us that it would promote the interests of religion

that the particular part of the said parish of Saint Mary Lewisham which is hereinafter mentioned and described should be constituted a separate district in the manner hereinafter recommended and proposed.

"And whereas there is not at present within the limits of the said proposed district any consecrated church or chapel in use for the purposes of Divine worship.

"And whereas by a certain deed or indenture bearing date on or about the fourteenth day of July in the year one thousand eight hundred and eighty-eight and made or expressed to be made under the provisions of the New Parishes Acts 1843, 1844 and 1856 or some or one of them between the Honourable and Reverend Augustus Legge the vicar of the vicarage and parish church of the said parish of Saint Mary Lewisham of the first part, the Governors of the Bounty of Queen Anne for the augmentation of the maintenance of the Poor Clergy of the second part, the Right Honourable William Walter Earl of Dartmouth the patron of the said vicarage of Saint Mary, Lewisham aforesaid of the third part, the Right Reverend Anthony Wilson, Bishop of the said diocese of Rochester of the fourth part and us the said Ecclesiastical Commissioners of the fifth part (which deed or indenture is intended to be enrolled in the Chancery Division of Your Majesty's High Court of Justice) the said party of the first part did with the consents and concurrence of the parties thereto of the second, third fourth and fifth parts respectively release and confirm unto the minister of the district herein proposed to be constituted (so soon as he shall be licensed) and to his successors and to the incumbent of the vicarage of the new parish (when such proposed district shall have become a new parish) and to his successors. All those vicarial tithes commutation rent-charges or annual sums amounting together to one hundred and sixty-two pounds fifteen shillings and nine pence and arising from lands and hereditaments in the said parish of Saint Mary Lewisham which said vicarial tithes commutation rent-charges or annual sums and which said lands or hereditaments are more particularly described in the schedule appended to the said deed or indenture, as an endowment for the said intended district to be called 'The District of Saint Swithun Hither Green Lewisham.'

"And whereas the said vicarial tithes commutation rent-charges or annual sums have been so released and confirmed as aforesaid upon the understanding that we the said Ecclesiastical Commissioners for England should out of the common fund created by the herein-before firstly mentioned Act pay to the minister or incumbent of the said proposed district or new parish when duly licensed as aforesaid a grant of twenty-six pounds and eight pence per annum and upon the further understanding that (such arrangement appearing to us to be expedient) we should recommend and propose to Your Majesty in Council that the whole right of patronage of the said proposed district or new parish and of the nomination of the minister or incumbent thereto should be assigned to the said Augustus Legge as vicar or incumbent of the vicarage of the said parish of Saint Mary Lewisham, and to his successors, vicars or incumbents of the same vicarage for ever.

"And whereas the said annual grant of twenty-six pounds and eight pence will be made and secured by an instrument to be executed by us the said Commissioners under our common seal in accordance with the provisions of the Act of the twenty-ninth and thirtieth years of Your Majesty chapter one hundred and eleven.

"Now therefore with the consent of the said Anthony Wilson, Bishop of the said diocese of Rochester (in testimony whereof he has signed and sealed this scheme) we the said Ecclesiastical Commissioners humbly recommend and propose that all that part of the said parish of Saint Mary Lewisham which is more particularly mentioned and described in the schedule hereunder written and is delineated and set forth on the map or plan hereunto annexed shall upon and from the day of the date of the publication in the London Gazette of any Order of Your Majesty in Council ratifying this scheme become and be constituted a separate district for spiritual purposes, and that the same shall be named 'The District of Saint Swithun Hither Green, Lewisham.'

"And we further recommend and propose that the whole right of patronage of the said proposed district, and when the same district shall have become a new parish as aforesaid then of the said new parish and of the nomination of the minister or incumbent thereto shall without any assurance in the law other than this scheme and any duly gazetted Order of Your Majesty in Council ratifying the same and upon and from the day of the date of the publication of such Order in the London Gazette as aforesaid be assigned to and become absolutely vested in and shall and may be exercised by the said Augustus Legge as vicar or incumbent of the said vicarage of the parish of Saint Mary Lewisham aforesaid and by his successors vicars or incumbents of the same vicarage for ever.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid or to any of them in accordance with the provisions of the said Acts or of either of them or of any other Act of Parliament.

"The SCHEDULE to which the foregoing Scheme has reference.

"The District of Saint Swithun, Hither Green, Lewisham being:—

"All that part of the parish of Saint Mary Lewisham in the county of Kent and in the diocese of Rochester wherein the present incumbent of such parish still possesses the exclusive cure of souls which is bounded upon part of the west and upon the south by the new parish of Saint Lawrence Catford, upon the east by the consolidated chapelry of Saint Mildred, Burnt Ash Hill, Lee, upon the north-east by the new parish of Saint Mark Lewisham, all the said abutting cures being in the county and diocese aforesaid, and upon all other sides that is to say upon the north and upon the remaining part of the west by an imaginary line commencing upon the boundary which divides the said new parish of Saint Mark Lewisham from the parish of Saint Mary Lewisham aforesaid at the centre of the footbridge which carries over the main line of the South-Eastern Railway the public footway which connects Dermody-road with Court Hill-road and Rycroft-road and extending thence south-westward along the middle of the said public footway for a distance of three chains or thereabouts to its junction with the said Court Hill-road and with Rycroft-road aforesaid and continuing thence still south-westward along the middle of the last-named road for a distance of seven chains or thereabouts to its junction with Hither Green-lane and extending thence south-eastward along the middle of the last-named lane for a distance of seven chains or thereabouts to its junction with Thornford-road and extending thence south-westward

along the middle of the last-named road for a distance of seven chains or thereabouts to its junction with the roadway or footpath which leads into Harvard-road and extending thence south-eastward along the middle of the last-described roadway or footway for a distance of three and a half chains (thereby passing between the houses called or known respectively as No. 35 and No. 37 Thornford-road and between the houses called or known respectively as No. 10 and No. 8 Harvard-road) to the junction of the same roadway or footway with Harvard-road aforesaid and extending thence eastward diagonally across the last-named road to its junction with the roadway or footway which passes between the houses called or known respectively as No. 9 and No. 13 Harvard-road and which leads into Fordyce-road and extending thence, that is from Harvard-road aforesaid south-eastward along the middle of the last-described roadway or footway for a distance of three chains or thereabouts to its junction with Fordyce-road aforesaid and extending thence first south-westward and then generally southward along the middle of the last-named road for a distance of fifteen chains or thereabouts thereby crossing Mount Pleasant-road to a point at the junction of the said Fordyce-road with George-lane which divides the said parish of Saint Mary Lewisham from the new parish of Saint Lawrence Catford, aforesaid."

And whereas drafts of the said scheme have, in accordance with the provisions of the secondly hereinbefore mentioned Act, been transmitted to the patron and to the incumbent of the cure out of which it is intended that the district recommended in such scheme to be constituted shall be taken, and such patron and incumbent have respectively signified their assent to such scheme.

And whereas the said scheme has been approved by Her Majesty in Council: Now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Rochester.

C. L. Peel.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter one hundred and thirteen, of the Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, and of the Act of the nineteenth and twentieth years of Her Majesty, chapter one hundred and four, duly prepared and laid before Her Majesty in Council a scheme, bearing date the second day of August, in the year one thousand eight hundred and eighty-eight, in the words following, that is to say:—

"We, the Ecclesiastical Commissioners for England in pursuance of the Act of the third and fourth years of Your Majesty chapter one hundred and thirteen, of the Act of the sixth and seventh years of Your Majesty chapter thirty-seven, and of the Act of the nineteenth and twentieth years

of Your Majesty chapter one hundred and four have prepared and now humbly lay before Your Majesty in Council the following scheme for constituting a separate district for spiritual purposes to be taken out of the parish of West Derby in the county of Lancaster and in the diocese of Liverpool.

"Whereas it has been made to appear to us that it would promote the interests of religion that the particular part of the said parish of West Derby which is hereinafter mentioned and described should be constituted a separate district in manner hereinafter set forth.

"And whereas there is not within the limits of the said proposed district any consecrated church or chapel in use for the purposes of Divine worship.

"And whereas for the purpose of providing an endowment for the said proposed district, Charles Langton of Barkhill Aigburth in the said county of Lancaster one of Your Majesty's Justices of the Peace, Frederic William Earle of Edenhurst Huyton Liverpool in the same county one of Your Majesty's Justices of the Peace, and Arthur Earle of Childwall Lodge Wavertree in the same county, one of Your Majesty's Justices of the Peace, have provided and have transferred to us, the said Ecclesiastical Commissioners for England, a bond of the Mersey Docks and Harbour Board for three thousand one hundred pounds to be held on trust by us as and for a permanent endowment for the minister for the time being of the said proposed district, and so soon as the said district shall have become a new parish under the provisions of the hereinbefore secondly-mentioned Act then of the incumbent of the said new parish the amount (being one hundred and twenty pounds two shillings and six pence of the annual interest to accrue due on account of the said bond to be receivable by the said minister or incumbent for the time being when he shall have been duly licensed according to the provisions of the hereinbefore secondly-mentioned Act.

"And whereas the said sum of three thousand one hundred pounds aforesaid has been so provided upon the understanding that we should make and pay out of the common fund created by the firstly herein named Act to the minister or incumbent for the time being of the said proposed district or new parish (as the case may be) when duly licensed as aforesaid the annual sum of thirty pounds sterling and upon the further understanding and condition that (such arrangement appearing to us to be expedient) the whole right of patronage of the said district or new parish and of the nomination of the minister or incumbent thereof should be assigned in the manner hereinafter mentioned.

"And whereas we have undertaken and agreed to make the said grant of thirty pounds per annum as aforesaid by an instrument to be executed by us under our common seal in accordance with the provisions of the Act of the twenty-ninth and thirtieth years of Your Majesty chapter one hundred and eleven.

"Now therefore with the consent of the Right Reverend John Charles Bishop of the said diocese of Liverpool (in testimony whereof he has signed and sealed this scheme) we the said Ecclesiastical Commissioners humbly recommend and propose that all that part of the said parish of West Derby which is mentioned and described in the schedule hereunder written and is delineated and set forth in the map or plan hereunto annexed shall upon and from the day of the date of the publication in the London Gazette of any Order

of Your Majesty in Council ratifying this scheme become and be constituted a separate district for spiritual purposes, and that the same shall be named 'The District of Saint Dunstan, Earle-road, Edge Hill.'

"And we further recommend and propose that the whole right of patronage of the said district so recommended to be constituted and so soon as the said district shall have become a new parish as aforesaid then of the said new parish and the nomination of the minister or incumbent thereof shall without any assurance in the law other than this scheme and any duly gazetted Order of Your Majesty in Council ratifying the same and upon and from the day of the date of the publication of such Order in the London Gazette as aforesaid be assigned to and become vested in and shall and may from time to time be exercised jointly by the said Charles Langton the said Frederic William Earle, and the said Arthur Earle, their heirs and assigns.

"And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid or any of them in conformity with the provisions of the said Acts or of any of them or of any other Act of Parliament.

"The SCHEDULE to which the foregoing Scheme has reference.

"The District of Saint Dunstan Earle-road, Edge Hill being:—

"All that part of the parish of West Derby in the county of Lancaster and in the diocese of Liverpool, wherein the present incumbent of such parish still possesses the exclusive cure of souls and which is isolated and detached for all ecclesiastical purposes from such parish, which said part of the same parish is bounded upon all sides as follows, that is to say, upon the north by the district chapelry of Saint Cyprian Edge Hill upon the west by the particular district of Saint Catherine Edge Hill upon the south by the particular district of Saint Clement Toxteth Park, and upon the east by the new parish of the Holy Trinity Wavertree, all the said abutting cures being in the county and diocese aforesaid."

And whereas drafts of the said scheme have, in accordance with the provisions of the secondly hereinbefore mentioned Act, been transmitted to the patron and to the incumbent of the parish out of which it is intended that the district recommended in such scheme to be constituted shall be taken, and such patron and incumbent have respectively signified their assent to such scheme:

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Liverpool.

C. L. Peel.

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the fifty-ninth year of His Majesty King

George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of Her Majesty, chapter forty-nine; of the Act of the third and fourth years of Her Majesty, chapter sixty; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five, duly prepared and laid before Her Majesty in Council a representation, bearing date the second day of August, in the year one thousand eight hundred and eighty-eight, in the words following, that is to say:—

"We the Ecclesiastical Commissioners for England, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of Your Majesty, chapter forty-nine; of the Act of the third and fourth years of Your Majesty, chapter sixty; and of the Act of the nineteenth and twentieth years of Your Majesty, chapter fifty-five, have prepared, and now humbly lay before Your Majesty in Council, the following representation as to the assignment of a district chapelry to the consecrated church called Christ Church, situate within the limits of the new parish (sometime district chapelry) of Macclesfield, in the county of Chester, and in the diocese of Chester.

"Whereas it appears to us to be expedient that a district chapelry should be assigned to the said church called Christ Church situate as aforesaid.

"Now therefore, with the consent of the Right Reverend William, Bishop of the said diocese of Chester (testified by his having signed and sealed this representation) we, the said Ecclesiastical Commissioners humbly represent that it would, in our opinion, be expedient that all that part of the said new parish of Macclesfield which is described in the schedule hereunder written, all which part, together with the boundaries thereof, is delineated and set forth on the map or plan hereunto annexed, should be assigned as a district chapelry to the said church called Christ Christ, situate as aforesaid, and that the same should be named 'The District Chapelry of Christ Church Macclesfield.'

"And with the like consent of the said William, Bishop of the said diocese of Chester (testified as aforesaid) we, the said Ecclesiastical Commissioners, further represent that it appears to us to be expedient that banns of matrimony should be published, and that marriages, baptisms, churchings, and burials should be solemnized or performed at the said church called Christ Church situate as aforesaid, and that the fees to be received in respect of the publication of such banns and of the solemnization or performance of the said offices should be paid and belong to the minister of the same church for the time being: Provided always that so long as the Reverend Edmund Clarke Turner Clerk in Holy Orders the present vicar or incumbent of the vicarage of the said new parish of Macclesfield shall continue to be such vicar or incumbent, all the fees which may be received in respect of such publication solemnization or performance at the said church called Christ Church situate at Macclesfield as aforesaid shall be paid over by the minister thereof to the said Edmund Clarke Turner; and provided also that nothing herein contained shall be construed as expressing any intention on the part of us the said Commissioners to concur in or approve the taking of any fee for the performance of the said office of baptism or for the registration thereof.

"We, therefore, humbly pray that Your Majesty will be graciously pleased to take the premises into Your Royal consideration and to

make such Order with respect thereto as to Your Majesty in Your Royal wisdom shall seem meet.

“The SCHEDULE to which the foregoing Representation has reference.

“The District Chapelry of Christ Church, Macclesfield, being:—

“All that part of the new parish (sometime district chapelry) of Macclesfield in the county of Chester and in the diocese of Chester wherein the present incumbent of such new parish now possesses the exclusive cure of souls, and which is comprised within and is bounded by an imaginary line commencing upon the boundary which divides the said new parish of Macclesfield from the district chapelry of Saint John the Evangelist, Macclesfield, in the county and diocese aforesaid at the point where Bond-street is joined by Crossall-street, and extending thence first eastward and then north-eastward along the said boundary for a distance of sixteen chains or thereabouts thereby following the course of the last-named street to the point at its junction with Elizabeth-street where the said boundary bends sharply towards the south-east and continuing thence still north-eastward along the middle of Crossall-street aforesaid for a distance of one chain or thereabouts to the foot of the steps which connect the same street with Barker-street and continuing thence still north-eastward up the middle of the said steps to a point at the southern end of Barker-street aforesaid and extending thence northward along the middle of the last-named street for a distance of five chains or thereabouts to its junction with Roc-street and extending thence westward along the middle of the last-named street for a distance of seventy-five links or thereabouts to its junction with the street or road called or known as Nixon’s-yard, and extending thence first northward and then north-eastward along the middle of the last-named street or road for a distance of eight chains or thereabouts to its junction with Derby-street and extending thence first north-westward and then northward along the middle of the last-named street for a distance of ten chains or thereabouts to its junction with the street called or known as Chestergate and extending thence westward along the middle of the last-named street for a distance of twelve and a half chains or thereabouts to its junction with King Edward-street, with Chester-road, and with Prestbury-road, and extending thence north-westward along the middle of the last-named road for a distance of thirty-two chains or thereabouts to a point upon the boundary which divides the said new parish of Macclesfield from the parish of Prestbury in the county and diocese aforesaid and extending thence generally westward along the last-mentioned boundary for a distance of seventy-six and a half chains or thereabouts thereby following in part the course of Whitfield Brook to the point on the eastern side of Back-lane where the same boundary joins the boundary which divides the said new parish of Macclesfield from the particular district of Saint Thomas Henbury in the county and diocese aforesaid, and extending thence first southward and then south-eastward along the last-mentioned boundary for a distance of thirty-seven chains or thereabouts to a point in the middle of Chester-road opposite to the north-eastern angle of the buildings called or known as “Acton’s Property” and extending thence eastward along the middle of the last-named road for a distance of sixty-eight chains or thereabouts to its junction with Crompton-road and extending thence first

south-eastward and then southward along the middle of the last-named road for a distance of fifteen and a half chains or thereabouts to its junction with West Bond-street and extending thence eastward along the middle of the last-named street for a distance of ten and a half chains or thereabouts to its junction with Bond-street aforesaid and extending thence southward along the middle of the last-named street for a distance of five chains or thereabouts to the first described point at the junction of the same street with Crossall-street as aforesaid upon the boundary which divides the said new parish of Macclesfield from the district chapelry of Saint John the Evangelist Macclesfield as aforesaid at which point the said imaginary line commenced.”

And whereas the said representation has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said representation, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Acts; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the said diocese of Chester.

C. L. Peel.

At the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN’S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act of the sixth and seventh years of Her Majesty, chapter thirty-seven, sections six and eight, duly prepared and laid before Her Majesty in Council a scheme, bearing date the first day of November, in the year one thousand eight hundred and eighty-eight, in the words and figures following, that is to say:—

“We the Ecclesiastical Commissioners for England in pursuance of the Act of the sixth and seventh years of Your Majesty chapter thirty-seven, sections six and eight have prepared and now humbly lay before Your Majesty in Council the following scheme for authorizing the sale and disposal of certain property situate in the parish of Datchet, in the county of Buckingham, and now vested in us.

“Whereas under and by virtue of a certain indenture bearing date the twenty-third day of December in the year one thousand eight hundred and eighty and made or expressed to be made between the London and South-Western Railway Company of the one part and us the said Ecclesiastical Commissioners for England of the other part, the lands and hereditaments described in the first part of the schedule hereto annexed situate in the parish of Datchet in the county of Buckingham became with their appurtenances and are now vested in us.

“And whereas under and by virtue of a certain other indenture bearing date the first day of November in the year one thousand eight hundred and seventy-one, and made or expressed to be made between Charles Richards Steward of Ipswich in the county of Suffolk, Gentleman, of the first part, Jane Richards of No. 7, Osborne-terrace, Kennington in the county of Surrey, Spinster, of the second part, Caroline Anne Richards, of Newport in the Isle of Wight in the county of Hants Widow of the third part, Fanny

Steward, of Whitton-cum-Thurleston in the said county of Suffolk, Widow, of the fourth part, the Reverend George Willam Steward of Caister-next-Great Yarmouth in the county of Norfolk, Clerk in Holy Orders of the fifth part Neil Benjamin Edmondstone of Leamington in the county of Warwick Esquire, of the sixth part, Fanny Eleanor Steward and Rosa Steward, both of Whitton-cum-Thurleston, aforesaid, Spinsters of the seventh part, and us the said Ecclesiastical Commissioners for England of the eighth part, the lands and hereditaments situate in the said parish of Datchet and more particularly described in the second part of the said schedule, became with their appurtenances, and are now vested in us.

“ And whereas the said lands and hereditaments are not subject to any outstanding beneficial lease or grant but are now in our possession, but some portions thereof, on account of their character or situation are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

“ And whereas with a view to the advantageous appropriation of the same or of the proceeds thereof for the ultimate improvement of our common fund it is expedient that the said lands and hereditaments or such part or parts thereof as we shall at any time and from time to time think fit should be sold or disposed of, and accordingly that we should be empowered to sell or dispose of our interest in such lands and hereditaments or in any part or parts thereof, in such manner as shall appear to us advisable.

“ Now therefore we humbly recommend and propose that we may be authorized and empowered by instrument or instruments in writing, duly executed according to law from time to time to sell or dispose of and duly to convey according to the provisions of the said Act all or any of the said lands and hereditaments so vested in us as aforesaid with their appurtenances and all our estate right title and interest therein or in any part or parts thereof unto and to the use of any person or persons desirous or willing to purchase the same and his or their heirs executors administrators or assigns or otherwise as he or they shall direct or appoint and for such consideration as shall upon due calculation and inquiry appear to us to be just and reasonable, it being our intention to invest the proceeds of such sale from time to time as occasion may arise in the purchase of other lands tithes rent-charges tenements or hereditaments or of some estate or interest therein convenient to be held by us for the purposes of the Acts by which our proceedings are governed as aforesaid and in the meantime to invest the said proceeds in some Government or Parliamentary stock, or other public securities in England.

“ And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid or any of them in accordance with the provisions of the said Acts or of any other Acts of Parliament

“ The SCHEDULE.

“ FIRST PART.

“ All that piece or parcel of land situate in the parish of Datchet, in the county of Buckingham and containing two roods and twenty-eight perches which is particularly delineated in the plan drawn in the margin of the indenture first referred to in this scheme, and thereon coloured pink which said piece or parcel of land is also part of a certain

close distinguished in that part of the map or plan of the Windsor Staines and South-Western (Richmond to Windsor) Railway, deposited in the office of the Clerk of the Peace for the said county of Buckingham which relates to the said parish of Datchet by the number 14 together with all mines minerals ways rights and appurtenances thereto belonging.

“ SECOND PART.

“ All that freehold messuage or tenement or cottage situate in the parish of Datchet in the county of Bucks and adjoining the rectory house there and together with the said rectory house now or formerly in the occupation of Emma Leathley or her assigns which said cottage or the site thereof was formerly part of a piece of land heretofore open field land called or known by the name of Gravel Pit Piece situate in the field called Church Field in Datchet aforesaid containing by admeasurement two acres and twenty-seven perches heretofore adjoining on the south side to the rick yard and garden of the said John Richards, and also all that piece or parcel of freehold land situate in Datchet aforesaid containing one acre one rood and thirty-seven perches or thereabouts formerly belonging to the Windsor Staines and South-Western Railway Company and which said two several freehold lands and hereditaments are comprised and described in the first part of the schedule annexed to the indenture secondly referred to in this scheme and are delineated on the plan drawn in the front skin of the same indenture and are thereon coloured green.”

And whereas the said scheme has been approved by Her Majesty in Council: now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of Oxford.

C. L. Peel.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled “ An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis,” it is enacted that, in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval,

or (as the case may require), that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the London Gazette, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation is so considered; provided also that no such representation shall be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation shall have been given to the Incumbent and Vestry Clerk or Churchwardens of such parish:

And whereas the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, after giving to the incumbents and the churchwardens of the parishes hereinafter mentioned ten days' previous notice of his intention to make such representation, made a representation stating that, for the protection of the public health, no new burial-ground should be opened in the undermentioned parishes without the previous approval of one of Her Majesty's Principal Secretaries of State, and that burials should be discontinued therein with certain modifications:

And whereas Her Majesty was pleased by Her Order in Council of the twenty-ninth day of June last, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the thirteenth day of August one thousand eight hundred and eighty-eight, and such Order has been published in the London Gazette, and copies thereof have been affixed, as required by the said Act:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that no new burial-ground shall be opened in the undermentioned parishes without the previous approval of one of Her Majesty's Principal Secretaries of State, and that burials in the said parishes shall be discontinued, as follows; viz.:

SAINT JOHN'S, WOODBRIDGE.—Forthwith and entirely in Saint John's Parish Church, Woodbridge, in the county of Suffolk; and also in the churchyard, except as follows:—

(a.) In such vaults and wholly walled graves as are now existing in the churchyard burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

(b.) In such reserved grave spaces in the churchyard as have never before been buried in and which when opened are free from water burials may be allowed of so many members of the families to whom they have been allotted as can be buried at or below the depth of five feet.

BARTON-UPON-IRWELL.—Forthwith and entirely in the old part of the Wesleyan Burial Ground, Cadishead, in the parish of Barton-upon-Irwell, in the county of Lancaster.

LITTLE COMPTON.—Forthwith and entirely in the parish church of Little Compton, in the county of Gloucester; and also in the

churchyard after the thirtieth November, one thousand eight hundred and eighty-eight, except as follows:—

In such wholly walled graves as are now existing in the churchyard burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

SPALDWICK.—Forthwith and entirely in Union Chapel and chapel-yard, in the parish of Spaldwick, in the county of Huntingdon.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The **QUEEN'S** Most Excellent Majesty in Council.

WHEREAS by an Act passed in the session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," it is enacted that, in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval, or (as the case may require) that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the London Gazette, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation is so considered; provided also, that no such representation shall be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation shall have been given to the Incumbent and Vestry Clerk or Churchwardens of such parish:

And whereas the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, after giving to the Incumbents and the Churchwardens of the parishes hereinafter mentioned ten days' previous notice of his intention to make such representation, made a representation stating that, for the protection of the public health, no new burial-ground should be opened in the undermentioned parishes without the previous approval of one of Her Majesty's Principal Secretaries of State, and that burials should be discontinued therein with certain modifications:

And whereas Her Majesty was pleased, by Her Order in Council of the tenth day of August

last, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the twenty-fourth day of September, one thousand eight hundred and eighty-eight, and such Order has been published in the London Gazette, and copies thereof have been affixed, as required by the said Act :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that no new burial-ground shall be opened in the undermentioned parishes without the previous approval of one of Her Majesty's Principal Secretaries of State, and that burials in the said parishes shall be discontinued, as follows ; viz. :—

WERRINGTON.—Forthwith and entirely in the parish church of Werrington, in the county of Devon; and also in the churchyard, except as follows :—

(a.) In such vaults and wholly walled graves as are now existing in the churchyard burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

(b.) In such partly walled graves as are now existing in the churchyard, provided that the earth above them can be opened to the depth of five feet without exposing coffins or disturbing human remains, burials may be allowed of so many of the relations of those interred therein at the date of this Order as can be buried at or below that depth.

(c.) In such earthen graves now existing in the churchyard as can be opened to the depth of five feet without exposing coffins or disturbing human remains burials may be allowed of so many of the following relations of those interred therein at the date of this Order, viz. : widows, widowers, parents, children, brothers and sisters, as can be buried at or below that depth.

EARLS BARTON.—Forthwith and entirely in the parish church of Earls Barton, in the county of Northampton; and also in the churchyard after the thirtieth April, one thousand eight hundred and eighty-nine, except as follows :—

(a.) In such wholly walled graves as are now existing in the churchyard, burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

(b.) In such partly walled graves as are now existing in the churchyard provided that the earth above them can be opened to the depth of five feet without exposing coffins or disturbing human remains, burials may be allowed of so many of the relations of those interred therein at the date of this Order as can be buried at or below that depth.

(c.) In such earthen graves now existing in the churchyard as can be opened to the depth of five feet without exposing coffins or disturbing human remains burials may be allowed of so many of the relations of those interred therein at the date of this Order as can be buried at or below that depth.

WEST DRAYTON.—Forthwith and entirely in the old parish churchyard of West Drayton, in the county of Middlesex.

MOTTISFONT.—Forthwith and entirely in the parish church of Mottisfont, in the county of Hants; and also in the churchyard after the thirtieth April one thousand eight hundred and eighty-nine, except as follows :—

(a.) In such wholly walled graves as are now existing in the churchyard burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

(b.) In such earthen graves now existing in the churchyard as can be opened to the depth of five feet without exposing coffins or disturbing human remains burials may be allowed of so many of the relations of those already interred therein at the date of this Order as can be buried at or below that depth.

BEESTON.—Forthwith and entirely in the parish church of Beeston, in the county of Nottingham; and also in the churchyard except as follows :—

In such wholly walled graves as are now existing in the churchyard burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The **QUEEN'S** Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," it is enacted, that in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval or (as the case may require) that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the London Gazette, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation is so considered; provided also, that no such representation shall be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation shall have been given to the incumbent and vestry clerk or churchwardens of such parish.

And whereas by another Act passed in the Session of Parliament held in the eighteenth and nineteenth years of Her Majesty's reign, intituled

"An Act further to amend the laws concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived), as to Her Majesty, with such advice as aforesaid, may seem fit:

And whereas the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, after giving to the incumbent and the churchwardens of the parish hereinafter mentioned ten days' previous notice of his intention to make such representation made a representation stating that he was of opinion that the Orders of Her Majesty in Council of the fourth day of April, one thousand eight hundred and fifty-six, the second day of February, one thousand eight hundred and fifty-seven, and the twenty-seventh day of August, one thousand eight hundred and fifty-seven, in so far as they affect burials in the parish of Old Swinford, in the county of Worcester, should be varied, and that the following directions should be substituted for those contained in the said Orders, with respect to burials in the church and churchyard of that parish:

And whereas Her Majesty was pleased, by Her Order in Council of the twenty-ninth day of June, one thousand eight hundred and eighty-eight, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the thirteenth day of August, one thousand eight hundred and eighty-eight, and such Order has been published in the London Gazette, and copies thereof have been affixed as required by the said first-recited Act:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered:—

That burials be discontinued forthwith and entirely in the parish church of Old Swinford, in the county of Worcester; and also in the old churchyard within the rails, except as follows:—

In such vaults and wholly walled graves as are now existing burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

And in the rest of the churchyard except as follows:—

(a.) In such vaults and wholly walled graves as are now existing burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

(b.) In such partly walled and earthen graves now existing as can be opened to the depth of five feet without exposing coffins or disturbing human remains burials may be allowed of so many of the following relations of those interred therein at the date of this Order, namely, widows, widowers, children, grandchildren, brothers, sisters, uncles, aunts, nephews, nieces, and first cousins, as can be buried at or below that depth.

(c.) In such grave spaces (as have never before been buried in, and which when opened are free from water) burials may be

allowed of so many bodies as can be buried at or below the depth of five feet.

C. L. Peel.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intitled "An Act to amend the laws concerning the burial of the dead in England beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," it is enacted, that in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval or (as the case may require) that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the London Gazette, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation is so considered; provided also that no such representation shall be made in relation to the burial-ground of any parish until ten days previous notice of the intention to make such representation shall have been given to the incumbent and the vestry clerk or churchwardens of such parish.

And whereas by another Act passed in the session of Parliament held in the eighteenth and nineteenth years of Her Majesty's reign, intitled "An Act further to amend the laws concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time, to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived), as to Her Majesty, with such advice as aforesaid, may seem fit:

And whereas the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, after giving to the incumbent and churchwardens of the parish hereinafter mentioned ten days' previous notice of his intention to make such representation made a representation stating

that he was of opinion that the Order of Her Majesty in Council of the thirtieth day of November, one thousand eight hundred and eighty-two, in so far as it affects burials in the parish of Downton, should be varied, and that the following directions should be substituted for those contained in the said Order, with respect to burials in the church and churchyard of that parish :

And whereas Her Majesty was pleased by Her Order in Council of the twenty-ninth day of June, one thousand eight hundred and eighty-eight, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the thirteenth day of August, one thousand eight hundred and eighty-eight, and such Order has been published in the London Gazette, and copies thereof have been affixed, as required by the said first-recited Act :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered :—

That burials be discontinued forthwith and entirely in the parish church of Downton, in the county of Wilts ; and also in the old part of the churchyard, except as follows :—

In such vaults and wholly walled graves as are now existing burials may be allowed on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented. *C. L. Peel.*

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the eighteenth and nineteenth years of Her Majesty's reign, intituled "An Act further to amend the laws "concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived); as to Her Majesty, with such advice as aforesaid, may seem fit :

And whereas Orders in Council have been made directing the discontinuance of burials in the churchyards hereinafter mentioned from the time specified in such Orders ; and whereas it seems fit to Her Majesty, by and with the advice of Her Privy Council, that the time for discontinuing burials in the said churchyards be postponed :

Now, therefore, Her Majesty, by and with the advice aforesaid, is pleased to order, and it is hereby ordered, that the time for the discontinuance of burials in such churchyards be postponed as follows, viz. :—

In the parish churchyard of Barham, in the county of Kent, until the thirty-first day of March, one thousand eight hundred and eighty-nine.

In the parish churchyard of Clare, in the county of Suffolk, until the thirty-first day of December, one thousand eight hundred and eighty-eight.

C. L. Peel.

AT the Court at *Windsor*, the 17th day of *November*, 1888.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by "The Thames Conservancy Act, 1857," it is enacted that the Conservators of the River Thames shall have power and authority, from time to time, to make Bye-laws for the regulation, management, and improvement of the River Thames and the navigation thereof, in the manner thereby provided, and to impose penalties, not exceeding five pounds, for the breach or non-performance of such Bye-laws :

And whereas by the thirty-first section of "The Thames Conservancy Act, 1864," it is enacted that Bye-laws made under the authority of the above recited Act or the Thames Conservancy Act, 1864, shall not have any force unless and until they are allowed by Order of Her Majesty in Council :

And whereas the said Conservators have, in exercise of the powers conferred upon them by the said recited Acts, and by "The Thames Navigation Act, 1866," made and submitted for the allowance of Her Majesty in Council certain Rules and Bye-laws for the regulation, management, and improvement of the navigation of the River Thames, and amongst others certain Bye-laws which have been allowed by Order in Council dated the eighteenth day of March, one thousand eight hundred and eighty :

And whereas it has been deemed expedient by the said Conservators to repeal in part the said last mentioned Bye-laws, and to make new Bye-laws in lieu of the portions so repealed in the manner set forth in the schedule hereunto annexed.

And whereas the said new Bye-laws have been duly published in accordance with the said recited Acts, and it has been made to appear to Her Majesty that the said new Bye-laws are reasonable and proper :

Now, therefore, Her Majesty, by virtue of the power vested in Her by "The Thames Conservancy Act, 1864," and of every other power enabling Her in that behalf, by and with the advice of Her Privy Council, is pleased to allow the said Bye-laws. *C. L. Peel.*

SCHEDULE referred to in the above Order.

BYE-LAWS for the further Amendment of the Bye-laws for the Regulation Management and Improvement of the Navigation of the River Thames allowed by the Queen's Most Excellent Majesty in Council on the eighteenth day of March one thousand eight hundred and eighty.

The Conservators of the River Thames in exercise of the power and authority vested in them by the Thames Acts, 1857 to 1883, and of every other authority them thereunto in anywise enabling, do order and direct as follows, that is to say :—

1. These Bye-laws may be cited as "The Thames Lights Bye-laws, 1888."

2. In these Bye-laws unless there is something inconsistent in the context words and expressions to which by the Thames Acts 1857 to 1883 meanings are assigned shall have the same meanings respectively provided that in these Bye-laws the expression "steam vessel" shall mean and include every vessel propelled by steam or other machinery whether the same shall be registered as a steam launch under the provisions of the Thames Act 1883 or not.

3. From and after the day when these Bye-laws shall be allowed by the Queen's Most Excellent

Majesty in Council Bye-law twenty-eight of the Bye-laws for the regulation management and improvement of the River Thames allowed by Her Majesty in Council on the eighteenth day of March one thousand eight hundred and eighty shall be and the same is hereby repealed and thenceforth the following Bye-laws shall have effect in lieu thereof.

4. Every steam vessel shall when navigating in or above Teddington Lock after sunset and before sunrise carry and exhibit the following lights and no other or others that is to say :—

(a.) On or before the foremast or if there be no foremast on the funnel or on a staff at the bow and in either case at a height above the hull of not less than four feet a bright white light so fixed as to throw the light ten points on each side of the vessel viz. :—From right ahead to two points abaft the beam on either side which said light shall in the case of a vessel registered under the provisions of the said Thames Act 1883 as a steam launch be behind a glass shade or slide upon which the registered number of such vessel shall be legibly and conspicuously painted in black figures and in the case of any other vessel with the glass perfectly plain and clear.

(b.) On the starboard side a green light so fixed as to throw the light from right ahead to two points abaft the beam.

(c.) On the port side a red light so fixed as to throw the light from right ahead to two points abaft the beam.

5. Every such light shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile.

6. The person in charge of such vessel shall be responsible for the due carrying and exhibiting of such lights and no other light or lights.

7. Every person committing any breach of or in any way infringing any of these Bye-laws shall be liable to a penalty not exceeding five pounds.

AT the Court at Windsor, the 17th day of November, 1888.

PRESENT:

The QUEEN'S Most Excellent Majesty in Council

WHEREAS Charles Neve Cresswell, Esquire Barrister-at-Law, duly appointed in pursuance of the Lancaster Corporation Act 1888, as Commissioner to prepare a scheme for determining the boundaries of the wards of the borough of Lancaster and for apportioning the Councillors thereto has transmitted to one of Her Majesty's Principal Secretaries of State his scheme in the following terms :—

“ THE LANCASTER CORPORATION ACT, 1888.

“ BOROUGH OF LANCASTER.

“ WHEREAS by the Lancaster Corporation Act 1888 it was provided that the extended borough of Lancaster should be divided into such number of wards with such names or distinguishing numbers and boundaries thereof as should be fixed and determined by a Scheme to be made by a Commissioner to be for that purpose appointed by Her Majesty's Principal Secretary of State for the Home Department within three weeks after the passing of the said Act.

“ And it was further provided that after the division of the extended borough into wards the number of the Aldermen and Councillors should be such as the Commissioner should determine,

and that the Commissioner should apportion all the Councillors among the wards.

“ And the said Commissioner was by the said Act empowered to make all such provisions as might be necessary or proper in consequence of the extension of the borough and of the division or alteration of wards and of the numbers of Councillors and Aldermen.

“ And whereas by section 6 of the said Act it was provided that for the purposes of the division of the extended borough into wards and certain other preliminary proceedings the said Act should come into operation on its passing that is to say on the seventh day of August one thousand eight hundred and eighty-eight.

“ And whereas on the twenty-fourth day of August one thousand eight hundred and eighty-eight, the Right Honourable Henry Matthews Her Majesty's Principal Secretary of State for the Home Department did duly warrant and appoint Charles Neve Cresswell Esquire Barrister-at-Law to be such Commissioner for the purposes of the said Act, and furthermore did upon the twenty-fifth day of August one thousand eight hundred and eighty-eight in exercise of the powers given to him by section twenty-eight of the said Act fix the fifteenth day of September one thousand eight hundred and eighty-eight as the day before which the scheme to be made by the Commissioner should be completed.

“ Now I the said Charles Neve Cresswell do hereby in pursuance of the said warrant and appointment fix and determine that the borough of Lancaster as extended shall be divided into six wards the numbers names and boundaries of which shall be as follows :—

“ Ward No. 1 otherwise Skerton Ward.

“ Ward No. 2 otherwise Saint Anne's Ward.

“ Ward No. 3 otherwise Park Ward.

“ Ward No. 4 otherwise John o'Gaunt Ward.

“ Ward No. 5 otherwise Queen's Ward.

“ Ward No. 6 otherwise Castle Ward.

“ And I do hereby determine that the said Ward No. 1 otherwise Skerton Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing at a point in the borough boundary at the centre of Germany Bridge thence in a northerly and westerly direction along the said boundary to its point of intersection with the boundary of the added area of Skerton opposite to the northern end of Ladies'-walk thence along the northern boundary of the said added area to the point of intersection with the borough boundary in the centre of the River Lune on the eastern side of the London and North-Western Railway Bridge known as Carlisle Bridge thence along the centre of the River Lune in a south-easterly direction to a point opposite to the centre of the timber slip thence to the centre of the timber slip, thence to and along the centre of Damside-street to North-road thence in a north-easterly direction along the centre of North-road to Parliament-street, thence along the centre of Parliament-street to a point opposite to the centre of Germany-street thence to and along the centre of Germany-street to the point of commencement aforesaid.

“ And I do hereby determine that the said Ward No. 2 otherwise Saint Anne's Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing from the point in the borough boundary at the centre of Germany Bridge thence in an easterly direction along the said boundary to the point of its intersection with the Lancaster Canal thence to and along the centre of the Lancaster Canal in

a southerly direction to a point under the centre of the arch of the Canal Bridge at Nelson-street, thence upward to the centre of the said bridge thence in a westerly direction along the centre of Nelson-street to Dalton-square thence along the southern side of Dalton-square to a point opposite to the centre of Brock-street thence along the western side of Dalton-square to a point opposite to the centre of Great John-street thence to and along the centre of Great John-street to a point opposite to the centre of Saint Nicholas-street thence to and along the centre of Saint Nicholas-street to a point opposite to the centre of Cheapside near the Horse Shoe, thence to and along the centre of Cheapside to Church-street, thence to and along the centre of North-road to the boundary of No. 1 Ward and thence in a north-easterly direction along the said boundary to the point of commencement aforesaid.

“ And I do hereby determine that the said Ward No. 3 otherwise Park Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing from the point of intersection of the borough boundary with the eastern boundary of No. 2 Ward thence in a southerly direction along the said boundary to Nelson-street Bridge, thence to and along the centre of East-road to a point opposite to the centre of Wyresdale-road thence to and along the centre of Wyresdale-road to the borough boundary at Golgotha, thence along the said boundary in an easterly northerly and westerly direction to the point of commencement aforesaid.

“ And I do hereby determine that the said Ward No. 4 otherwise John o'Gaunt Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing from a point in the centre of King-street opposite to the centre of Common Garden-street thence to and along the centre of Upper King-street to Penny-street, thence to and along the centre of Penny-street in a southerly direction to Penny-street Bridge, thence to and along the centre of South-road to a point opposite to the centre of Bowerham-lane thence to and along the centre of Bowerham-lane to the borough boundary at Quarry-lane, thence in a north-easterly direction along the said boundary to the boundary of No. 3 Ward, thence in a north-westerly direction to the boundary of No. 2 Ward, thence along the southern boundary of No. 2 Ward to the already defined point in Dalton-square opposite to the centre of Brock-street, thence to and along the centre of Brock-street to Common Garden-street, thence to and along the centre of Common Garden-street to the point of commencement aforesaid.

“ And I do hereby determine that the said Ward No. 5 otherwise Queen's Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing from the already defined point in the centre of King-street opposite to the centre of Common Garden-street thence in a north-westerly direction along the centre of King-street to Market-street thence to and along the centre of Market-street to a point opposite to the centre of Castle Hill, thence to and along the centre of Castle Hill to Castle Park, thence to and along the centre of Castle Park to West-road thence to and along the centre of West-road to a point opposite to the centre of Willow-lane, thence in a south-westerly direction along the centre of Willow-lane to the borough bound-

dary, thence in a south-easterly and easterly direction along the said boundary to the boundary of No. 4 Ward thence along the western boundary of No. 4 Ward to the point of commencement aforesaid.

“ And I do hereby determine that the said No. 6 Ward otherwise Castle Ward shall comprise so much of the area of the extended borough of Lancaster as is contained within a line commencing from the point of intersection of the borough boundary with the western boundary of No. 1 Ward, in the centre of the River Lune at the eastern side of Carlisle Bridge thence along the borough boundary in a westerly, south-westerly and easterly direction to the boundary of No. 5 Ward, thence in a north-easterly and easterly direction along the said boundary to the boundary of No. 4 Ward, thence in an easterly direction along the boundary of No. 4 Ward to the boundary of No. 2 Ward, thence in a northerly direction along the said boundary to the boundary of No. 1 Ward, thence in a north-westerly direction along the said boundary to the point of commencement aforesaid.

“ And I do hereby determine that the number of Aldermen of the said borough as so extended shall remain and be six, and that the number of Councillors of the said borough so extended shall remain and be eighteen.

“ And I also declare that the undermentioned Aldermen of the borough viz.:—William Towers, Thomas Preston, James Hatch, Sir Thomas Storey, Charles Blades, and Henry Welch shall act as Returning Officers respectively of the six new Wards viz.:—

“ For Skerton Ward.—William Towers.

“ For St. Anne's Ward.—Thomas Preston.

“ For Park Ward.—James Hatch.

“ For John o'Gaunt Ward.—Sir Thomas Storey.

“ For Queen's Ward.—Charles Blades.

“ For Castle Ward.—Henry Welch.

“ And I the said Charles Neve Cresswell in further pursuance of the said Act and of the powers given to me by the said warrant of appointment, do hereby assign and apportion three Councillors to each and every ward as follows that is to say:—

“ To Ward No. 1 otherwise Skerton Ward.—John Allen Nathan Molyneux Robert Brash.

“ To Ward No. 2 otherwise St. Anne's Ward.—John Watson Henry Simpson John Kitchen.

“ To Ward No. 3 otherwise Park Ward.—James Beesley William Gilchrist George Bowness.

“ To Ward No. 4 otherwise John o'Gaunt Ward.—William Sharples Thomas Pattison Greene Samuel James Harris.

“ To Ward No. 5 otherwise Queen's Ward.—William Huntington William Bell Edward Clark.

“ To Ward No. 6 otherwise Castle Ward.—Joseph Fenton Thomas Bayley James Patterson.

“ Dated this twelfth day of September one thousand eight hundred and eighty-eight.

“ C. N. Cresswell.”

Now, therefore Her Majesty, by and with the advice of Her Privy Council doth hereby approve of the said scheme of the said Commissioner, and doth order the same to be published in the London Gazette accordingly.

C. L. Peel,

(PLEURO-PNEUMONIA.)

AT the Council Chamber, Whitehall, the 21st day of November, 1888.

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) Acts, 1878 to 1886, 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 whole of the farm and premises and land thereto adjoining and occupied therewith by Augustus Champness and known as Brewitt's farm, situate in the parish of Nazeing in the Epping Division of the county of Essex, together with the close of land intersecting therewith in the occupation of James Mansfield; all which Area is bounded on the south by the Old-lane, on the west by land in the occupation of Messrs. Hodge and Doxitt, on the north by land in the occupation of David Tegrum, and on the east by land in the occupation of Messrs. Frogley and Standingford,—which was declared by Order of Council dated the twenty-seventh day of August, one thousand eight hundred and eighty-eight, to be an Area infected with pleuro-pneumonia, is hereby declared to be free from pleuro-pneumonia, and that Area shall, as from the commencement of this Order, cease to be an Area infected with pleuro-pneumonia.

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

Herbert M. Suft.

(H. 7243.)

Board of Trade (Harbour Department),
London, November 21, 1888.

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following copy of a Telegram, dated 20th instant, from Her Majesty's Representative at Lisbon:—
“Island of Palma declared infected with yellow fever, and all other Canary Islands suspected from October 25th.”

War Office, Pall Mall,
23rd November, 1888.

Royal Artillery, Colonel John Kelly Holdsworth has retired upon retired pay, with compensation under Article 89 of the Royal Warrant of 15th November, 1887. Dated 19th November, 1888.

Lieutenant-Colonel and Colonel George Benjamin Bertie Hobart, having completed five years' service as a Regimental Lieutenant-Colonel, has been placed upon half-pay. Dated 16th November, 1888.

Captain Edward Foord retires from the Service receiving a gratuity. Dated 24th November, 1888.

Major Thomas Robert Disney, from the Seconded List, to be Major, vice J. S. Frith, retired. Dated 7th November, 1888.

Lieutenant Evelyn Pollock to be Captain, vice the Honourable F. E. Allsopp, placed upon temporary half-pay. Dated 22nd October, 1888.

Lieutenant Hilario William Wellesley Barlow to be Captain, vice T. E. Rowan, seconded for service in the Indian Ordnance Department. Dated 2nd November, 1888.

Lieutenant Henry Rex Cook is seconded for service with the Bombay Native Artillery. Dated 24th November, 1888.

Sergeant-Major James Trusler to be Riding-Master, with the honorary rank of Lieutenant, vice W. Cole, retired. Dated 24th November, 1888.

Staff, Major and Colonel C. Grove, C.B., the East Yorkshire Regiment, to be an Assistant Adjutant-General at Head-Quarters, vice Colonel J. C. Ardagh, C.B., who has resigned that appointment, and has been placed on half-pay, consequent on appointment as Private Secretary to His Excellency the Marquis of Lansdowne, G.C.M.G., Viceroy and Governor-General of India. Dated 17th November, 1888.

Major and Brevet Lieutenant-Colonel A. C. M'Kean, 6th Dragoons, to be Assistant Military Secretary and Aide-de-Camp to His Excellency Lieutenant-General Sir H. D'O. Torrens, K.C.B., Governor and Commander-in-Chief, Malta. Dated 16th November, 1888.

Captain F. H. A. Des Vœux, 6th Dragoon Guards, to be Aide-de-Camp to His Excellency Sir G. W. Des Vœux, K.C.M.G., Governor and Commander-in-Chief of Hong Kong and its Dependencies. Dated 10th October, 1888.

Half-Pay, The undermentioned Majors from the Royal Artillery, to be Lieutenant-Colonels:—
Willoughby Bathurst Hemans. Dated 29th November, 1888.

Archibald James Anderson. Dated 29th November, 1888.

Thomas Gaskell. Dated 30th November, 1888.

MEMORANDUM.

The Queen has been pleased to confer the honorary rank of Major-General upon Colonel R. J. C. Marter, retired pay, in recognition of his services in the Army. Dated 24th November, 1888.

War Office, 23rd November, 1888.

MILITIA.

ROYAL ARTILLERY.

6th Brigade, Scottish Division, Robert William Thomas Ewart, Gent., to be Second Lieutenant. Dated 24th November, 1888.

4th Brigade, Welsh Division, Lieutenant L. Peskett to be Captain. Dated 24th November, 1888.

5th Brigade, Welsh Division, Reginald Lawford Muspratt-Williams, Gent., to be Second Lieutenant. Dated 24th November, 1888.

INFANTRY.

4th Battalion, the Royal Warwickshire Regiment, The undermentioned Second Lieutenants to be Lieutenants:—

G. A. Gildea. Dated 21st November, 1888.

J. B. Ludford-Astley. Dated 24th November, 1888.

5th Battalion, the Royal Fusiliers (City of London Regiment), Captain F. B. de S. La Ferrière, from the 3rd Battalion, Duke of Cornwall's Light Infantry, to be Major. Dated 24th November, 1888.

3rd Battalion, the Bedfordshire Regiment, Oliver Hering Campbell, Gent., to be Second Lieutenant. Dated 24th November, 1888.

3rd Battalion, the Cheshire Regiment, Captain A. Hill to be Major. Dated 24th November, 1888.
Lieutenant L. Jones to be Captain. Dated 24th November, 1888.

- 4th Battalion, the Royal Welsh Fusiliers*, Edwin Tudor Jones, Gent., to be Second Lieutenant. Dated 24th November, 1888.
- 3rd Battalion, the Gloucestershire Regiment*, The Honourable Douglas George Carnegie to be Second Lieutenant. Dated 24th November, 1888.
- 3rd Battalion, the Essex Regiment*, Second Lieutenant C. M. M. Stuart resigns his Commission. Dated 24th November, 1888.
- 4th Battalion, the Essex Regiment*, St. John Van Hagen Sperling, Gent., to be Second Lieutenant. Dated 24th November, 1888.
- 4th Battalion, the Sherwood Foresters (Derbyshire Regiment)*, Major J. W. Keyworth is granted the honorary rank of Lieutenant-Colonel. Dated 24th November, 1888.
- 5th Battalion, the Sherwood Foresters (Derbyshire Regiment)*, Alfred Lestock Usher, Gent., late Lieutenant, the Cheshire Regiment, to be Second Lieutenant. Dated 1st November, 1888.
- 3rd Battalion, the King's (Shropshire Light Infantry)*, The undermentioned Lieutenants to be Captains:—
F. O. S. Stubbs. Dated 24th November, 1888.
E. S. Cunliffe. Dated 24th November, 1888.
- 4th Battalion, the King's (Shropshire Light Infantry)*, Lionel Norton Blackwell, Gent., to be Second Lieutenant. Dated 24th November, 1888.
- 8th Battalion, the King's Royal Rifle Corps*, Captain Henry Edward Maxwell, 2nd Battalion, the Black Watch (Royal Highlanders), to be Adjutant, vice Honorary Major K. D. Tanner, who has been placed on a retired allowance. Dated 1st November, 1888.
- 3rd and 4th Battalions, the Manchester Regiment*, Thomas Langton Butler, Gent., to be Second Lieutenant. Dated 24th November, 1888.
- 4th Battalion, the Manchester Regiment*, Captain Ralph Anstruther Henderson, 1st Battalion, to be Adjutant, vice Major J. W. Hind, East Kent Regiment, whose tenure of the appointment has expired. Dated 12th November, 1888.
- 3rd Battalion, the York and Lancaster Regiment*, The undermentioned Gentlemen to be Second Lieutenants:—
Cyril Crofton Blackburne Tew. Dated 24th November, 1888.
Thomas William Shene Kent. Dated 24th November, 1888.
- 5th Battalion, the Royal Irish Rifles*, Lieutenant G. A. Porter Burrall to be Captain. Dated 24th November, 1888.
- 5th Battalion, Princess Victoria's (Royal Irish Fusiliers)*, Major G. M. Gaskell is granted the honorary rank of Lieutenant-Colonel. Dated 24th November, 1888.
- 4th Battalion, the Connaught Rangers*, Thomas David Wilson Lynch, Gent., to be Second Lieutenant. Dated 24th November, 1888.

YEOMANRY CAVALRY.

- Dorset (Queen's Own)*, Captain and Honorary Major H. B. Middleton resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Regiment on his retirement. Dated 24th November, 1888.

Suffolk (the Loyal Suffolk Hussars), Lieutenant J. F. Cobbett resigns his Commission. Dated 24th November, 1888.

VOLUNTEER CORPS.

ARTILLERY.

1st Argyll and Bute, The undermentioned Lieutenants to be Captains:—
D. Cameron. Dated 24th November, 1888.
R. F. Graham - Campbell. Dated 24th November, 1888.

1st Hanff, Francis William Grant, M.D., to be Acting Surgeon. Dated 24th November, 1888.

1st Berwickshire, Captain J. Johnston is granted the honorary rank of Major. Dated 24th November, 1888.

2nd Volunteer (Duke of Cornwall's) Brigade, Western Division, Royal Artillery, The surname of the Captain granted the honorary rank of Major in the London Gazette of the 9th November, 1888, is *Nichell*, and not as therein stated.

2nd Durham (Seaham), Edward Hemsley Bulman, Gent., to be Second Lieutenant. Dated 24th November, 1888.

1st Volunteer (Hampshire) Brigade, Southern Division, Royal Artillery, Captain D'O. T. Rochfort resigns his Commission. Dated 24th November, 1888.

Lieutenant T. P. Palsgrave to be Captain. Dated 24th November, 1888.

1st Lanarkshire, Second Lieutenant J. B. G. Smith to be Lieutenant. Dated 24th November, 1888.

2nd Lancashire, Lieutenant-Colonel and Honorary Colonel R. Bulman resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 24th November, 1888.

2nd Middlesex, Lieutenant T. A. W. Reed resigns his Commission. Dated 24th November, 1888.

1st Volunteer (Norfolk) Brigade, Eastern Division, Royal Artillery, Lieutenant-Colonel and Honorary Colonel H. Mussenden Leathes to be appointed Honorary Colonel of the Brigade. Dated 24th November, 1888.

1st Volunteer (Sussex) Brigade, Cinque Ports Division, Royal Artillery, The undermentioned Gentlemen to be Second Lieutenants:—

Charles Smith Bradley. Dated 24th November, 1888.

William Puttick. Dated 24th November, 1888.

The Tynemouth, Captain C. T. Gomoszynski resigns his Commission. Dated 24th November, 1888.

William George Horace Beckingham, Gent., to be Second Lieutenant. Dated 24th November, 1888.

John Swale Cruddas, Gent., to be Second Lieutenant (Supernumerary). Dated 24th November, 1888.

2nd East Riding of Yorkshire, Lieutenant R. E. Johnson to be Captain. Dated 24th November, 1888.

ENGINEER.

Fortress and Railway Forces.

ROYAL ENGINEERS.

2nd Cheshire (Railway), The undermentioned Second Lieutenants to be Lieutenants:—

F. R. Oke. Dated 24th November, 1888.

W. Dandison. Dated 24th November, 1888.

A. H. Hignett. Dated 24th November, 1888.

W. W. H. Warneford. Dated 24th November, 1888.

C. B. D. H. Dent. Dated 24th November, 1888.

J. Dick. Dated 24th November, 1888.

RIFLE.

3rd (Cambridgeshire) Volunteer Battalion, the Suffolk Regiment, Lieutenant-Colonel and Honorary Colonel G. S. Hall resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

4th Volunteer Battalion, the Cheshire Regiment, Captain and Honorary Major G. Fearn resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

1st Volunteer Battalion, the Durham Light Infantry, Captain and Honorary Major W. W. Benson resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

The Queen's Rifle Volunteer Brigade, the Royal Scots (Lothian Regiment), Major H. R. Macrae is granted the honorary rank of Lieutenant-Colonel. Dated 24th November, 1888.

Lieutenant R. B. Struthers resigns his Commission. Dated 24th November, 1888.

Isaac Bayley Balfour, Gent., to be Second Lieutenant (Supernumerary). Dated 24th November, 1888.

2nd Volunteer Battalion, the Royal Welsh Fusiliers, Major O. Thomas resigns his Commission, also is granted the honorary rank of Lieutenant-Colonel, and is permitted to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

1st (Dundee) Volunteer Battalion, the Black Watch (Royal Highlanders), The undermentioned Second Lieutenants:—

J. Petherbridge. Dated 24th November, 1888.

T. M. Cappon. Dated 24th November, 1888.

D. Peddie. Dated 24th November, 1888.

Surgeon and Honorary Surgeon-Major D. MacEwan resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

3rd (Glamorgan) Volunteer Battalion, the Welsh Regiment, Captain W. Scott resigns his Commission. Dated 24th November, 1888.

1st Volunteer Battalion, the Hampshire Regiment, William David Moore, Gent., to be Second Lieutenant. Dated 24th November, 1888.

2nd Volunteer Battalion, the Hampshire Regiment, Second Lieutenant I. Sanders resigns his Commission. Dated 24th November, 1888.

4th Volunteer Battalion, the Hampshire Regiment, Gerald Schofield, Gent., to be Second Lieutenant. Dated 24th November, 1888.

1st Volunteer Battalion, the Highland Light Infantry, Captain R. C. Mackenzie, from the 5th (Glasgow Highland) Volunteer Battalion the Highland Light Infantry, to be Lieutenant-Colonel. Dated 24th November, 1888.

2nd Volunteer Battalion, the Highland Light Infantry, Second Lieutenant H. St. Clair-Gray resigns his Commission. Dated 24th November, 1888.

1st Volunteer Battalion, the Manchester Regiment, Lieutenant J. H. Taylor resigns his Commission. Dated 24th November, 1888.

2nd Volunteer Battalion, the King's (Liverpool Regiment), Lieutenant-Colonel and Honorary Colonel C. E. Crosbie resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 24th November, 1888.

1st Volunteer Battalion, the Lancashire Fusiliers, Lieutenant-Colonel and Honorary Colonel C. Walker resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated this 24th November, 1888.

1st Volunteer Battalion, the Loyal North Lancashire Regiment, Lieutenant-Colonel P. Widows is granted the honorary rank of Colonel. Dated 24th November, 1888.

4th Volunteer Battalion, the King's (Liverpool Regiment), Lieutenant J. G. Lamb, from the 2nd Volunteer Battalion, the Norfolk Regiment, to be Lieutenant. Dated 24th November, 1888.

6th Volunteer Battalion, the King's (Liverpool Regiment), Second Lieutenant L. Macpherson to be Lieutenant. Dated 24th November, 1888. Trevor Keene, Gent., to be Second Lieutenant (Supernumerary). Dated 24th November, 1888.

3rd London, Lieutenant G. B. M. Coore, from the 1st (Oxford University) Volunteer Battalion, the Oxfordshire Light Infantry, to be Lieutenant. Dated 24th November, 1888.

Kenneth Smale Laurie, Gent., to be Second Lieutenant. Dated 24th November, 1888.

2nd (South) Middlesex, Henry Howes Courtenay Gill, Gent., to be Second Lieutenant. Dated 24th November, 1888.

3rd Middlesex, Lieutenant S. Williams resigns his Commission. Dated 24th November, 1888. Charles Samuel Robbins, Gent., to be Second Lieutenant. Dated 24th November, 1888.

5th (West) Middlesex, Lieutenant C. S. Maxwell resigns his Commission. Dated 24th November, 1888.

7th Middlesex (London Scottish), Captain M. C. T. Stevenson resigns his Commission. Dated 24th November, 1888.

14th Middlesex (Inns of Court), Captain G. P. Leach resigns his Commission. Dated 24th November, 1888.

15th Middlesex (the Customs and the Docks), Second Lieutenant F. Smith resigns his Commission. Dated 24th November, 1888.

19th Middlesex (St. Giles's and St. George's, Bloomsbury), Lieutenant B. W. Hardcastle to be Captain. Dated 24th November, 1888.

1st Volunteer Battalion, the Norfolk Regiment, Captain R. A. Harbord resigns his Commission. Dated 24th November, 1888.

3rd Volunteer Battalion, the Norfolk Regiment, Lieutenant E. G. Cubitt resigns his Commission. Dated 24th November, 1888.

3rd Volunteer Battalion, the Northumberland Fusiliers, Captain A. J. Wood resigns his Commission. Dated 24th November, 1888.

1st Volunteer Battalion, the Northamptonshire Regiment, Lieutenant W. J. F. Churchouse resigns his Commission. Dated 24th November, 1888.

1st (Renfrewshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders), John Crighton, Gent., to be Second Lieutenant (Supernumerary). Dated 24th November, 1888.

1st Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry), James Sackville Rawstone Innes, Gent., to be Second Lieutenant. Dated 24th November, 1888.

2nd Volunteer Battalion, the South Staffordshire Regiment, Lieutenant J. W. Flavell to be Captain. Dated 24th November, 1888.

Second Lieutenant E. L. Stanley to be Lieutenant. Dated 24th November, 1888.

2nd Volunteer Battalion, the Suffolk Regiment, Acting Chaplain the Reverend Canon W. T. Harrison, M.A., resigns his appointment. Dated 24th November, 1888.

1st Surrey (South London), Lieutenant C. G. W. Lock resigns his Commission. Dated 24th November, 1888.

2nd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Captain H. E. Cotterill resigns his Commission. Dated 24th November, 1888.

4th Volunteer Battalion, the Queen's (Royal West Surrey Regiment), The undermentioned Officers resign their Commissions:—

Captain E. MacDonald. Dated 24th November, 1888.

Captain F. P. J. Daniels. Dated 24th November, 1888.

Lieutenant F. Marshall. Dated 24th November, 1888.

1st Volunteer Battalion, the Royal Sussex Regiment, The undermentioned Officers resign their Commissions:—

Captain A. Hallett. Dated 24th November, 1888.

Lieutenant A. S. W. Whitehouse. Dated 24th November, 1888.

2nd Volunteer Battalion, the Royal Sussex Regiment, Lieutenant W. H. B. Lintott to be Captain. Dated 24th November, 1888.

Second Lieutenant W. L. Gibbings to be Captain. Dated 24th November, 1888.

William Robert Campion, Gent., to be Second Lieutenant. Dated 24th November, 1888.

2nd Volunteer Battalion, the Royal Warwickshire Regiment, Herbert John Nutt, Gent., to be Second Lieutenant. Dated 24th November, 1888.

1st Volunteer Battalion, the Princess of Wales's Own (Yorkshire Regiment), Reginald Charles Freeman, Esq., late Captain, 3rd Hussars, to be Major. Dated 24th November, 1888.

2nd Volunteer Battalion, the Prince of Wales's Own (West Yorkshire Regiment), Charles Scarf, Gent., to be Second Lieutenant. Dated 24th November, 1888.

Commission signed by the Lord Lieutenant of the City and County of the City of Edinburgh, and Liberties thereof.

Sir Thomas Clark, Bart., to be Deputy Lieutenant.

INLAND PATTERN AND SAMPLE POST. TREASURY WARRANT.

WE, the Commissioners of Her Majesty's Treasury, in exercise of all powers given to us by the Post Office Acts, or any of them, and of

all other powers enabling us in this behalf, do by this Warrant, made on the representation of Her Majesty's Postmaster-General (testified by his signing the same), and under the hands of two of us the said Commissioners order, direct, and declare as follows:—

Repeal.

1. There shall be repealed, revoked, and annulled on and as from the day upon which this Warrant comes into operation the Warrant of the Commissioners of Her Majesty's Treasury, dated the 9th day of September, 1887, relating to the Inland Pattern and Sample Post.

Definitions.

2. In this Warrant—

(1.) The expression "Pattern Packet" and the expression "Sample Packet" mean respectively a Packet containing any trade pattern or sample of merchandize either

(a.) With or without any printed matter which is included within the definition of a book packet contained in the Warrant, dated the 2nd day of April, 1886, and relating to the Inland Post, and

(b.) With or without a cover for the return of the Packet to the firm or trader by whom the patterns or samples contained therein were posted for approval.

(2.) The expression "writing" means letters or other marks actually written by the hand on the paper on which they appear, and does not include letters or other marks produced by printing, engraving, lithography, or any other mechanical process.

(3.) The expression "Inland," when used in relation to any Pattern Packet or Sample Packet means posted within the United Kingdom, and addressed to some place in the United Kingdom.

(4.) The expression "United Kingdom" includes the Channel Islands and the Isle of Man.

Warrant applies to Inland Packets only.

3. The provisions of this Warrant shall be deemed to apply exclusively to Inland Pattern and Inland Sample Packets.

Rates of Postage.

4. On all Packets there shall be charged and paid the following rates of postage, that is to say:—

On every Packet not exceeding four ounces in weight one penny.

On every Packet exceeding four ounces in weight, but not exceeding six ounces in weight, three halfpence.

On every Packet exceeding six ounces in weight, but not exceeding eight ounces in weight, twopence

Maximum Weight and Dimensions.

5. There shall not be forwarded, conveyed, or delivered by Post any Packet which exceeds—

(1.) Eight ounces in weight.

(2.) Twelve inches in length, eight inches in depth, or four inches in width.

Mode of Posting.

6.—(1.) The cover of every Packet shall bear the words "Pattern Post" or "Sample Post" written or printed thereon.

(2.) Samples of seeds, flour, drugs, and such articles as cannot be posted in open covers, may be posted enclosed in boxes, or in bags of linen or other material, fastened in such a manner that they may be readily opened, save as aforesaid, the cover of every Packet shall be

entirely open at both ends, so that the contents of the Packet can be easily removed for the purposes of examination, or shall be such other cover as the Postmaster-General shall from time to time approve.

(3.) Upon that side of the Packet or the cover thereof which bears the address, there shall be printed in ordinary type, or by means of a hand stamp, the name, address, and trade or business of the firm or trader by whom the patterns or samples are posted for approval.

Communications in nature of Letter.

7. No pattern or sample packet shall contain or bear any communication in the nature of a letter other than a circular letter wholly printed.

Writing on or in Packets.

8.—(1.) There shall be no writing upon any Packet or on the cover thereof, except—

(a.) The words "Pattern Post" or "Sample Post."

(b.) The name and address of the person for whom the packet is intended.

(c.) A trade or private business mark or number.

(d.) The price of the article, patterns, or samples of which are contained in the Packet, and

(e.) In the case of patterns or samples which are being returned to the firm or trader who posted them for approval the words "Returned Patterns" or "Returned to" prefixed to the printed or stamped name, address, and trade or business of such firm or trader.

(2.) There shall be no writing enclosed in any such packet, except the name, address, and trade or business of the sender thereof a trade or business mark or number, and the price and a description of the article, patterns, or samples of which are contained in the Packet.

(3.) Any words which may by this Warrant be written on the outside or cover of any Packet may be written on a label attached to the Packet.

Packets not to contain Articles sent for Sale.

9. There shall not be enclosed in any Packet any article, however small or light, which is sent for sale, or in execution of an order or otherwise than as a trade sample or pattern.

Irregular Posting.

10. If there shall be found in the post any Packet which exceeds the prescribed weight or dimensions, the Packet shall be returned to the sender, or otherwise disposed of as the Postmaster-General may think fit.

11. If there shall be found in the post any Packet which—

(1.) Contains any article which is not a bona fide trade pattern or sample ;

(2.) Contains any article which is sent for sale or in execution of an order, or otherwise than as a trade pattern or sample ;

(3.) Bears on the outside or cover thereof any name, address, and trade or business purporting to be those of the firm or trader by whom the patterns or samples were posted for approval, but not in fact being the name, address, and trade or business of such firm or trader ;

every such Packet shall be forwarded charged with postage as an insufficiently paid letter, and with an additional postage of sixpence.

12. If there shall be found in the post any Packet which—

(1.) Contains or bears any communication in

the nature of a letter other than a circular letter wholly printed ;

(2.) Bears on any part thereof, or on the cover thereof, any writing other than such as is permitted by this Warrant ;

(3.) Contains any writing other than such as is permitted by this Warrant ;

(4.) Is not enclosed in such a cover as will readily admit of the inspection of the Packet in accordance with the requirements of this Warrant ;

(5.) Does not bear on that side of the Packet or the cover thereof which bears the address, the printed or stamped name, address, and trade or business of the firm or trader by whom the patterns or samples are posted for approval ;

every such Packet shall be forwarded charged with postage as an insufficiently paid letter.

13. The provisions of the Warrant, dated the second day of April, one thousand eight hundred and eighty-six, and relating to the Inland Post as to

(1.) Repayment of postage.

(2.) The consequences of non-payment or insufficient payment of postage.

(3.) Articles which may not be posted or conveyed or delivered by post.

(4.) Re-direction.

(5.) Detention of Postal Packets other than letters where necessary to prevent delay in despatch or delivery of letters ;

shall apply to Packets posted under this Warrant as if such Packets were Book Packets.

14. This Warrant shall come into operation on the first day of December, one thousand eight hundred and eighty-eight.

Dated this seventeenth day of November, one thousand eight hundred and eighty-eight.

Herbert Eustace Maxwell,

W. H. Walrond,

Two of the Commissioners of Her Majesty's Treasury.

Henry Cecil Raikes,

Her Majesty's Postmaster-General.

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 Monday, the 3rd proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,600,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 8th December, 1888, and will be payable at three or six months after date (at the option of the persons tendering), viz. :—on the 8th March or 8th June next, respectively.

3. *The Tenders must specify the net amount per cent. which will be given for the amounts applied for ; and the Tenders of private individuals must be made through a London Banker.*

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

5. The persons whose Tenders are accepted will be informed of the same on Tuesday, the 4th proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than two o'clock, on Saturday, the 8th proximo.

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

Treasury Chambers, November 23, 1888.

ORDER of the Local Government Board under the District Auditors Act, 1879: Assignment of District and Duties:—

North Yorkshire Audit District.

To William James Mittin, of No. 144, Buckingham Palace-road, in the county of Middlesex, District Auditor;—

To the Guardians of the Poor of the several Unions named in the Schedule to this Order;—

To the Overseers of the Poor of the several Parishes comprised within the said Unions respectively:—

To the Authorities referred to in Article 2 (3) of this Order;—

And to all others whom it may concern.

WHEREAS by Section 4 of "The District Auditors Act, 1879," it is enacted that the Local Government Board may from time to time assign to District Auditors their Duties, and the Districts in which such Auditors respectively are to act;

And whereas the said William James Mittin is a District Auditor duly appointed under the provisions of the Statutes in that behalf;

Now therefore, We, the Local Government Board, hereby certify the appointment of the said William James Mittin accordingly, and hereby Order and Prescribe as follows:—

ARTICLE 1.—The District in which the said William James Mittin shall act as Auditor, and which We hereby assign to him, shall, until We otherwise prescribe, comprise the area for the time being included in the several Unions named in the Schedule to this Order, and shall be termed "The North Yorkshire Audit District."

ARTICLE 2.—It shall be the duty of the said District Auditor to audit the Accounts of the following Authorities and their Officers; namely,—

- (1.) The Guardians of the Poor of the said several Unions.
- (2.) The Overseers of the Poor of the several Parishes comprised in the said several Unions.
- (3.) The several other Authorities for the time being whose Accounts are or may be by law subject to be audited by a District Auditor, and whose Districts or the areas of whose jurisdiction are for the time being wholly situated within the said Audit District.
- (4.) Such of the other Authorities whose Accounts are or may be by law subject to be so audited, and whose Districts or the areas of whose jurisdiction are for the time being partly situated within the said Audit District, as We may by Order under Seal hereafter prescribe.

ARTICLE 3.—The said District Auditor shall audit the said Accounts according to the provisions of the several Statutes and of the Orders issued by competent authority, in force for the time being in that behalf, and shall perform all such duties and exercise all such powers in connection with the audit of such Accounts as are prescribed and conferred by the said Statutes and Orders.

ARTICLE 4.—In this Order—

The term "Parish" includes any place for which a separate Poor Rate is or can be made or for which a separate Overseer is or can be appointed.

The term "Overseers of the Poor" includes Churchwardens and Assistant Overseers.

SCHEDULE.

Names of Unions

Bedale.
Bridlington.

Driffield.
Easingwold.
Great Ouseburn.
Guisborough.
Helmsley.
Kirkby Moorside.
Knaresborough.
Leyburn.
Malton.
Middlesbrough.
Northallerton.
Pateley Bridge.
Pickering.
Ripon.
Scarborough.
Stokesley.
Thirsk.
Wetherby.
Whitby.

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

L. S.

Chas. T. Ritchie,
President.

S. B. Provis, Assistant-Secretary.

Civil Service Commission, November 23, 1888.

THE following Candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names:—

November 19, 1888.

WITHOUT COMPETITION.

Post Office: Postmen, London, Alfred Goman, Charles William Edmund Layton.

Sorting Clerks and Telegraph Learners, Edward Michael Griffin (Warrington), William Thomas Ormston (Limerick), Frances Mary Seller (Ilkley), Charles Edward Swift (Manchester).

Postmen, Herbert Henry Bedwell (Canterbury), Charles Fallan (Tadcaster), Joseph Hardy Hare (Eastbourne), Charles Furnivall Henderson (Liverpool), Hugh Owen (Carnarvon), Charles Whitehead Wardley (Liverpool).

November 20, 1888.

AFTER OPEN COMPETITION.

Post Office: Female Clerk, London, Bessie Eliza Fieldwick.

WITHOUT COMPETITION.

Board of Trade: Temporary Clerk, Mercantile Marine Office, Richard Magowan.

Customs: Boatman, Goole, Albert Margrave.
Boy Messenger, John Alfred Matthews.

Prisons Department, England: Subordinate Officer, Division I, George Henry Sly.

Post Office: Sorter, London, Sydney Samuel Russell.

Sorting Clerks and Telegraph Learners, Gertrude Foulkes (Whitchurch, Salop), Harcourt Ernest Horton (Birmingham), Joseph Nelson Jackson (Liverpool), John Thomas Lanyon (Woolwich).

Postmen, John Dunbar (Newcastle-on-Tyne), Harry Goldsmith (Eastbourne), Frank Henry Hemming (Worcester), Patrick McKeegan (Larne), Lemuel Jones Pearson (Llangollen).

FOR REGISTRATION AS TEMPORARY BOY
MESSENGER.

Charles Henry Skinner.

November 21, 1888.

WITHOUT COMPETITION.

*Prisons Department, England: Subordinate Officer,
Division I, William Thomas Burton.**Post Office: Postmen, London, Walter Hoare,
David Joseph Kelso.**Sorting Clerk and Telegraph Learner, Bristol,
William Arthur Morris.**Postmen, Thomas James Cloke (Folkestone),
Allen Heeley (Sheffield), Benjamin Stubington
(Winchester).*FOR REGISTRATION AS TEMPORARY BOY
MESSENGERS.

Edward James Miller, Francis Smeaton.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a sum of one hundred pounds sterling, which has been paid to us in favour of the vicarage of Chilworth, in the county of Southampton, and in the diocese of Winchester, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant and appropriate out of our common fund to the said vicarage of Chilworth, to meet such benefaction, one other capital sum of one hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of two pounds and ten shillings per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Chilworth.

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

(L.S.)

In Parliament.—Session 1889.

Post Office.

(Transfer of Site of the Coldbath Fields Prison from the Lords Commissioners of Her Majesty's Treasury, &c., to the Postmaster-General; Power to enter into Agreements; Extinguishment of interest of Justices of Middlesex therein; Extinguishment of Rights of Way over Passage situate in Parish of St. Botolph Without Aldersgate, in the City of London; 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 1889 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:—

1. To authorise and empower the Lords Commissioners of Her Majesty's Treasury, and any of Her Majesty's Principal Secretaries of State to transfer to, and Her Majesty's Postmaster-General to accept and to make provision for the vesting in the Postmaster-General free from all claims, rights, and demands (if any) by Her Majesty's Justices of the Peace for the county of Middlesex, or any other body or person, of the whole or a portion of the site (together with

all buildings thereon) known as Coldbath Fields Prison, in the parishes of St. Pancras and St. James, Clerkenwell, in the county of Middlesex, and which site is by admeasurement 9A. 1R. 17P. or thereabouts, and is bounded on the north-east by Farringdon-road, on the north-west by Lower Calthorpe-street, on the south-west and west by Phoenix-place, and on the south-east by Mount Pleasant and Baynes-row, on such terms and conditions, and for such purposes as may be agreed upon, or may be prescribed by the intended Act; and to authorise agreements between, and to confirm any agreement that may have been come to between the Lords Commissioners and any of Her Majesty's Principal Secretaries of State, the Postmaster-General, and Her Majesty's Justices of the Peace for the county of Middlesex, or any other body or person, with reference to the proposed transfer or prison, and other the objects and purposes of the Bill.

2. To authorise the said Lords Commissioners and any of Her Majesty's Principal Secretaries of State, or the said Postmaster-General to transfer to the London County Council, the Commissioners of Her Majesty's Works and Public Buildings, or such other body as the Bill may provide, and for such body or bodies to accept free from all such claims, rights, and demands (if any) as aforesaid, such portion of the site of the said Coldbath Fields Prison as the intended Act may prescribe, and to provide for the dedication of such portion to public use, freed if necessary from all such claims, rights, and demands as aforesaid, and the maintenance thereof by any of the before-mentioned bodies as a portion of Farringdon-road, Mount Pleasant, or other street or road, or for such purpose as may be deemed necessary or expedient, or as the Bill may provide; and to empower all or any of the before-mentioned bodies to enter into agreements with a view to taking over and maintaining such portion, with power to defray any expense in connection therewith, and the maintenance thereof out of the rates.

3. The Bill will or may extinguish all or any rights, property, or interest at present belonging, or reputed to belong to, or claimed by Her Majesty's Justices of the Peace for the county of Middlesex, or by any other body or person, in or over the said site and the buildings thereon.

4. To make provision for the extinguishment of all rights of way or other rights in, over, or along the passage or way situate on the south side of the building known as the Money Order Office in the parish of St. Botolph Without Aldersgate, the eastern side of which office abuts on Aldersgate-street, in the parish of St. Botolph Without Aldersgate, in the city of London, and which passage or way runs from the said Aldersgate-street for a distance of 24 yards or thereabouts to and terminates at the wall and palings forming the eastern boundary of the burial ground of St. Leonard, Foster-lane, in the said parish of St. Botolph Without Aldersgate, and so far as may be necessary to authorise and empower the Dean and Chapter of Westminster, or the Ecclesiastical Commissioners for England, and any other body or person possessing or interested in any easement in, over, or along such passage, to convey or transfer the same to or to consent to or approve of such transfer, and to enter into any agreement with the Vicar and Churchwardens of the parish of St. Botolph Without Aldersgate, in the city of London, or other the authorities or representatives of the said parish, or any other body or person, for the acquisition of any other right of way or of other

benefits in lieu of the said rights of way along the said passage, or in consideration of the surrender thereof, or otherwise in relation to the said rights of way, and for the Postmaster-General to acquire the said easement with a view to the extinguishment thereof or otherwise, and to enter into any such agreement as aforesaid; and the Bill will or may provide for the compulsory acquisition of any such easement by the Postmaster-General, and for the confirmation of any such agreement as aforesaid, and will or may confer power on the Vicar and Churchwardens, or other the representatives of the said parish of St. Botolph to grant or convey all or any rights of way in the said parish to the Dean and Chapter of Westminster, with power to the Ecclesiastical Commissioners of England, and any other body or persons interested, if necessary, to consent thereto, or to other the objects and purposes of the Bill.

5. And the Bill will or may authorise the Dean and Chapter of Westminster and the Vicar and Churchwardens of the said parish of St. Leonards, Foster-lane, or other the authorities or representatives of the said parish, and the Vicar and Churchwardens of the said parish of St. Botolph Without Aldersgate, or other the authorities or representatives of the said parish or any other body or person, to enter into any agreement for the transfer of, and with power, if necessary, to convey the said burial ground of St. Leonards, Foster-lane, or the management and maintenance thereof from the said parish authorities of St. Leonards, Foster-lane, to the said parish authorities of St. Botolph Without Aldersgate, or to enter into any other arrangement with reference to the management of the said disused burial ground, and, if necessary, the vesting of the same in the said parish authorities of St. Botolph.

6. The said intended Act will confer all such other rights, powers, and privileges as may be necessary or convenient for the purposes aforesaid, and will vary and extinguish all existing powers, rights, and privileges in or over the lands affected by the Bill or which would in any manner impede or interfere with any of its objects, and will confer, vary, or extinguish other rights and privileges.

7. The said intended Act will or may incorporate with itself all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, and will alter, amend, or repeal any of the provisions of the Public Acts 28 and 29 Vic., cap. 126, entitled "The Prisons Act, 1865"; 40 and 41 Vic., cap. 21, entitled "The Prisons Act, 1877"; 5 and 6 Vic., cap. 108, entitled "The Ecclesiastical Leasing Act, 1842"; 21 and 22 Vic., cap. 57, entitled "The Ecclesiastical Leasing Act, 1858"; and 28 and 29 Vic., cap. 57, entitled "An Act to amend certain provisions in the Ecclesiastical Leasing Act, 1858," or any Act amending the same; or any other Act or Acts which may interfere with the objects and purposes of the Bill; and, if need be, repeal all or some of the powers and provisions of any local and personal Act or Acts now in force within the said parishes, and, if necessary, any charter or instrument for effecting the purposes of the proposed Act.

Dated the 17th day of November, 1888.

Robert Hunter, General Post Office,
Solicitor for the Bill.

Wyatt, Hoskins, Hooker, and Williams, 38,
Parliament-street, Westminster, Parlia-
mentary Agents.

In Parliament.—Session 1889.

Chatham.—Stopping Up of Globe Lane.

NOTICE is hereby given, that a Bill will be introduced into Parliament in the next Session for an Act to authorise Her Majesty's Principal Secretary of State for the War Department, to stop up Globe-lane, in the district of Chatham Extra, in the parish of St. Mary, Chatham, in the county of Kent, so far as the same passes through and adjoins on both sides thereof the lands or buildings now vested in the said Secretary of State, and to provide that all rights of way over and along such portion of the said lane shall cease.

Dated this 19th November, 1888.

By Order,

Henry Lovett Cameron, 7, Great College-
street, Westminster, S.W.

In Parliament.—Session 1889.

Margate Coal Dues.

(Repeal, Alteration, or Amendment of Local Acts relating to Margate Pier and Harbour; Abolition or Alteration of Coal Dues; New Provisions regarding the Share and Loan Capital and Revenue of the Company of Proprietors of Margate Pier and Harbour; Arrangement with Mortgagees and Bondholders, and Alteration of their Securities; Repair, Maintenance, and Improvement of Pier and Harbour; Borrowing of Money, Levying of Tolls, Rates, and Charges.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Burgesses of the borough of Margate, in the county of Kent (hereinafter called the Corporation), for leave to bring in a Bill for an Act for the following, or some of the following, amongst other purposes (that is to say):

To repeal, alter, or amend some of the provisions of the Local Act, 52 George III, cap. 186, intituled "An Act for separating the management of the Harbour of Margate, in the county Kent, from the paving and lighting of the town of Margate, and for vesting the future management of the said harbour in a Joint Stock Company of Proprietors," and other Acts and Orders confirmed by Parliament relating to the Company of Proprietors of Margate Pier and Harbour (in this notice referred to as the Pier Company), and particularly in the following respects:—

To abolish, reduce, alter, or modify certain duties and impositions payable to the Pier Company for coal, culm, splint, coke, or cinders imported or brought into, landed or delivered within or carried through, the town of Margate, or any part of the parish of St. John the Baptist, or the harbour or bay adjoining, or to make other provision in regard to the levying of such duties, and whether differential or uniform, and whether for a limited time or by way of gradual extinction.

To make better provision for the redemption or payment off of the share and loan capital of the Pier Company, or some part thereof, and in the meantime to make other provision in regard to the raising and application of the revenue of the Company, and the formation and application of a sinking fund.

To authorize arrangements with the holders of bonds of the Pier Company and mortgagees of the tolls, rates, and duties arising under the said Acts, and to authorize alterations of, and modification in, the securities held by them.

To make better provision for the repair, improvement, and maintenance of the pier and harbour and other the works of the Pier Company, and also for improving the sanitary condition of the harbour.

To empower the Corporation to borrow money on the security of the Borough Rate and General District Rate, or either of them, for the purposes of the intended Act, and to authorize them to apply their corporate funds, or the said rates, for any of the purposes of the intended Act; and to empower local authorities, companies, and persons deriving benefit from, or otherwise interested in, the objects of the intended Act, to contribute funds for the purposes of such Act; and prior to the extinction of the said dues to authorize the commutation thereof by local authorities, companies, and persons.

To levy tolls, rates, or duties; to alter existing tolls, rates, or duties; or to confer, vary, or extinguish any exemptions from the payment of tolls, rates, or duties.

To vary or extinguish all rights and privileges which might in any manner interfere with any of the objects of the intended Act, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects.

To repeal, alter, or amend all or some of the following Local Acts:—The 27 George III, cap. 45; 39 George III, cap. 2; 49 George III, cap. 117; 52 George III, cap. 186; 7 George IV, cap. 31; the 14 and 15 Vic., cap. 98; and the Provisional Order relating to Margate confirmed thereby; the Margate Pier and Harbour Act, 1871, the Pier and Harbour Orders Confirmation Act, 1878 (No. 1), and the Order relating to Margate Pier and Harbour confirmed thereby; and all other Acts relating to the Pier Company; the Margate Extension and Improvement Act, 1877, and all other Acts and Orders relating to the Corporation, and to incorporate,

with or without amendment, some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the Public Health Act, 1875, and the Local Loans Act, 1875.

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 15th day of November, 1888.

G. Foord-Kelcey, Town Clerk, Margate.

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

In Parliament.—Session 1889.

Rock Life Assurance Company.

(Further Powers of Investment in Shares of the Company, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Rock Life Assurance Company, for a Bill for an Act for the following purposes, that is to say:—

To enable the Rock Life Assurance Company to purchase an additional number of its own shares out of and for the benefit of its Assurance Fund.

And for other purposes.

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 15th day of November, 1888.

Kendall, Price, and Francis, Union Bank-chambers, Lincoln's-inn, Solicitors for the Bill.

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

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 21st day of November, 1888.

ISSUE DEPARTMENT.

				£					£
Notes issued	...	...	...	33,651,420	Government Debt	...	...	...	11,015,100.
					Other Securities	...	...	...	5,184,900
					Gold Coin and Bullion	...	...	...	17,451,420
					Silver Bullion	...	...	...
				£33,651,420					£33,651,420

Dated the 22nd day of November, 1888.

F. May, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	16,037,782
Rest	...	..	...	3,169,334	Other Securities	...	...	...	18,229,623
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	...	...	...	5,103,213	Notes	...	...	...	9,983,875
Other Deposits	...	...	...	22,267,707	Gold and Silver Coin	...	...	...	1,015,053
Seven Day and other Bills	...	..	..	173,079					
				£45,266,333					£45,266,333

Dated the 22nd day of November, 1888.

F. May, Chief Cashier.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict., cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ended Saturday, the 10th day of November, 1888.

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THE LONDON GAZETTE, NOVEMBER 23, 1888.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ended as above.			Average Amount of Coin held during four Weeks ended as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
			£						
Bank of Scotland	The Governor and Company of the Bank of Scotland	Edinburgh...	343418	284914	658695	988639	680381	65814	746195
Royal Bank of Scotland		Edinburgh...	216451	249841	538796	788637	597956	59299	657255
British Linen Company	British Linen Company	Edinburgh...	438024	198183	506766	704949	322782	52650	375432
Commercial Bank of Scotland Limited	Commercial Bank of Scotland Limited	Edinburgh...	374880	215996	586527	802523	472334	49630	521964
National Bank of Scotland Limited	National Bank of Scotland Limited	Edinburgh...	297024	193861	480981	674792	454682	47537	502219
Union Bank of Scotland Limited	Union Bank of Scotland Limited	Edinburgh...	454346	240220	574218	814438	461245	77949	539194
Town and County Bank Limited	Town and County Bank Limited	Aberdeen ...	70133	87874	126036	213910	159970	16518	176488
North of Scotland Bank Limited	North of Scotland Bank Limited	Aberdeen ...	154319	139217	196914	336131	251400	19827	271227
Clydesdale Bank Limited	Clydesdale Bank Limited	Glasgow ...	274321	192328	395110	587438	347079	77900	424979
Caledonian Banking Company Limited	Caledonian Banking Company Limited	Inverness ...	53434	31066	78406	109472	63348	8558	71906

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

Dated this 22nd day of November, 1888.

J. S. PURCELL, Registrar of Bank Returns.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 21st November, 1888.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany .. .. .	...	...	...	...	10,000	10,000
Belgium	2,181	...	2,184	1,642	...	1,642
France	539	622	1,161	1,454	...	1,454
Spain ... .. .	...	...	...	...	13,650	13,650
Egypt ... .. .	...	832	832	...	15,702	15,702
Cape of Good Hope and Natal	...	1,787	1,787	...	...	...
Australasia	2,645	2,034	4,679	...	...	...
British North America ... .. .	...	...	...	12,431	...	12,431
Mexico, South America (except Brazil), and West Indies ... .. .	...	591	591	2,000	33,829	35,829
United States ... .. .	...	163	163	..	184,186	184,186
Other Countries	313	15	328	1,835	2,420	4,255
...
...
Aggregate of the Importations registered in the Week ... }	5,681	6,094	11,775	19,362	259,787	279,149
Declared Value of the said Importations	£ 21,957	£ 22,165	£ 44,122	£ 4,386	£ 48,271	£ 52,657

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Russia ... .. .	...	...	39,450	39,450	...	...	...	...
Germany ... .. .	...	4,614	310	4,951	...	...	...	...
West Coast of Africa	258	...	...	258	2,622	...	...	2,622
Cape of Good Hope	12,850	...	...	12,850	...	...	...	...
British East Indies ... .. .	...	...	5,920	5,920	...	171,420	101,826	276,246
Mexico, South America (except Brazil), and West Indies	176,842	...	...	176,842	90	...	...	90
Brazil	257	...	...	257	...	...	...	...
Other Countries ... .. .	...	5	...	5	...	1,474	4,775	6,249
...
...
Aggregate of the Exportations registered in the Week ... }	190,207	4,649	45,680	240,536	2,712	172,894	109,601	285,207
Declared Value of the said Exportations	£ 742,107	£ 18,020	£ 177,400	£ 937,527	£ 761	£ 30,329	£ 20,925	£ 52,015

Statistical Department, Custom House, London, November 22, 1888.

JOHN COURROUX.

In Parliament.—Session 1889.

Brighton, Rottingdean, and Newhaven Direct Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Brighton, Rottingdean, and Newhaven Direct Railway Company for leave to bring in a Bill to extend the time limited by the Brighton, Rottingdean, and Newhaven Direct Railway Acts 1886 and 1887 for the compulsory purchase of lands, houses, and other property,

No. 25877.

and for the completion of the railways and works by those Acts respectively authorized.

The Bill will, so far as may be necessary or expedient for any of the purposes thereof, alter, extend, and enlarge the provisions of the Brighton, Rottingdean, and Newhaven Railway Acts 1886 and 1887.

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 9th day of November, 1888.

Wood, Bird, and Wood, 7, Vigo-street, W., and 23, Rood-lane, London, E.C., Solicitors.

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

CONTAGIOUS DISEASES (ANIMALS) ACT, 1878.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Sheep-Scab) has been reported to have existed during the Week ended November 17th, 1888, with particulars relating thereto.

PLEURO-PNEUMONIA.

	Farms or other Places.			Healthy Cattle on Infected Premises.	Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Slaughtered, or Removed for slaughter.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.												
COUNTY.*												
Dorset	1	...	1	24	...	...	1	1	...	...	...	...
Durham ... ..	...	1	1	...	...	2	...	...	...	...	...	...
Essex	6	1	7	58	...	7	6	...	...	1	...	...
Kent (ex. Metro- polis).	1	1	2	...	...	2	2	...	...	...	...	...
Lancaster ... ..	...	2	2	...	...	2	2	...	...	...	...	...
Middlesex (ex. Metropolis).	...	1	1	...	...	2	2	...	...	...	...	...
Norfolk	1	1	2	1	...	3	3	...	...	...	...	...
Somerset	5	...	5	14	...	...	...	...	...	...	...	1
Sussex, Eastern Division.	1	...	1	10	...	...	...	...	...	...	...	...
York, West Rid- ing.	...	1	1	...	...	1	1	...	...	...	...	...
SCOTLAND.												
COUNTY.*												
Edinburgh ... ..	...	2	2	...	...	2	2	...	...	...	...	...
Fife	2	...	2	...	...	...	...	...	...	...	...	...
Forfar	1	...	1	73	...	1	1	...	...	...	...	...
Lanark	1	...	1	1	...	...	...	...	...	...	...	...
TOTAL	19	10	29	181	...	22	20	1	...	1	...	1

ANTHRAX.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
ENGLAND.											
COUNTY.*											
Berks	1	...	1	7	...	...	...	7	...	...	...
Lancaster	2	1	3	...	1	...	1	...	...	...	...
Northumberland	1	...	1	...	...	...	...	...	...	...	1
SCOTLAND.											
COUNTY.*											
Aberdeen ... ..	...	1	1	...	1	...	1	...	...	...	...
Ayr	1	...	1	...	...	...	...	...	...	...	...
TOTAL	5	2	7	7	2	...	2	7	...	...	1

SWINE-FEVER.

	Farms or other Places.			Swine Attacked.		Diseased Swine.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Swine Attacked.
ENGLAND.											
COUNTY.*											
Bedford	3	...	3	6	...	...	...	...	6	...	...
Berks	2	1	3	9	3	10	2	...	...	...	...
Buckingham ...	10	1	11	2	1	...	2	...	1	...	...
Cambridge (ex. Liberty of the Isle of Ely).	5	1	6	8	15	...	14	...	9	...	...
Chester ... ..	...	2	2	...	16	10	3	...	3	...	...
Cornwall	1	1	2	10	7	15	2	...	...	1	10
Derby	1	...	1	...	1	1	...	...	...	...	...
Devon ... ..	...	1	1	...	1	1	...	...	...	...	...
Durham	1	...	1	...	...	...	...	2	...	...	...
Essex	21	2	23	63	45	4	27	2	75	1	1
Gloucester	9	2	11	17	19	...	15	...	21	...	...
Hants	4	5	9	11	12	14	6	...	3	...	...
Hereford ... ..	...	1	1	...	5	4	1	...	...	...	...
Hertford	6	...	6	19	35	39	3	...	12	...	...
Huntingdon ...	1	...	1	3	...	...	...	...	3	...	2
Kent (ex. Metropolis).	3	2	5	...	12	1	8	...	3	...	...
Lancaster	5	3	8	2	4	2	3	...	1	...	...
Lincoln, Parts of Kesteven.	2	1	3	4	1	2	1	...	2	...	...
" Parts of Lindsey.	2	1	3	2	1	2	1	...	...	...	4
Middlesex (ex. Metropolis).	6	...	6	...	10	10	...	...	...	...	...
Monmouth	2	...	2	5	...	...	1	2	2	...	...
Norfolk	5	5	10	2	48	45	5	...	...	1	2
Northampton (ex. Soke of Peterborough).	12	1	13	21	8	2	5	...	22	...	...
Notts	1	2	3	...	2	1	1	...	...	...	...
Oxford	18	8	26	94	72	22	43	1	100	1	4
Salop	16	...	16	8	...	...	...	8	...	...	...
Somerset	9	2	11	18	6	4	3	3	14	...	...
Stafford	3	6	9	2	11	5	6	...	2	...	...
Suffolk	7	5	12	42	120	44	19	9	90	1	3
Sussex, Eastern Division.	1	...	1	...	...	...	...	...	...	...	...
" Western Division.	2	2	4	12	4	16	1	...	...	...	...
Warwick	7	2	9	38	16	5	25	2	22	...	...
Wilts	7	1	8	...	3	...	3	...	...	...	...
Worcester	4	...	4	...	4	3	1	...	...	...	...
York, East Riding.	...	2	2	...	3	3	...	...	...	...	...
" North Riding.	4	...	4	5	...	...	...	1	4	...	...
" West Riding.	16	2	18	18	5	3	9	4	7	...	...
Liberty of the Isle of Ely.	2	...	2	2	...	...	1	...	1	2	5
Soke of Peterborough.	1	...	1	2	...	...	1	...	1	1	2
The Metropolis ...	1	...	1	...	5	5	...	...	...	...	...
WALES.											
COUNTY.*											
Anglesey ... ..	...	1	1	...	2	1	1	...	...	...	...
Glamorgan	2	...	2	7	1	...	2	...	6	...	...
Pembroke	1	...	1	2	...	...	2	...	...	...	...
SCOTLAND.											
COUNTY.*											
Ayr	1	...	1	...	...	...	...	...	...	...	...
TOTAL ...	204	63	267	434	498	273	217	32	410	8	33

GLANDERS.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
Essex ... ..	...	1	1	...	1	1	...	...	...	...	...
Lincoln, Parts of Lindsey.	...	1	1	...	1	...	...	...	1	...	...
The Metropolis ...	9	9	18	2	21	23	...	...	...	1	1
TOTAL ...	9	11	20	2	23	24	...	...	1	1	1

FARCY.

	Farms or other Places.			Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
ENGLAND.											
COUNTY.*											
The Metropolis ...	4	2	6	...	12	12	...	...	...	...	...

RABIES.

	Number of Cases reported during the Week.	Number of Diseased Animals Killed during the Week.		Number Died from the disease during the Week.	Cases which existed in previous Weeks not reported until this Week.
		Dogs.	Other Animals.		
ENGLAND.					
COUNTY.*					
Essex	1	1	...	...	...
Middlesex (ex. Metropolis) ...	...	...	...	...	1
Surrey (ex. Metropolis) ...	1	1	...	...	...
TOTAL ...	2	2	...	...	1

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

Agricultural Department, Privy Council Office, 23rd November, 1888.

Board of Trade.—Session 1889.

Brightlingsea Water.

(Power to Maintain and Continue Waterworks; Supply of Water to the Parish of Brightlingsea, in the County of Essex; Water Rates and Charges; Purchase of Lands; Agreements with Corporations and Persons; 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, pursuant to "The Gas and Water Works Facilities Act, 1870," for a Provisional Order by the Brightlingsea Water Company, Limited, hereinafter called "the Company," for the fol-

lowing purposes, or some of them, that is to say:—

1. To authorise the Company to maintain, enlarge, and continue the waterworks, and works connected therewith, belonging to the Company, situated in the parish of Brightlingsea, and adjacent to the town of Brightlingsea, in the county of Essex; and to take, collect, and impound therein, and thence distribute, the waters of any springs or streams on or near the site thereof, and any other waters on or under any lands for the time being belonging to them; and to sink, construct, and maintain such other works in or adjacent to the said town as may from time to time be deemed necessary or expedient.

2. To authorise the Company to lay down, construct, maintain, alter, and renew all such mains, pipes, conduits, drains, sluices, tanks, pumps, fittings, and machinery as may be necessary or convenient for the supply of water to the parish of Brightlingsea; and for that purpose to cross, break up, open, divert, or otherwise interfere with any roads, highways, footpaths, streets, public places, railways, sewers, drains, pipes, streams, brooks, and watercourses.

3. To authorise the Company to supply water to the parish of Brightlingsea, and to make, demand, levy, and recover rates, rents, and other charges for the same; to use, sell, and let for hire, tanks, cisterns, meters, fittings, instruments, and other apparatus for storing, checking, or regulating such supply; and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

4. To authorise the Company to purchase, lease, or otherwise acquire (by agreement) such lands, buildings, sources of water supply, or other hereditaments as may from time to time be deemed necessary.

5. To authorise the Company to make provision for the protection of the works, property, and water supply of the Company; to prevent the fouling, misuse, or waste of such waters; and to impose penalties in respect of all or any of such matters.

6. To define and regulate the capital and borrowing powers of the Company.

7. To authorise the Company to enter into and carry into effect contracts and agreements with any company, sanitary authority, public body, officers, or persons for or with respect to the supply of water, in bulk or otherwise, for public, sanitary, domestic, trading, or other purposes, whether within or beyond the limits of the said town of Brightlingsea.

8. To incorporate all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863.

And notice is hereby also given, that on or before the 30th day of November next, copies of this Notice will be deposited with the Clerk of the Peace for the County of Essex, at his office at Chelmsford, and at the offices of the Board of Trade, Whitehall-gardens, London.

And notice is hereby further given, that printed copies of the draft Provisional Order will be deposited at the offices of the Board of Trade on or before the 23rd day of December next; and printed copies thereof when deposited, and of the Provisional Order when made, will be obtainable by all persons applying for the same at the office of the Secretary of the Company, Mr. E. C. Atkins, Trinity House, Queen-street, Brightlingsea, or of Mr. Richard Jordan, the Agent for the said Company, at his office, 120, Chancery-lane, London, at the price of one shilling per copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next; and such persons must at the same time send copies of their objections to the Company at their office at Brightlingsea, in the county of Essex, or to Mr. Richard Jordan, at his office aforesaid.

Dated this 26th day of October, 1888.

Richard Jordan, 120, Chancery-lane, in the City of London, Agent for the said Company.

In Parliament.—Session 1889.

Manchester, Sheffield, and Lincolnshire Railway (Steamboats, &c.).

(Extension of the Powers of the Company in respect to the running of Steamboats, &c., from Grimsby to certain ports and places in the North Sea, the Baltic, Sweden, Norway, Holland, Belgium, Germany, and Denmark, and other and intermediate places; Tolls; Additional Capital, &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 Manchester, Sheffield and Lincolnshire Railway Company (herein called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To extend the provisions of the Manchester, Sheffield and Lincolnshire Railway (Steamboats) Act, 1864, so as to enable the Company to run steamboats, &c., from Grimsby to the following ports and places, viz.:—Ghent, Amsterdam, Bremerhaven, in the North Sea; Stettin, Danzig, Riga, and Gefle in the Baltic; Malmo, Gothenburg, Fredrikstad, Christiania, Drammen, Holmstrand, Arendal, Christiansand, Stavanger, Bergen, Drontheim, in Sweden and Norway; and Esbjerg and Frederikshavn in Denmark, and to other and intermediate places; and for that purpose to build, purchase, hire, provide, charter, navigate, work, use, employ, and maintain steam and other vessels of every and any description, and to convey and carry therein passengers, animals, minerals, goods, merchandise, and things of every description between the before-mentioned ports and places.

To enable the Company to take, demand, and receive tolls, rates, duties, and charges for or in respect of the conveyance of traffic and other services incidental thereto or connected therewith, and to alter existing tolls, rates, duties, and charges, and to grant exemptions from the payment of tolls, rates, duties, and charges; to confer, vary, or extinguish rights and privileges; and also to have and exercise all or any other powers which the Company now exercise and enjoy in reference to steam vessels.

To empower the Company to raise for the purposes of the intended Act further sums of money by the creation of new shares or stock with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, or by any or either of these means, and to apply for all or any of the purposes of the intended Act any capital, funds, or moneys now belonging or hereafter to belong to them, or which they are authorised to raise; and also to sanction, confirm, or legalise any payments made, and expenditure incurred by the Company in or towards providing, using, or working steam or other vessels, &c.

To alter, amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal), that is to say: 12 and 13 Vic., cap. 81; 27 and 28 Vic., cap. 320; and all other Acts relating to the Company.

And notice is hereby further given, that 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, 1888.

R. B. M. Lingard-Monk, 4, Westminster-chambers, Westminster, and Manchester, Solicitor for the Bill.

In Parliament.—Session 1889.

Tunbridge Wells Improvement.

(Amendment, Repeal, and Consolidation of Acts and Orders; Consolidation of Loans and Creation of Commissioners Stock; Superannuation Fund; Regulations as to Use and Enjoyment of Commons, and Acquisition and Extinction of Rights therein; Compulsory Powers over Lands; Powers as to Water Supply, Streets, Buildings, Sanitary Matters, Sewage, Infectious Diseases, Appointment of Analysts; Powers as to Markets, Slaughter-houses, Swimming Bath, Baths, and Washhouses; Provisions as to Common Lodging Houses, Telegraph and other Wires, and as to Licensing Buildings, Places, and Persons; Provisions with reference to Control and Regulation of Street Traffic, Vans, and Vehicles, for Preventing Obstruction, Annoyance, and Inconvenience in the Streets; Additional Powers as to Matters of Police and for Maintaining Order and Preventing Offences, Nuisances, Annoyances, Obstructions, and Indecencies in Streets and Places; Regulations as to Employment of Children; Provisions as to Fire Brigade, Weighing Machines, Advertisements, Selling and Weighing Coals, and as to Drinking Fountains and Public Conveniences; Powers to Contribute to Charities; Further Powers as to Cemetery, with Special Power to Establish a Crematorium and Provisions for its Use; Tolls, Rates, Rents, and Charges, and Provisions as to Assessment and otherwise with reference thereto; Borrowing Powers; Raising and Application of Moneys; Audit of Accounts; Bye-laws; Penalties; Other Powers with reference to the Matters aforesaid, and for the Improvement, Management, and good Government of the District; Amendment or Repeal of Acts.)

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

1. To repeal and to consolidate and re-enact, either wholly or in part, with such variations, modifications, and exceptions as may be deemed expedient, or to alter, amend, extend, and enlarge the provisions, or some of the provisions, of the Tunbridge Wells Improvement Act, 1846, and of all other Acts (if any) relating to the Commissioners, and of all Provisional Orders and Acts confirming the same respectively relating to the Commissioners or the District.

2. To authorise the Commissioners to raise all or any part of the moneys which they are or may be 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 Commissioners, 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 Commissioners 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.

3. To make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Commissioners, 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.

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

5. To empower any person holding any stock, annuity, or security of the Commissioners, 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 Commissioners.

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

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

8. To authorise the Commissioners to grant superannuation allowances to their officers and servants, to establish a superannuation fund, and to continue the present Police Superannuation Fund, and to provide for the investment and application of such funds and to enable the Commissioners to grant gratuities, and to establish a sick and general fund, and to regulate and authorise the sums to be paid out of the funds of the Commissioners to such purposes.

9. To enable the Commissioners to purchase and acquire by agreement the open spaces or tracts of land commonly known as Tunbridge Wells and Rusthall Commons, in the parish of Speldhurst, and county of Kent (the said commons consisting of about 250 acres), and all or any rights of common, commonable rights, rights of way and other rights, estates, interests, and privileges, whether of the Lord of the Manor, or of the freehold tenants or others, in, over, or affecting the same or any part thereof, and to enable the Commissioners, so far as may be necessary for the purposes of the Bill, to extinguish or to retain and exercise any of such rights and privileges, and provide for the future maintenance of the said Tunbridge Wells and Rusthall Commons for the use of the public for the purposes of recreation or exercise, upon such terms and conditions as may be defined by the Bill, and to confer upon the Commissioners all powers and authorities which may be deemed proper for that purpose, and to enable the stewards for the time being of the freehold tenants to convey to the Commissioners the said rights, estates, interests, and privileges of the said freehold tenants, and to give receipts for purchase and other moneys payable to the said freehold tenants in respect thereof.

10. To authorise the Commissioners to purchase or acquire compulsorily or by agreement certain lands situate in or near to Tunbridge Wells, and known as the Grove, otherwise Mount Sion Grove (hereinafter referred to as "the Grove") and which are now vested in trustees under an indenture dated the 20th day of April, 1703, and to

provide for the transfer to the Commissioners of the funds (if any) vested in the said trustees, and of all encroachment and other rents payable to the said trustees, and to empower the Commissioners to form, lay out, and use the same as recreation ground, and to authorise such lands, or portions thereof, to be used for such purposes of public amusement or recreation, and for such periods and on such terms as the Commissioners may deem proper, or as may be authorised by the intended Act, and to enable the Commissioners to make and enforce bye-laws or regulations as to the use of such lands, or any of them, or otherwise with reference thereto.

11. To confirm and give effect to any agreement or agreements which may be made before the passing of the intended Act between the Lord of the Manor of Rusbhall and the freehold tenants of the said manor, the trustees of the Grove or any or either of them, and the Commissioners with reference to vesting in the Commissioners all the estate and interest of the said lord and freehold tenants, and the said trustees respectively in the said Commons and Grove respectively, or either of them, or some part or parts thereof respectively.

12. To define and to enter into arrangements as to the exercise or the surrender and extinction of any rights on or over the said Commons and Grove, and to enable the Commissioners to drain, level, or deal with the said Commons and Grove, including therein any pits or other places thereon as may seem to be desirable, and to deal with and regulate the exercise of any rights of grazing or of any other nature thereon, and to employ constables and officers to protect the said Commons and Grove, and regulate the same, and enforce the bye-laws relating thereto.

13. To enable the Commissioners to make, vary, and enforce, by penalties or otherwise, bye-laws and regulations for the government, management, preservation, and improvement of the said Commons and Grove, and for preserving order and good conduct amongst persons resorting thereto, and also with respect to the following matters or any of them:—

The exclusion and removal of gipsies, hawkers, beggars, prostitutes, rogues and vagabonds from the said Commons and Grove.

The protection thereof and of any walls, railings, fences, lamp-posts, trees, shrubs, plants, bushes, gorse, heather, flowers, walks, seats, and other things thereon.

The prevention of nuisances, annoyances, obstructions, and encroachments.

The prevention of the deposit of road sand, rubbish, or other matter.

The prevention of taking, cutting, or digging the turf, sods, gravel, clay, sand, bushes, gorse, heather, plants, trees, shrubs, flowers, and the like.

The prevention of the posting of bills or placards, and the writing, stamping, cutting, printing, drawing, or marking in any manner of any word or character, or of any representation of any object on any wall, railing, fence, tree, lamp-post, walk, pavement, or seat, or elsewhere on the said Commons and Grove.

The prevention of bird catching, bird trapping, and the robbing of birds' eggs or nests.

The prevention of shooting or chasing of game or other animals and birds thereon.

The regulation of assemblages of persons thereon, and of sports and games played there.

The assignment of special places for public and other meetings and religious services, and the delivery of speeches, addresses, or orations.

The regulation of the use of animals and carriages let out for hire thereon, and of the drivers of carriages and of persons letting out for hire or using animals or carriages thereon.

The regulation of vehicles and of horses thereon.

14. To authorise the Commissioners to plant and maintain trees, and to provide and maintain seats on the said Commons and Grove.

15. To confer new and enlarged powers on the Commissioners, and to make further provisions with reference to the control and management of the Commons, Woods, Grove, and pleasure grounds within the District, and to provide that the same shall for all or any purposes be deemed to be a street or public place within the district.

16. Generally the prevention and restraint of acts or things tending to the injury and disfigurement of the said Commons and Grove, or to interfere with the use thereof by the public for purposes of exercise and recreation. To prohibit the formation of any new roads or ways across the Commons or Grove, or either of them, or any part thereof, except with the consent of the Commissioners, and on such conditions as they may prescribe, and to close all or any of the existing entrances or approaches to the Grove.

17. To alter, vary, amend, or repeal the Commons Act, 1876, and specially to enable the Commissioners to apply to the Inclosure Commissioners for one or more Provisional Order or Orders for the regulation of the Commons, with power for the said Commissioners to issue and grant such Provisional Order or Orders, in pursuance of the said Commons Act, 1876, without previously requiring or obtaining the consents referred to in Sections 2, 8 and 12 (Sub-Section 5) of the said Act.

18. To vary and extinguish all rights and privileges which would interfere with the attainment of any of the objects of the intended Act and to confer other rights and privileges, and to incorporate with the intended Act, and to make applicable to the purchase of any rights in or over the Commons and Grove, the provisions, or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

19. To confer further powers upon the Commissioners with reference to their waterworks and water supply, and to make further provision as to the rents and charges for the supply of water for domestic and other purposes, and by meter.

20. To make further provision for the prevention of waste and misuse and fouling of water, and the removal of pipes or fittings, and the recovery of rates, rents, and charges by distress.

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

The laying out, formation, naming, direction, width, level, construction, gradients, paving, sewerage, and drainage of public or private streets, the definition of buildings and streets, the line of frontage of new buildings, the giving of notices and the deposit of plans and sections, and the approval thereof, the formation of back roads, the ventilation and drainage of buildings, courts, and places, the fencing of vacant or waste land, gardens, and forecourts, the putting up of hoards or fences, placing of coal shoots, crossings for

horses or vehicles, the deposit of building materials, the foundations, levels, walls, woodwork, chimneys, fireplaces, rooms in the roof, and roofs of buildings, the size of rooms, the removal and prevention of projections over streets, the prohibition of buildings in courts, the repair of existing and prohibition of new vaults or cellars under streets, the ventilation of buildings, the construction and ventilation of house drainage, the height of buildings and rooms, and chimneys, the space about buildings, the means of ingress and egress to and from all public and private buildings, the regulation of materials and workmanship, the alterations of buildings, the prohibition of the use of wooden buildings, the construction of cellars and basement stories, ovens, and furnaces, the safety of platforms or terraces erected or used on public occasions, the removal, repair, and prohibition against the user of buildings or rooms ruinous, dangerous, or unfit for human habitation, the prohibition of the occupation of new houses and buildings, unless and until the drainage and water supply are completed to the satisfaction of the Commissioners, and a certificate obtained from them that such houses and buildings are fit for habitation, the construction, discontinuance, removal, cleansing, emptying, and disinfecting of sinks, drains, water closets, privies, cess-pools, urinals, and other receptacles and conveniences, the planting and maintenance of trees in streets and public walks and places, the supply of water to new buildings and to closets, the turning of steam or other water or the sweeping of refuse, &c., into sewers, the burning of bricks, the making of excavations, the removal of night soil and other, offensive matters, the closing of old cess-pools and disused wells, and the prevention of nuisances.

22. To make further provision and confer further powers on the Commissioners in relation to private streets and private street works and improvements, the apportionment and recovery of the expenses of such works, and charging such expenses upon the property of adjoining and other owners within and without the district with powers of sale, and letting and other powers, and in other respects to make further provision in relation to the ascertaining, apportionment, payment, and recovery of private improvement expenses, and to confer powers upon owners with limited interests in relation to any of the matters aforesaid, and to empower such owners and the Commissioners to borrow and advance money, and charge lands in respect of such expenses; and with reference to the above matters or any of them to alter or render inapplicable the provisions of the Public Health Act, 1875.

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

24. To confer new and enlarged powers on the Commissioners, and to make further provisions for the prevention of the spread of contagious and infectious diseases, the definition of contagious and infectious diseases, and for the giving

notice to the Commissioners of persons suffering from such diseases, and of certificates and declarations by medical practitioners attending such persons, and to empower the Commissioners to remunerate any such medical practitioner for his services, and to authorise the Commissioners to provide and maintain hospitals, sanatoriums, and nurses and attendants, to make, vary, and enforce by penalties or otherwise, bye-laws and regulations for the management and use of such sanatoriums and hospitals, and the conduct of patients therein, and visitors thereto, to provide temporary accommodation for persons suffering from such diseases, to secure the isolation of such persons, to charge and recover the costs of removal of such persons and their maintenance whilst isolated or removed; to require cowkeepers, milksellers, and others, to furnish a list of their customers; to compel the disinfection of buildings and of articles and of persons likely to communicate contagion or infection, and to make further provision with respect to the retention, removal, and burial of dead bodies.

25. To authorise the Commissioners to appoint analysts in such manner and with such powers as provided by the Sale of Food and Drugs Act, 1875, as if the Commissioners were a Town Council as defined in Section 10 of such Act, but with power to appoint as analysts persons engaged in or connected with the sale of food or drugs in the district.

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

27. To prohibit the selling or the exposing for sale within the district, except in a dwelling house, shop, or place of business, any articles in respect of which tolls, stallages, or rents are by the Bill authorised to be taken in the markets and market places, and to authorise the Commissioners to grant licenses for such sale.

28. To authorise the Commissioners to erect and provide public slaughter-houses and knackers' yards, and to make bye-laws and regulations with respect thereto, and to prohibit, restrict, license, and regulate the use of existing or future slaughter-houses and knackers' yards, and to prevent the slaughter of animals elsewhere than in public or licensed slaughter-houses or knackers' yards, and to enable the Commis-

sioners to take tolls and charges in respect of such public slaughter-houses and knackers' yards, and to make further provisions with reference to the occupation, licensing, and revoking licenses thereof.

29. To authorise the Commissioners to use the old Calverley Waterworks Reservoir for the purposes of bathing, and to make bye-laws regulating such bathing on such conditions and scale of charges as may be prescribed by the intended Act, and if desired without being subject to any of the provisions of the Baths and Washhouses Acts in such matter.

30. To confer new and enlarged powers on the Commissioners with reference to baths and wash-houses within their district, and to empower the Commissioners if they think fit to exercise all or any of the powers conferred by the Baths and Wash-houses Acts, and from time to time to apply any lands in their possession, and to acquire by agreement lands for the erection of, and thereon to erect buildings suitable for public baths and wash-houses, and to alter, enlarge, repair, and improve the same with all necessary furniture, fittings, and conveniences, and to make and receive rents or charges in respect of such baths or wash-houses, and to make bye-laws and regulations with respect thereto.

31. To make further provisions with respect to, and to authorise the Commissioners to control, regulate, and, if need be, prohibit the keeping of pigs or other animals in the district, except with the consent of the Commissioners, and on such terms and conditions as they may think expedient to prevent nuisances or annoyance to the inhabitants of the district.

32. To authorise the Commissioners to require the keeper of every common lodging-house to reside on the premises, or to appoint a resident deputy with power to the Commissioners to disapprove such deputy, and thereupon to provide for the appointment of another.

33. To provide penalties for offences under Sections 77, 83, and 84 of the Public Health Act, 1875, and to define the meaning of the words keeper of a common lodging house.

34. To authorise the Commissioners, on reasonable grounds, to refuse to register as the keeper of a common lodging house any person.

35. To require the registration of a common lodging house to be renewed annually at a fee of 1s.

36. To authorise the Commissioners to cancel the registration of any common lodging house not maintained or kept in a good state of repair and condition, or not kept orderly and clean in accordance with bye-laws.

37. To authorise the Commissioners to cancel the registration of the keeper of any common lodging house convicted of any offence.

38. To make further provisions with respect to, and to authorise the Commissioners to control, regulate, and if need be prohibit the fixing, placing, or attaching of any wire, tube, or other apparatus for telegraphic, telephonic, or electrical purposes over any street, road, or public thoroughfare, except with the consent of the Commissioners, and on such terms and conditions as they shall deem expedient to prevent obstruction, danger, or annoyance to the traffic, or to passengers therein, or to the inhabitants of the district; and to empower the Commissioners to inspect any such tube, wire, or apparatus (whether existing or future), and the supports and attachments thereof, and to order the repair, alteration, renewal, or removal thereof respectively, and in

default thereof to enable the Commissioners to execute the requisite works themselves at the cost of the owner or hirer thereof, and to exercise all such powers of entry on premises as may be necessary for the purposes aforesaid, and to relieve the Commissioners from all liability by reason of any failure of or accident from any such wire, tube, apparatus, or works.

39. To authorise the Commissioners to establish and maintain, or to rent or hire telegraphic and telephonic communications between the various establishments, stations, and works belonging to the Commissioners within and without the district.

40. To make provision for the licensing of places for dancing, music, games, and public entertainments; and to confer powers on the Justices acting for the district with reference thereto, and to prohibit the use of any house, room, garden, or place for any such purpose without being licensed, and to provide for the transfer and revocation of any such license, and to make other provisions with reference thereto.

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

42. To authorise the Commissioners to regulate, control, and license hawkers, marine-store dealers, porters, messengers, commissionaires, bill stickers, shoeblacks, crossing sweepers, drovers, and street musicians; and also hackney carriages, omnibuses, vehicles, and animals plying for hire within the district, and their drivers and attendants, and to prohibit any such person from carrying on their trade, occupation, or calling within the district without a license.

43. To make further provision with respect to street traffic and the regulation thereof by the Commissioners and police, and for prescribing the route to be observed by all carts, carriages, and horses, and for regulating the speed thereof; and for prohibiting the same passing along any street; for regulating the use of locomotives in the streets of the district; for prohibiting the use of vehicles and locomotives with flanged or other than smooth wheels; for regulating the size, construction, and use of advertising vans within the district; for prohibiting any vehicles, articles, or goods being left standing on any street or footway within the district, or the hanging of any goods or things outside shop doors or windows so as to obstruct the traffic; for requiring all vacant and waste land to be fenced; for preventing any dangerous excavations in or near streets; for regulating the loading and unloading of goods in, upon, or over any street or footway; for prohibiting the driving of cattle or sheep through any street within certain hours; for the closing of any street or streets or place, and the prohibition of traffic therein upon any public occasion; for regulating the route by which processions, bands of music, carts, carriages and cattle shall pass in the neighbourhood of places of worship during the hours of Divine service; for regulating the placing or standing of licensed hawkers and travelling vans and houses on wheels with powers of removing the same; for regulating the use of ladders in any street; for regulating, and, if need be, prohibiting the carrying, exhibiting, posting, affixing, or circulating in any street or public place of any picture, print, paper, board, placard, or notice, by way of advertisement or otherwise; for prohibiting the obstruction of footways by several persons walking abreast; to require ornamental trees and shrubs overhanging public footpaths and roads to be cut back; to require occupiers of premises abutting

on streets to sweep the footways and pavements adjoining such premises before the hour of 9 A.M.; to require occupiers of premises abutting on streets to remove snow from the footways and pavements adjoining such premises; for prohibiting the sounding or playing of musical instruments, singing, or making any disturbance in the streets, or the doing of any matter or thing tending to the annoyance or inconvenience of the inhabitants of and visitors to the district.

44. To provide for the regulation of public vehicles (including in that expression any bicycle, tricycle, velocipede, or mechanical contrivance, perambulator, bath chair, hand chair, or similar vehicle, and any other vehicle or conveyance, whether plying for hire or not) within the district, and the conduct of the proprietors, drivers, conductors, and persons in charge thereof, and to make other provisions with respect to such vehicles, proprietors, drivers, and conductors, or persons for securing the safety of the person and property of passengers using such vehicles, and for preventing any obstruction in the public streets or places within or adjoining the district; and if necessary to apply the provisions of the Town Police Clauses Act, 1847, with respect to hackney carriages to omnibuses and porters' carts, and all public vehicles plying for hire within the district, and to the drivers and conductors in attendance thereof, and to make and enforce bye-laws with respect to omnibuses, porters' carts, and public vehicles, and the stands therefor, and the fares, route, and time of stopping thereof, and the number of persons to be carried therein, and the fitness of the animals to be employed to draw the same, and otherwise for regulating the conduct of the drivers and conductors thereof, and to prescribe the distance within which it shall be obligatory on the drivers of any hackney carriages or omnibuses to carry persons, and to make all the provisions of the Town Police Clauses Act, 1847, and the bye-laws made thereunder with respect to hackney carriages, applicable to such prescribed distance; and to make other provisions with reference thereto, and to provide for the examination of all or any such vehicles from time to time, to see that the laws and bye-laws relating thereto are duly observed.

45. To apply the provisions of the Town Police Clauses Act, 1847, and the bye-laws made thereunder with respect to hackney carriages, and to such other vehicles as aforesaid, to railway stations as though such railway stations were hackney carriage stands.

46. To confer new and enlarged powers on the Commissioners to make further provision for maintaining order and preventing offences, nuisances, annoyances, and indecencies in the streets or other public places or walks in the district, or on private ground abutting on streets or within hearing or sight of streets, for preventing betting in the streets, for preventing the playing of games in the streets, for the regulation and control or prohibition of processions in or through any of the streets or public places or walks in the district, for prescribing the hours within which any show, booth, caravan, circus, or exhibition, may be kept open, for requiring dangerous amusements to be fenced off, for prohibiting matches and games on Sunday, for preventing the assembling of persons so as to cause obstructions in the streets, for requiring street musicians to depart from the neighbourhood of houses; for preventing the use of any organ or other musical instrument worked by steam or other mechanical contrivance to the annoyance of the inhabitants of the district, or

any part thereof, for securing the detention of stray dogs, for preventing the delivering, posting, affixing, or exhibiting of any indecent or offensive bill or notice, the suppression of brothels, for preventing prostitutes from importuning persons in the streets or any other public place or walk within the district, for the regulation of the conduct of persons on the commons and public places or walks, for preventing dangerous amusements, for preventing the defacing of names and numbers of streets and houses, or the interference with or damage to notice boards and lamps, the shooting of rubbish or commission of any kind of nuisance within the district; the throwing or discharging of water or other liquids on the public roads and footpaths; and to make other provisions for the improvement, management, and good government of the district, and the safety and convenience of the inhabitants thereof, and visitors thereto, and to enable the Commissioners to appoint, or to provide for the appointment, of park and common keepers and market officers, and special constables, in any park, common, and market or market-place of the Commissioners.

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

48. To make further provisions with respect to the prevention and extinguishing of fires, and to confer further powers upon the Commissioners and firemen or other persons with reference to fires, to authorise the Commissioners to charge and recover the costs incurred in extinguishing fires from the owners of premises in which fires occur; and to authorise the Commissioners to provide and maintain for any fire brigade establishment, telegraphic or telephonic communications between any parts of the district, and for such purposes to incorporate, extend, or apply all or some of the provisions of the Telegraph Act, 1863.

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

50. To authorise the Commissioners to provide and maintain boards and conveniences for the reception of advertisements, placards, and bills, and to make regulations and charges for the use thereof.

51. To confer new and enlarged powers on the Commissioners, and to make further provisions with respect to the selling and weighing of coal within the district, and for the regulation and control of coal dealers, and for the providing of proper weights and scales, the production and delivery of weigh notes, and for the punishment of offences in relation to the matters aforesaid.

52. To empower the Commissioners to require any house within the district to be supplied with letter boxes.

53. To authorise the Commissioners from time to time to accept and allow the erection in public streets and places of statues, monuments, fountains, and other ornamental erections, and to keep them in good order and repair.

54. To enable the Commissioners to provide and maintain, or to permit the providing and maintenance, in public thoroughfares of drinking and

other fountains, cattle troughs, and conveniences, refuges, public water-closets, urinals, and lavatories, and also places of shelter and conveniences for the use of drivers and conductors of hackney carriages and public conveyances and licensed porters, and to make and enforce bye-laws and regulations for and in relation to the premises and the persons using or resorting to the same respectively, and to make and recover charges for the use thereof.

55. To authorise the Commissioners to enforce provision of urinals to public houses and refreshment houses, and to prohibit the placing of such urinals adjoining the streets, public walks, and places.

56. To authorise the Commissioners to contribute to national and local charities, to public bands of music and amusements, and to expend such moneys as the Commissioners 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.

57. To enable the Commissioners to make, vary, and enforce by penalties or otherwise bye-laws and regulations for the government, management, preservation, and improvement of their cemetery, and for preserving order and good conduct amongst persons resorting thereto, and also with respect to the following matters or any of them:—

The protection of the walls, railings, fences, trees, shrubs, plants, bushes, gorse, heather, flowers, walks, seats, and other things therein.

The prevention of nuisances, annoyances, and indecencies.

The prevention of taking, cutting, or destroying the turf, sods, gravel, clay, sand, bushes, gorse, heather, plants, trees, shrubs, flowers, and the like.

The prevention of the driving of carriages except on certain carriage ways.

The prevention of the posting of bills or placards, and the writing, stamping, cutting, printing, drawing, or marking in any manner of any word or character, or of any representation of any object on any wall, railing, fence, tree, walk, pavement, or seat, or elsewhere on the Commissioners' property in the said cemetery.

The prevention of bird-catching, bird-trapping, and the robbing of birds' eggs or nests.

The regulation of assemblages of persons in the said cemetery.

58. To enable the Commissioners to establish and maintain a crematorium and all necessary appliances in connection therewith, and for that purpose to acquire land by agreement within or without their district.

59. To enable the Commissioners to make, vary, and enforce, by penalties, or otherwise, bye-laws and regulations for the management and use of such crematorium, and to empower them to charge and recover the costs of removal of bodies to such crematorium, and of the cremation of such bodies.

60. To enable the Commissioners to establish and maintain a destructor for the purpose of destroying or consuming all trade, domestic, and other refuse matters arising within their district, and also all necessary engines, works, and appliances in connection therewith, and for that purpose to acquire land by agreement within or without their district.

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

62. To confer further powers upon the Commissioners with reference to the rating of buildings erected between the making of the last valuation list, or the last rate for the relief of the poor, and the making of the next assessment leviable by the Commissioners; and to confer further powers upon the Commissioners with reference to the valuation and assessment of such buildings.

63. To provide that Section 247 of the Public Health Act, 1875, shall apply to the audit of the accounts of the urban authority of the district, although such urban authority may be the council of a borough, and to apply such section and all the provisions of the District Auditors Acts to the borough fund account, and all other borough accounts.

64. To authorise the Commissioners 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 Commission, or officer, or otherwise.

65. To empower the Commissioners to extend the provisions of any existing bye-laws, to make bye-laws, rules, and regulations with reference to all or any of the foregoing matters, and to enforce the same by penalties or otherwise, or to vary or rescind the same; and to extend the time for taking legal proceedings in relation to offences against the provisions of the intended Act, or such bye-laws, or some of them.

66. To make further provision for the prosecution of offenders, the bringing of actions and proceedings, for extending the time for summary proceedings for the recovery of rates, charges, apportionments, penalties, and other moneys payable to the Commissioners, the proof of debts in bankruptcy, the authentication, signing, and service of orders, contracts, and notices, and the appointment and payment of deputies, auditors, and accountants, and for other purposes.

67. To confer upon the Commissioners 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.

68. To incorporate with alterations and amendments, and 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 Towns Improvement Clauses Act, 1847; the Town Police Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Baths and Washhouses Acts; the Union

Assessment Committee Acts; the Sale of Food and Drugs Act, 1875; the Local Loans Act, 1875; the Public Health Act, 1875; the Commons Act, 1876, and the Municipal Corporations Act, 1882, 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.:—13 Geo. II, cap. 11; 5 and 6 Will. IV, cap. 72; 9 and 10 Vic., cap. 349; 26 and 27 Vic., cap. 71; 28 and 29 Vic., cap. 204; and also of certain Provisional Orders made and confirmed in the years 1860, 1864, 1866, 1868, 1876, 1877, 1878, and 1886, and all other Acts or Orders, whether public or local and personal, relating to or in any way affecting the Commissioners or the district, or the objects and purposes of the intended Act.

Plans showing the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference thereto, and a copy of this notice, 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 Kent, at Maidstone, and also with the parish clerk of the said parish of Tunbridge 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 15th day of November, 1888¹

W. C. Cripps, Town Hall, Tunbridge Wells, Solicitor for the Bill.

Batten, Proffitt, and Scott, 32, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

Tramways Act, 1870.

Bradford and District Tramways (Extensions). (Construction of Tramways in the vicinity of Bradford, in the West Riding of the County of York; Power to use Steam or other than Animal Power on the Tramways; Tolls; Acquisition of Land; 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, under the provisions of the above Act, for a Provisional Order to authorise the Bradford and District Tramway Company, Limited (hereinafter referred to as "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 in connection therewith, that is to say:—

Tramway No. 1.—A tramway commencing at Saltaire, in the Bradford and Bingley-road, by a junction with the existing Bradford and District Tramway, at its termination, at a point 12 yards or thereabouts westward from the Saltaire House Refreshment Rooms, passing thence in a westwardly direction along the aforesaid road, thence into and along and terminating in Main-street, Bingley, at a point in line with the western side of the offices occupied by the Bingley Improvement Commissioners.

Tramway No. 1 will be laid as a single line except in the following places, where it will be laid as a double line, viz.:—

In the Bradford and Bingley-road.

For a distance of 33 yards or thereabouts from the commencement of the tramway.

Between points respectively 12 yards or thereabouts eastward and 54 yards or

thereabouts westward from the eastern side of Sleningford-road.

Between points respectively 76 yards or thereabouts, and 10 yards or thereabouts eastward from the milestone indicating 4 miles from Bradford.

Between points respectively 110 yards or thereabouts, and 44 yards or thereabouts eastward from the footpath leading to Cottingley.

For a distance of 66 yards westward from the eastern side of Cottingley-road.

For a distance of 66 yards north-westward from Syke Beck.

Between the western side of Cottingley Bridge Farm House and a point 33 yards or thereabouts northward from the northern side of the River Aire.

Between points respectively 154 yards or thereabouts and 88 yards or thereabouts south-eastward from the principal entrance gates to Ashfield House.

Between points respectively 20 yards or thereabouts southward, and 46 yards or thereabouts northward from the southern side of the street known as Leonards-place.

In Main-street, Bingley.

Between a point opposite the centre of Mount-street and the southern side of Myrtle-place.

Between points respectively 76 yards or thereabouts, and 10 yards or thereabouts from the termination of the tramway.

Tramway No. 2.—A tramway commencing in the Bradford and Bingley-road, by a junction with the existing Bradford and District Tramway, at a point 37 yards or thereabouts southward from the Brauch Hotel, passing thence into and along the Otley-road and into and terminating in Commercial-street, Shipley, by a junction with the Bradford and District Tramway, at a point 8 yards or thereabouts from its termination.

Tramway No. 2 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.:—

In the Otley-road.

Between points respectively 34 yards or thereabouts, and 100 yards or thereabouts from the Bradford and Bingley-road.

Between points respectively 30 yards or thereabouts south-westward, and 36 yards or thereabouts north-eastward from the south-east corner of the Odd Fellows' Hall public-house.

Between points respectively 76 yards or thereabouts, and 10 yards or thereabouts, from the south side of Commercial-street.

Tramway No. 3.—A tramway wholly in the Otley-road, commencing in Shipley by a junction with Tramway No. 2 at a point 8 yards or thereabouts from Commercial-street, and terminating at a point 26 yards or thereabouts north-eastward from Cliff Lane.

Tramway No. 3 will be laid as a single line, except in the following places, where it will be laid as a double line, viz.:—

Between points respectively 22 yards or thereabouts southward, and 22 yards or thereabouts northward, from the centre of the bridge over the River Aire.

Between points respectively 65 yards or thereabouts, and 10 yards or thereabouts, from the termination of the tramway.

The tramways hereinbefore described will be situated in, or pass through or into, the parishes, townships, or places following, or some or one of them, viz.:—Bradford, Cottingley, Bingley, Otley, Shipley, Baildon, all in the West Riding of the County of York.

At the following places it is proposed to lay the tramways 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):—

Tramway No. 1.—In Bradford and Bingley-road.

(a.) On both sides for a distance of 33 yards, or thereabouts from the commencement of the tramway.

(b.) On both sides between the western side of Cottingley Bridge Farm-house, and a point 33 yards or thereabouts northward from the northern side of the River Aire.

In Main-street, Bingley.

On both sides between Ann-street and Myrtle-place.

Tramway No. 2.—In the Otley-road.

(a.) On both sides between a point 28 yards, or thereabouts northward from the northern boundary wall of the Shipley Congregational Church and the house known as "No. 45, Otley-road."

(b.) On both sides for a distance of 34 yards or thereabouts southwards from the Market-place, Shipley.

Tramway No. 3.—In Otley-road.

(a.) On both sides between points respectively 22 yards or thereabouts southward, and 22 yards or thereabouts northward from the centre of the bridge over the River Aire.

(b.) On both sides between points respectively, 65 yards or thereabouts, and 10 yards or thereabouts from the termination of the tramway.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

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 the 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 streets, or for providing access to any stables, carriage-houses, works, or buildings of the Company.

To authorise 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 steam or other engines, or other mechanical or motive power, in addition to, or in substitution for animal power.

To authorise the Company to purchase 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 Company 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 reserve to the Company 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 a grooved rail, and to prohibit, except by agreement with the Company, 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 Company, 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 Company, 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 in 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 provisions of that Act and of the following among other Acts: "The Locomotive Act, 1861," and "The Locomotives Act, 1865," or any Act amending such Acts.

And notice is hereby further given that duplicate plans and sections of the proposed tramways and works, and a copy of this Notice, will be deposited for public inspection, on or before the 30th day of November instant, at the office of the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield, in the said county.

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, together with a diagram, will be deposited at the Railway Department 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 at the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill-Office of the House of Commons; with the Town Clerk of the Borough of Bradford, at his office; with the Clerk to the Local Board of Shipley; with the Clerk to the Baildon District Local Board; with the Clerk to the Bingley Local Board; with the Clerk to the Bingley Improvement Commissioners, at their respective offices; and a copy of so much of the said plans and sections as relates to each of the parishes or places of Bradford, Otley, Cottingley and Bingley, together with a copy of this Notice, will, on or before such 30th day of November, be deposited for public inspection with the parish clerk (if any) of each such parish or place, 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 Order when made will be furnished, at the cost of one shilling for each copy, to all persons applying for the same at the respective offices of the undersigned Messrs. Harper and Battcock, and Mr. Donald McMillan.

All parties 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 on or before the 15th day of January next, and copies of the objections must at the same time be sent to the Promoters, addressed to the undersigned Messrs. Harper and Battcock.

Dated this 15th day of November, 1888.

Harper and Battcock, 23, Rood Lane, London, E.C., Solicitors.

Donald McMillan, 2, Victoria Mansions, Westminster, Parliamentary Agent.

In Parliament—Session 1889.

Chesham, Boxmoor, and Hemel Hempsted Steam Tramways.

(Alteration of Gauge; Provisions as to Rolling Stock; Additional Lands; Change of Name; Additional Capital; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Chesham, Boxmoor, and Hemel Hempsted Steam Tramways Company (hereinafter called "the Company"), for an Act for the following purposes or some of them (that is to say):—

To authorise the construction of the tramways authorised by the Chesham, Boxmoor, and Hemel Hempsted Steam Tramways Act, 1888. (hereinafter referred to as "the Act of 1888"), upon a gauge of 4 feet 8½ inches, instead of a gauge of 3 feet 6 inches, as prescribed by that Act.

In connection with or by reason of the proposed alteration of the gauge, Tramway No. 1 authorised by the Act of 1888 is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the road between points respectively 4.50 chains and 9 chains from the commencement of the said tramway, and from a point 4.30 chains in a southerly direction from the Cemetery Lodge for a distance of 2 chains measured in a northerly direction, all in the parish of Chesham.

And Tramway No. 4 authorised by the Act of 1888 is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath, on both sides of the road between points in the Lower Marlowes respectively 1 chain and 5 chains north of the "Plough Inn," in the parish of Hemel Hempsted.

To authorise the use upon such parts of the said tramways as are not intended to be laid along or upon a public street or road, of engines, carriages, and trucks adapted for use upon railways, and to prohibit the use upon any part of the said tramways which are intended to be laid along or upon a public street or road, of any engines, carriages, or trucks of a greater width than authorised by the Act of 1888.

To empower the Company, for all or any of the purposes of the intended Act or of their undertaking, to purchase or acquire by compulsion or agreement and to hold certain lands in the parish of Hemel Hempsted, in the county of Hertford, situate on the north side of and adjoining the approach road to the goods shed at the Boxmoor Station of the London and North Western Railway.

To change the name of the Company

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 or stock, or by borrowing, or by the creation and issue of debenture stock; and to empower the Company

to raise, by the creation and issue of debenture stock, some or all of the moneys which they are authorised to raise by borrowing under the Act of 1888, and to apply to the purposes aforesaid, and to the general purposes of their undertaking, any capital or funds belonging to the Company.

To vary or extinguish all rights and privileges inconsistent with, or which might in any way interfere with, the objects of the intended Act, and to confer other rights and privileges, and to amend, alter, or repeal some or all of the provisions of the Act of 1888, or any other Act relating to the Company.

And notice is hereby further given, that plans relating to the objects of the intended Act, and 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 November instant be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, and with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and that a copy of so much of the said plans and book of reference as relates to each of the before-mentioned parishes, and a copy of this notice, as published in the London Gazette, will, on or before the same day, be deposited for public inspection with the parish clerk of each such 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 15th day of November, 1888.

Carr and Son, 23, Rood-lane, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1889.

New Oriental Bank.

(Further Powers to the New Oriental Bank Corporation Limited; Amendment of their Memorandum of Association; Provisions as to their Silver Shares and Silver Share Warrants, and with respect to Silver Capital; Powers as to Bank Business and Business Premises abroad; and other powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the New Oriental Bank Corporation Limited (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") to effect all or some of the following purposes (that is to say):

1. To explain, and if necessary to alter, amend, extend, and enlarge the powers and provisions of the memorandum of association and the articles of association of the Company, dated the 17th day of July, 1884, and to explain and define and remove doubts as to the countries and places within which the Company have carried on or may carry on their business, and the offices and places of business acquired or to be acquired by them for that purpose.

2. To regulate and define the amount of the Company's capital, and the different classes of shares and stock into which the same has been or may be divided, and the respective rights, powers, and privileges of the holders of such shares and stock, and in particular of the holders of the shares called and known as the Eastern Issue of Silver Shares or Stock, issued in rupees, or in dollars, or other currency (hereinafter called the "Silver Capital"), and of the holders of the share or stock warrants

issued in respect of such shares or stock, and, to remove all doubts in regard thereto, to make provision with reference to the surrender of such shares or stock, and to the issue of new shares or stock in lieu thereof, and also to make such further provision as may be necessary with respect to all or any of the matters aforesaid.

3. To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

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 20th day of November, 1888.

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

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

In Parliament.—Session 1889.

Barry Dock and Railways.

(Powers to License and appoint Pilots; Exemption from Bristol Channel Pilotage Acts; Deviation in Constructing Works; Additional Capital; Tolls on New Roads to Barry; Agreements with Road and Local Authorities; Collection and Supply of Water; Control of Marine Store Dealers, &c.; Amendment of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session by the Barry Dock and Railways Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

1. To enable the Company to license and appoint persons to act as pilots to and from the docks and harbour works of the Company, and to confer on the Company all necessary powers as a pilotage and local authority for that purpose, and to enable the Company to fix and levy pilotage, dues, or rates, and to exempt the Company and their docks and works, and the vessels resorting thereto, and pilots appointed by the Company, from the provisions, or some of the provisions, of "The Bristol Channel Pilotage Act, 1861," and "The Bristol Channel Pilotage (Cardiff) Act, 1880," and any other Acts relating to pilotage within the Bristol Channel.

2. To repeal, alter, and vary such of the provisions of "The Barry Dock and Railways Act, 1885," as relate to the appointment of persons by the Company to be Members of the Pilotage Board of the Port of Cardiff.

3. To alter and extend the powers of deviation conferred upon the Company under the Acts relating to them in the construction of their authorised dock works, or some of them.

4. To authorise the Company for the purposes of incidental works which they have power to make, and for the general purposes of their undertaking to raise additional capital by the creation of new ordinary or preference shares or stock, and by borrowing on mortgage, and by the issue of debenture stock.

5. To make further provision for exempting the Company from liability in respect of damage to goods warehoused or placed upon the quays and works of the Company, or to vessels and cargo in the docks of the Company.

6. To confer powers on the Company to levy and collect tolls or charges for the use of the new roads formed by them in the parishes of St. Andrew's Major; Cadoxton-juxta-Barry, Sully and Merthyr Dovan, in the county of Glamorgan, under the powers of the Barry Dock and Railway Acts, 1884, and 1885, and to enable the

Company on the one hand, and the Dinas Powis Highway Board, and the Barry and Cadoxton Local Board, or any other authority having control of the highways in the said parishes, or either of them on the other hand, to enter into and carry into effect, any agreements as to the transfer of the said roads, or any part thereof, to the said authorities, or either of them, for the purpose of maintenance and management, subject to such terms as to the use to be made of the said roads, and as to their maintenance and management, as may be agreed between them, or defined in the Bill.

7. To empower the Company to collect, store, and use any water which may be found or obtained by them in, or under any of their lands, and to supply and enter into agreements for the supply of such water to the docks, property, and undertaking of the Company, and to lessees and tenants of the Company and to vessels.

8. To confer powers on the Company as to licensing marine store dealers and dealers in second-hand goods, and to prohibit persons carrying on those businesses from entering upon any part of the docks, works, and property of the Company, or vessels lying therein, without such license, and to make and enforce regulations with respect to such persons, and to impose penalties for any breach of such regulations, or of the provisions of the intended Act.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate with, or without exceptions and modifications, "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And notice is hereby further given that 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 17th day of November, 1888.

Downing and Handcock, Vienna Chambers,
Cardiff, Solicitors;

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

In Parliament.—Session 1889.

Rhymney Railway Company.

(Capital arrangements.)

(Re-arrangement of Debenture Stock, Loans, and Capital of the Rhymney Railway Company: Creation and Issue of New Debenture Stocks in substitution for existing Debenture Stocks, and New Stock in lieu of existing Share Capital; Amendment of Acts.)

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

To re-arrange and define the capital, debenture stocks, and debts of the Company. To create and issue debenture stock in substitution for the existing debenture stocks and debts of the Company upon such terms and conditions, and in such proportions, and to carry interest at such rate or rates as shall be provided by the intended Act, and to provide for the calling in and conversion of the interest, bonds, and loans of the Company.

To enable the Company to convert or consolidate the existing preference and ordinary stock, or share capital of the Company, into stock, on such terms and conditions as shall be defined in the intended Act.

To create and issue stock or share capital in substitution for the existing stock or share capital of the Company, and to increase the nominal amount of the capital of the Company, whether issued or authorised and unissued, upon such terms and conditions and in such proportions, and to carry interest at such rate or rates as shall be defined by the intended Act; and to provide for the calling in and conversion of the existing stocks and share capital of the Company.

To vary or extinguish all rights and privileges inconsistent with the intended Act, and to confer other rights or privileges, and so far as may be necessary, for the objects and purposes of the intended Act, to repeal, alter, amend, extend, or enlarge the powers and provisions of "The Local and Personal Act," 17 and 18 Vic., chap. 193, and of all other Acts relating to the Company.

And notice is hereby given that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1888.

Bompas, Bischoff, Dodgson and Cox, 4, Great Winchester-street, E.C., Solicitors for the Bill;

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

In Parliament.—Session 1889.

The Manchester, Sheffield, and Lincolnshire Railway (Confirmation of agreements).

(Confirmation of Agreements between the River Dee Company and the Manchester, Sheffield, and Lincolnshire Railway Company; Amendment or Extension of Powers of River Dee Company; Amendment or Repeal of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to carry into effect the following or some of the following purposes (that is to say):—

To confirm and give effect to an Agreement dated the 6th September, 1887, and made between the Company of Proprietors of the Undertaking for recovering and preserving the navigation of the River Dee (commonly and in this Notice called "the River Dee Company") of the one part and the Manchester, Sheffield, and Lincolnshire Railway Company (in the said Agreement and in this Notice called "the Company") of the other part, another Agreement of the same date made or expressed to be made between the River Dee Company of the first part, the Trustees of the will of the late Lord Wenlock of the second part, and the Company of the third part; and another Agreement, dated the 9th August, 1888 (endorsed on the last-mentioned Agreement), and made between the River Dee Company of the one part and the Company of the other part, and to make all necessary provisions with respect thereto and for carrying the same into effect.

To confer all such powers upon the River Dee Company or the Company, or any other Company, Corporation, persons or person as may be necessary for carrying into effect the purposes aforesaid, and so far as may be necessary or convenient for the purposes of the intended Act to alter, modify, amend, repeal, extend, and enlarge the powers, rights, and duties of the River Dee Company, or some of them.

To amend and enlarge, and, in certain respects,

alter and repeal the powers and provisions of the several local and personal Acts following, or such of them as may be still in force, and of any other Acts relating to the navigation of the River Dee, and to the River Dee Company, namely, 11 and 12 Will. III., cap. 24; 6 Geo. II., cap. 30; 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; 5 and 6 Will. IV., cap. 88; "The Dee Standard Restoration Act, 1851," 31 Vic., cap. 25; and all other Acts, charters, grants, customs, rights, and privileges relating to the River Dee, or which may be inconsistent or would interfere with the exercise of the powers and provisions of the intended 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 this 19th day of November, 1888.

Evan Morris and Co., Wrexham; Solicitors for the Bill.

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

In Parliament.—Session 1889.

Provident Life Office.

(Alteration of Name; Repeal or Amendment of Acts and Deeds of Constitution; New Regulations; Capital; Enrolment of Memorials; Powers to Sue and be Sued; General Provisions.)

APPPLICATION is intended to be made to Parliament in the ensuing session thereof by the Provident Institution for Life Insurance in London, hereinafter called "the Office," for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

To alter the name of the Office.

To repeal or alter and amend the Act 47 Geo. III (Session 1), cap. 34, and the Act 50 Geo. III, cap. 32, relating to the Office, and to repeal, alter, or amend, or to make provision for repealing, altering, or amending the Deed of Constitution and Supplemental Deed of the Office, and for framing new laws and regulations.

To define and fix the capital of the Office.

To provide for the enrolment, from time to time, in the Courts in England, Scotland, and Ireland, of memorials, stating the names of the trustees of the Office, and to provide for vesting in the trustees, from time to time, of the Office all the securities and property, from time to time, held upon trust for the Office, without any conveyance, transfer, or other assurance.

To confer upon the Office powers to sue and be sued, in the name of its Managing Director or other officer.

To confer upon the Office further powers as to arrangements with policy holders in respect of the payment of premiums on policies, and to make further provisions as to the liabilities of persons ceasing to be shareholders.

To make any provisions which may be thought necessary as to the constitution of the Office and the management of its affairs, and to confer all powers, and to vary and extinguish any rights or privileges which it may be expedient to confer, vary, or extinguish for the purposes aforesaid.

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, 1888.

Burrows, Barnes, and Pears, 8, Sackville-street, W., Solicitors.

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

In Parliament.—Session 1889.

Great Western Railway.

(Railways in the Counties of Devon, Glamorgan, and Monmouth; Sanctioning Railways in the Parishes of Ruabon and Wrexham, and in the Garw Valley; Roads, Footpaths, and Rights of Way in the Counties of Gloucester, Worcester, Hereford, and Devon, and additional Lands in the Counties of Somerset, Gloucester, Devon, and Glamorgan; Widening of Bridge by Company and Midland Railway Company at Bristol; Widening of Part of Shrewsbury and Hereford Railway by Company, and London and North Western Railway Company, and Additional Lands in the Counties of Hereford and Salop; Provisions as to Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands of the Company; Revival of Powers for the Purchase of Lands, and Extension of Time for Construction of Railway at Neath; Extension of Time for the Construction of the Railway authorised by the Carmarthen and Cardigan Railway Act, 1881; Vesting Undertakings of the West Somerset, Witney, and Wye Valley Railway Companies in the Company; Agreements, and Confirming Agreement with last-named Company; Confirming Agreements between the Company and the Taff Vale and Birmingham and Henley-in-Arden Railway Companies respectively; Capital; Power to Company and Midland, and London and North Western Railway Companies to apply Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

To enable 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, viz.:—

1. A Railway (No. 1), commencing in the parish of Charles (Plymouth), in the county of Devon, by a junction with the Sutton Harbour Branch Railway of the Company, about 10½ chains north-eastward of Tothill-lane level crossing over the said branch railway, and terminating in the parish of Egg Buckland, in the said county, by a junction with the South Devon Railway of the Company, about 6 chains eastward of the post on that railway indicating 244½ miles from London, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Charles (Plymouth), Laira Green, Laira, and Egg Buckland, all in the county of Devon.

2. A Railway (No. 2), commencing in the parish of Laira Green, in the county of Devon, by a junction with the Railway (No. 1) authorised by the Plymouth and Dartmoor Railway Act, 1883, at a point about 11½ chains northward of the north-western end of the viaduct which carries that railway over the Laira, and terminating in the said parish by a junction with the Sutton Harbour Branch Railway of the Company, at a point about two chains south-westward of the commencement of the proposed Railway (No. 1) above described, and which said intended railway will pass from, in, through, or into the several parishes, town-

ships, extra-parochial and other places following, or some of them, that is to say, Laira Green, Laira, and Charles (Plymouth), all in the county of Devon.

3. A Railway (No. 3), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the South Wales Railway of the Company, at a point about 8 chains south-westward of the Splott Bridge over the said South Wales Railway, and terminating in the said parish by a junction with the Railway (No. 2) authorised by the Bute Docks Act, 1882, at a point thereon about 7 chains north-eastward of the north-east corner of the Roath Dock, Cardiff.

4. A Railway (No. 4), to be wholly situate in the said parish of Roath, commencing by a junction with the said South Wales Railway at or near a point about 7 chains north-eastward of the signal cabin at Long Dyke Junction of the Bute Dock branch with the said South Wales Railway, and terminating by a junction with the said intended Railway (No. 3) above described at or near to a point on the north side of Sanquhar-street, distant in an easterly direction about 3 chains from the junction therewith of Gwendoline-street.

5. A Railway (No. 5), to be wholly situate in the said parish of Roath, commencing by a junction with the said intended Railway (No. 3), at or near a point thereon, on the west side of the Copper Works-road, about 6 chains, measuring in a southerly direction from the south-east corner of the chemical works of Mr. Alfred Chivers, and terminating by a junction with a railway of the Tharsis Sulphur and Copper Company Limited, at or near a point thereon about 1 chain southward of the north-west corner of the fence enclosing the Tharsis Sulphur and Copper Works.

6. A Railway (No. 6), commencing by a junction with the Newport, Abergavenny, and Hereford and Taff Vale Extension Railway of the Company at a point thereon about 3 chains, measured along the said railway in a westerly direction from the post on the said railway indicating 41½ miles from Rotherwas Junction, and terminating by a junction with the Sirhowy Railway of the London and North Western Railway Company at a point thereon about 8 chains southward of the Tredegar Junction Station of that Company, and which said intended railway will be wholly situate in the parish of Mynyddislwyn, in the county of Monmouth.

7. A Railway (No. 7), commencing by a junction with the Newport, Abergavenny, and Hereford Taff Vale Extension Railway of the Company at or near the west abutment of the Bridge at Rhymney Junction Station, carrying that railway over the Rhymney Railway, and terminating by a junction with the said Rhymney Railway, at a point about 6 chains westward of the bridge carrying that railway over the public road leading from Caerphilly to Gellygaer, and which said intended railway will be wholly situate in the parish of Gellygaer, in the county of Glamorgan.

8. A Railway (No. 8), commencing in the parish of Briton Ferry, in the county of Glamorgan, by a junction with the South Wales Railway of the Company, at or near the bridge which carries the South Wales Mineral Railway over the said railway of the Company, and terminating in the parish of Cadoxton-juxta-Neath, in the same county, by a junction with the Swansea and Neath Railway of the Company, at a point about 8 chains westward of the post

on that railway indicating 76½ miles from Rotherwas Junction; and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say: Briton-Ferry, Neath, and Cadoxton-juxta-Neath, all in the county of Glamorgan.

9. To sanction and authorise the maintenance by the Company, as part of their undertaking, of a railway already constructed in the parishes of Ruabon and Wrexham, and the sidings and works connected therewith, commencing in the said parish of Ruabon, by a junction with the Shrewsbury and Chester Railway of the Company at Gardden Lodge Junction, and terminating in the parish of Wrexham, at the commencement of the Branch Railway to the Legacy Colliery by a junction with that branch and near to the Bryn-yr-Owen Top Pit, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Bodylltyn, Moreton Anglicorum, Moreton Above, Esclusham Above, Esclusham Below, Moreton Allicorum, Dynhyalle Issa, Dynhyalle Ucha, Rhos, Rhos Llanerchrugog, Ruabon, and Wrexham, all in the county of Denbigh.

10. To sanction and authorise the maintenance by the Company, as part of their undertaking, of a railway already constructed, and the sidings and works connected therewith, commencing in the parish of Llangeinwyr, by a junction with the Garw Valley Branch Railway of the Company, about 10 chains southward of the point where the upper siding to the International Colliery joins the said Garw Valley Branch Railway, and terminating in the parish of Bettws, at a point on the said Garw Valley Branch Railway, as constructed, about 25 yards northward of the point where the said upper siding to the International Colliery joins the said Garw Valley Branch Railway, which railway firstly above described passes from, in, through, or into the parishes of Bettws and Llangeinwyr, in the county of Glamorgan, or one of them.

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 Stonehouse, in the county of Gloucester, which crosses the railway of the Company on the level at the eastern end of the passenger platform at the Company's station at Stonehouse, and also of the public footpath, in the said parish and county, which crosses the railway of the Company on the level about 2½ chains north-westward, from the western end of the said platform; and in lieu thereof to make and maintain wholly in the said parish and county a subway and footpath, partly under the said railway, such subway and footpath commencing by a junction with the said footpath last above described, at or near to the point where such footpath enters on the Company's property, and terminating by a junction with the said footpath on the north-eastern side of the said railway, at or near to the point where such footpath leaves the Company's property.

So much as lies between the boundaries of the Company's property of the public footpath in the parish of Halesoven, in the county of Worcester, which leads from Halesoven-road to Olive-lane, and crosses on the level the Com-

pany's railway about 4 chains southward of the post thereon indicating 138½ miles from London.

So much as lies between the boundaries of the Company's property of the footpath in the parishes of Upper Mitton and Hartlebury, or one of them, in the county of Worcester, which crosses the railway of the Company on the level near to, and on the eastern side of, the Company's goods shed at Stourport station.

So much as lies between the boundaries of the railway fences of the footpath in the parish of Ledbury, in the county of Hereford, which crosses the Ross and Ledbury Railway on the level, 9 chains or thereabouts, southward of the post on the said railway indicating 17½ miles from Over Junction; and so much as lies between the said boundaries of the footpath and road in the said parish which formerly passed under the Herefordshire and Gloucestershire Canal, at or near to the said footpath, and to substitute therefor a footpath constructed on the side of the said railway, from the said level crossing to the road at the bridge called Workhouse Bridge, and also from such crossing to the road at the Bridge which is situate about 8 chains northward of the said post.

So much of the road in the parish of St. Andrew, Plymouth, in the county of Devon, as lies between the northern end of Buckland-street, Plymouth, and the private road of the Company leading to their Millbay Station, Plymouth.

To enable the Company to purchase by agreement or compulsion and to hold 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, also for the purposes of the railways the maintenance of which is to be sanctioned by the intended Act, and for the general purposes of the intended Act, and 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 Brislington, in the county of Somerset, on the western side of the Company's Bristol and North Somerset Railway, and adjoining thereto, and extending from the Bath-road to the southern end of the Brislington Station Yard.

Certain lands in the said last-mentioned parish and county, on the eastern side of the Company's said railway, and adjoining thereto, and extending from the Bath-road to Knowl-lane.

Certain lands in the parish of St. George, in the county of Gloucester, on the eastern side of the Company's railway, and adjacent thereto, and extending from the northern side of St. Mark's-road, to the southern side of Stapleton-road.

Certain lands in the parish of St. Andrew, Plymouth, in the county of Devon, situate on and adjoining the western side of Buckland-street, Plymouth, and extending from the northern end of Buckland-street for a distance of about 4 chains, measured along the said street.

Certain lands in the parish of St. Mary-the-Virgin, Cardiff, in the county of Glamorgan, forming partly the site of the Company's Branch Railway to the River Taff, and partly the site of Dumball's-road, and extending in a north-westerly direction, for a distance of about 100 yards from the western corner of the Bute Chain and Anchor Testing Company's premises in Dumball's-road, to a point about 15 yards,

measured in a south-easterly direction, from the south-eastern corner of Messrs. Alexander's timber yard and premises in Dumball's-road.

To enable the Company and the Midland Railway Company (hereinafter referred to as the "Midland Company") jointly, or either of them, to make and maintain the work hereinafter mentioned, or some part or parts thereof, with all necessary works and conveniences connected therewith, that is to say:—

To widen and improve the existing bridge in the joint station at Bristol of the Company and the Midland Company over the River Avon, and the Cattle Market-road, and the approaches thereto, and to make and maintain the said widening and all proper works and conveniences connected therewith, and to acquire lands by agreement or compulsion for the purposes thereof, which widening and improvement and lands will be situate in the parish of Temple, in the city and county of the city of Bristol.

To empower the Company and the London and North Western Railway Company (hereinafter referred to as "the North Western Company"), or one of them with the consent of the other, to make and maintain the widening of the Shrewsbury and Hereford Railway, hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, that is to say:—

A widening of the Shrewsbury and Hereford Railway, commencing in the parish of Hope-under-Dinmore, in the county of Hereford, about 157 yards northward of the post on that railway indicating $42\frac{1}{2}$ miles from Shrewsbury, and terminating in the parish of Marden, about 80 yards southward of the post on that railway indicating $44\frac{1}{4}$ miles from Shrewsbury; which intended widening will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Hope-under-Dinmore, Dinmore, Bodenham, Amberley, and Marden, all in the county of Hereford.

To empower the Company and the North Western Company, or one of them, with the consent of the other, to acquire by agreement or compulsion, and to hold lands (which expression in this notice includes houses, buildings, mines, and minerals) for the purposes of the said intended widening and works, and also for the purposes of or connected with the undertaking of the said Shrewsbury and Hereford Railway, the lands hereinafter described, that is to say:—

Certain lands in the parish of Stoke Prior, in the county of Hereford, lying on the western side of the said Shrewsbury and Hereford Railway, and adjacent thereto, and extending from where the River Arrow passes under that Railway for a distance of about 11 chains measured along the said railway in a northerly direction.

Certain lands in the parish of Stokesay, and in the township of Stoke and Newton, or one of them, in the county of Salop, lying on the eastern side of the said Shrewsbury and Hereford Railway, and adjacent thereto, and extending from a point opposite the southern end of the down platform of the Craven Arms and Stokesay Station for a distance of about $4\frac{1}{2}$ chains measured along the said railway in a southerly direction.

Certain lands in the parish of Hanwood, and in the township of Hanwood, or one of them, in the county of Salop, lying on the south-eastern side of the Shrewsbury and Welshpool Railway, and adjacent thereto, and extending from

a point opposite the post on the said railway indicating 4 miles from the junction of that railway with the Shrewsbury and Hereford Railway, for a distance of about $7\frac{1}{2}$ chains, measured in a north-easterly direction.

To empower the Company and the Midland and North Western Companies respectively, to make and carry into effect agreements with respect to any of the matters aforesaid, in which they are jointly interested.

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, the Midland and the North Western Companies, or any of them, as the case may be, from liability to take the whole of any house or other building, or manufactory 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, and which it may be necessary or convenient to interfere with in the conversion and use of those lands.

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, corporations, 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, corporations, 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 site 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, the portion of railway to be widened, and the railways, the maintenance of which is to be sanctioned by the intended Act respectively, and also for the use of the other works, conveniences, and accommodation connected with all or any of the said railways; and to alter existing tolls, rates, dues,

and charges, and to grant exemptions from 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 lands, 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 revive the powers granted by the Great Western Railway Act, 1885, for the purchase of lands for the construction of the Railway No. 4, authorised by that Act, and the works connected therewith, and to extend the time limited for the construction of the said railway and works, and to confer further powers on the Company in relation thereto.

To extend the time granted by the Carmarthen and Cardigan Railway Act, 1881, and the Great Western Railway Act, 1886, for the construction of the railway authorised by the said Carmarthen and Cardigan Railway Act, 1881, and the works connected therewith, and to confer further powers on the Company in relation thereto.

To provide for the vesting or to vest the undertakings of the West Somerset, Witney, and Wye Valley Railway Companies respectively (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 have been or 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, and to empower the Company and the vested Companies respectively to make and enter into and carry into effect contracts or agreements with respect to all or any of the matters aforesaid. And to confirm and to give effect to an agreement between the Wye Valley Railway Company and the Company for the vesting of the Wye Valley Railway Company's undertaking in the Company, and for other purposes.

To confirm and give effect to an agreement between the Taff Vale Railway Company and the Company, dated the 14th day of March, 1888, as to the user by the Company of certain portions of the Penarth and Penarth Extension Railways, and as to the rates to be charged for certain traffic, and for other purposes.

Also an agreement between the Birmingham and Henley-in-Arden Railway Company and the Company, dated the 4th day of August, 1888, for the working, maintenance, and user of the Birmingham and Henley-in-Arden Railway by the Company, and for other purposes.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their funds as they shall think expedient, and to raise for such purposes and for the general purpose 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 Midland Company and the North Western Company respectively, to apply their funds to the purposes of the intended Act, in which they are interested, or some of them.

To amend and explain Section 35 of the Great Western Railway Act, 1888.

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 and 6 Will. IV, cap. 107, and any other Act or Acts relating to the Company.

Act relating to the Midland Railway Company, and their undertaking, viz. (local and personal Act) 7 and 8 Vic., cap. 18, and any other Act or Acts relating to that Company.

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

Act relating to the West Somerset Railway Company, and their undertaking, viz. (local and personal Act) 20 and 21 Vic., cap. 145, and any other Act or Acts relating to that Company.

Act relating to the Witney Railway Company and their undertaking, viz.:—(local and personal Act) 22 and 23 Vic., cap. 46, and any other Act or Acts relating to that Company.

Acts relating to the Wye Valley Railway Company and their undertaking, viz. (local and personal Acts) 29 and 30 Vic., cap. 357; 39 and 40, cap. 231; and any other Act or Acts relating to that Company.

Act relating to the Taff Vale Railway Company and their undertaking, viz. (local and personal Act) 6 Will. IV, cap. 82, and any other Act or Acts relating to that Company.

Act relating to the Birmingham and Henley-in-Arden Railway Company and their undertaking, viz. (local and personal Act) 18 Vic., cap. 11, and any other Act or Acts relating to that Company.

Acts relating to the Shrewsbury and Hereford Railway, viz. (local and personal Acts) 19 and 20 Vic., cap. 47; 33 and 34 Vic., cap. 112; and any other Act or Acts relating to that railway.

Acts relating to the Carmarthen and Cardigan Railway, viz. (local and personal Acts)

17 and 18 Vic., cap. 218; 44 and 45 Vic., cap. 211; and any other Act or Acts relating to that railway.

Acts relating to the Penarth Harbour, Dock, and Railway and undertaking, viz. (local and personal Acts) 19 and 20 Vic., cap. 122; 20 and 21 Vic., cap. 69; and any other Act or Acts relating to that undertaking.

Act relating to the Penarth Extension Railway and undertaking, viz. (local and personal Act) 39 and 40 Vic., cap. 212; 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 the notice of the intended application to Parliament, 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 Devon, with the Clerk of the Peace for the county of Devon, at his office at Exeter. 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 Monmouth, with the Clerk of the Peace for the county of Monmouth, at his office at Usk. As regards the lands and works in the county of Denbigh, with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin. As regards the lands and works in the county of Hereford, with the Clerk of the Peace for the county of Hereford, at his office at Hereford. As regards the lands in the county of Somerset, with the Clerk of the Peace for the county of Somerset, at his office at Frome. 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 city and county of the city of Bristol, with the Clerk of the Peace for the city and county of the city of Bristol, at his office at Bristol. As regards the lands in the county of Salop, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury. 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 the notice of the intended application to Parliament, published as aforesaid, will be deposited on or before the same day with the parish clerk of 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, 1858.

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

In Parliament.—Session 1859.

Rickmansworth and Uxbridge Valley Water.

(Extension of Limits of Supply; Power to construct New Works; Further provisions as to supply of Water and Agreements with other Companies and bodies; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Rickmansworth and Uxbridge Valley Water Company (hereinafter called "the

Company") for an Act for the following purposes or some of them (that is to say):—

To alter and extend the limits within which the Company are authorised to supply water, and to include within such limits the parishes of Harmondsworth, Sunbury, Shepperton, and Littleton, all in the county of Middlesex, and to authorise the Company to have and exercise within such extended limits all such powers in reference to or in connection with the supply of water, and to the charging and recovering of water rates and rents, and otherwise in relation thereto as they are now authorised to exercise within their existing limits.

To enable the Company to make, construct, and maintain the following works, with all such embankments, sluices, dams, weirs, gauges, tunnels, catchwater drains, conduits, pipes, filters, roads, approaches, and other works, apparatus, and conveniences connected therewith respectively as may be necessary (that is to say):—

A conduit or line of pipes (No. 1) situate wholly in the parish of Hillingdon, in the county of Middlesex, commencing at a point in the public road leading from Harefield to Hillingdon at or near the north-east corner of Uxbridge-common, and terminating at a point in the main road from Uxbridge to London on the east side of the bridge known as Stratford-bridge, which bridge is near the Hillingdon National Schools.

A conduit or line of pipes (No. 2) situate wholly in the county of Middlesex, commencing in the parish of East Bedfont at a point in the public road leading from Harlington to Hatton 500 feet or thereabouts measured along that road in a northerly direction from the Dog and Partridge public house, and terminating in the parish of Hanworth at a point in the public road leading from Hanworth to Sunbury Railway Station, near the eastern boundary of the East London Waterworks, which said last-mentioned conduit will be situate in the parishes or places following, or some of them (that is to say): Hatton, East Bedfont, Feltham, and Hanworth.

To enable the Company to make such deviations in the lines and levels of the intended works as shall be prescribed or authorised by the intended Act.

To enable the Company to purchase or acquire by compulsion or agreement, and to hold lands, houses, and property, and easements therein within the parishes and places aforesaid, or within their authorised district for the purposes of the intended Act, and to stop up, alter and divert, either temporarily or permanently, and to construct works under and upon railways, highways, roads, bridges, watercourses, lands, and works of every description, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property to be purchased or taken as aforesaid, or which would in any way obstruct or interfere with the carrying of the undertaking into effect, and to confer, vary, or extinguish other rights and privileges.

To define and prescribe the purposes for which the Company shall be required to supply water within their district and to amend so far as may be necessary the Waterworks Clauses Act, 1863.

To empower any water Company or local authority supplying water under statutory authority, whose district or works may abut upon or be in the proximity of, or in direct communication with the district of the Company, to enter into and carry into effect agreements with the Company for the supply by the Company to such

water Company, or local authority, of water in bulk, and for the execution of any works necessary or expedient for the purpose of such supply.

To enable the Company to apply their existing funds and any moneys which they have power to raise to the purposes or any of the purposes of the intended Act, and for the same purposes or the general purposes of their undertaking, to raise additional capital by shares and stock, and by borrowing, and by debenture stock, or by any of such means, and to attach to such shares or stock any preference or priority of dividend and any other advantage which may be prescribed or provided for by the intended Act.

To alter, amend, extend, or repeal some or all of the provisions of the Rickmansworth Waterworks Act, 1884, the Rickmansworth and Uxbridge Valley Water Act, 1885, and any other Act or Acts relating to the Company.

And notice is hereby given that on or before the 30th day of November instant, plans and sections of the said intended works, and plans of the lands proposed to be taken for the purposes 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 Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or place in or through which the said works are intended to be made, or within which any of the said lands and property are situated, with a copy of this Notice, will be deposited with the parish clerk of such parish at his place of abode, or as regards any extra-parochial or other place with the parish clerk of an adjoining parish at his place of abode.

And notice is also hereby 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 19th day of November, 1888.

Beule and Co., 28, Great George-street,
Westminster, Solicitors for the Bill;

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

In Parliament.—Session 1889.

North British Railway.

(New Railways and Jetty; Sanction of Maintenance of Railways Already Constructed; Additional Lands in Glasgow; Stopping up of Certain Streets; Extension of Time for Sale of Superfluous Lands; Power to Raise Additional Capital; Power to Acquire Portion only of Certain Buildings or Manufactories; Confirmation of Agreement with William Forbes, Esq.; Power to Acquire Piers, Jetty, and Works at Kincardine and to Discontinue a Certain Ferry there; Amendment of Acts, &c.)

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

To authorize the Company to make and maintain with all proper stations approaches works and conveniences connected therewith the following railways pier or jetty and works (that is to say):—

Railway No. 1.—A railway or branch railway commencing in the parish of Clackmannan in the county of Clackmannan by a junction with the Company's Stirling and Dunfer-

line Branch Railway at a point thereon one thousand three hundred yards or thereabouts, measured in a westerly direction along the said railway from the centre of the bridge carrying the said railway over the public carriage road at Clackmannan Station and terminating in the parish of Tulliallan in the county of Perth (detached) at a point on the western side of the Kincardine Ferry Pier seventy yards or thereabouts measured in a north-easterly direction from the toll-gate on the said Ferry Pier which railway or branch railway will pass from through or into or be situate within the parish of Clackmannan in the county of Clackmannan and the parish of Tulliallan in the county of Perth (detached):

Railway No. 2.—A railway or branch railway wholly situate in the said parish of Tulliallan and county of Perth (detached) commencing at a point on the western side of the Kincardine Ferry Pier seventy yards or thereabouts measured in a north-easterly direction from the toll-gate on the said Ferry Pier and terminating at a point in the bed or soil of the river or Firth of Forth in or adjoining the said parish ten yards or thereabouts measured in a south-westerly direction from the south-west corner of Kincardine Shipping Pier:

Pier or Jetty.—A pier or jetty and wharf wholly situate in the said parish of Tulliallan and county of Perth (detached) commencing at the termination of railway No. 2 above described and terminating in the bed or soil of the River or Firth of Forth at a point one hundred yards or thereabouts measured in a south-easterly direction from the commencement thereof:

Railway No. 3.—A railway or branch railway wholly situate in the parish of Falkirk in the county of Stirling commencing by a junction with the Company's Edinburgh and Glasgow Railway at a point on the said railway one thousand eight hundred yards or thereabouts measured eastwards along the said railway from the centre of the bridge carrying the said railway over the public carriage road at Bonnybridge Station on that railway and terminating in a field in the occupation of John Allan, farmer, Thomfourhill at a point seven yards or thereabouts measured northwards from a point in the northern fence of the public carriage road leading from Falkirk to Bonnyhill thirteen yards or thereabouts measured westwards along the said northern fence from the south-western corner of the boarded fence which encloses the Camelon Chemical Works Falkirk occupied by Messrs. H. C. Fairlie and Company:

Railway No. 4.—A railway or branch railway wholly situate in the parish of Dunfermline in the county of Fife commencing by a junction with the Company's railway from Dunfermline High Station to Thornton at a point on the said railway one thousand two hundred and seventy yards or thereabouts measured eastwards along the said railway from the centre of the bridge carrying the said railway over the public carriage road leading from Dunfermline to Townhill and terminating by a junction with the Company's railway from Comely Park Station Dunfermline to Townhill Junction at a point four hundred and seven yards or thereabouts measured south-westwards along the said railway from the

centre of the bridge carrying the said railway over the public carriage road leading from Dunfermline to Hallbeath :

Railway No. 5.—A railway or branch railway wholly situate in the county of Linlithgow commencing in the parish of Abercorn by a junction with the Company's Edinburgh and Glasgow Railway at a point on that railway nine hundred yards or thereabouts measured in a north-westerly direction along the said railway from the centre of the foot-bridge over the said railway at Winchburgh Station and terminating in the parish of Dalmeny by a junction with the Forth Bridge Railway (now in course of construction) at a point on that railway one hundred and seventy yards or thereabouts measured along said railway in a southerly direction from the centre of the bridge carrying the said Forth Bridge Railway over the road leading from New Gardens House to Rosshill House. The said intended railway will pass from through or into or will be situate within the parishes of Abercorn, Kirkliston, and Dalmeny or some or one of them :

Railway No. 6.—A railway or branch railway wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the Company's Monkland Railway between Coatbridge and Bathgate at a point on that railway thirty-eight yards or thereabouts measured in an easterly direction from the eastern side of the footbridge over the Company's said Monkland Railway at Caldercruix Station and terminating by a junction with the Mineral Railway from the coal pit known as Messrs. James Nimmo and Company's No. 11 Coal Pit Longrigend at a point on the said Mineral Railway one hundred and seventy yards or thereabouts measured in a north-easterly direction from the centre of the shaft of the said pit :

Railway No. 7.—A railway or branch railway wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the Mineral Railway to the coal pit known as Messrs. James Nimmo and Company's No. 8 Pit Longrigend and also to their coal pits known as Nos. 9 10 and 11 Longrigend at or near to the point on the said railway where the line to pit No. 8 Longrigend leaves the line leading to the said pits Nos. 9 10 and 11 and terminating by a junction with the Mineral Railway to the coal pit known as James Nimmo and Company's No. 6 Pit Longrig at a point on the said Mineral Railway one hundred and ninety yards or thereabouts measured in a westerly direction from a point on the said Mineral Railway opposite to the pit shaft of the aforesaid Pit No. 6 Longrig.

To sanction and authorize the construction and maintenance as part of the Company's undertaking of the railways hereinafter described with all roads approaches works and conveniences connected therewith including the crossing of roads on the level (that is to say) :—

Railway No. 8.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing at a point six yards or thereabouts measured in a south-easterly direction from the centre of the shaft of the pit of Messrs. James Nimmo and Company known as No. 11 Pit Longrigend and terminating by a junction with the northmost siding at Moss Lye Longrigend on the

Company's Slamannan Railway at a point on that siding three yards or thereabouts measured in a northerly direction from the north-east corner of the weigh-house at Moss Lye siding aforesaid :

Railway No. 9.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the railway No. 8 before described at a point thereon seventy yards or thereabouts measured northwards along the said last-mentioned railway from the centre of the level crossing thereof over the public carriage road known as the "Telegraph Road" and terminating at a point eleven yards or thereabouts south-west of the centre of the shaft of the pit known as Messrs. James Nimmo and Company's No. 1 Pit Eastfield :

Railway No. 10.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the Longrig Weighsiding on the Company's said Slamannan Railway at a point on the said siding fifty-two yards or thereabouts measured in a south-westerly direction from the north-west corner of the weigh-house situate on the said siding and terminating at a point on the said constructed railway one hundred and seventy-eight yards or thereabouts measured in a northerly direction from the centre of the shaft of the pit known as Messrs. James Nimmo and Company's No. 4 Pit Lochend :

Railway No. 11.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the said railway No. 10 at a point thereon forty yards or thereabouts measured in a westerly direction from the south-western corner of the cottage occupied by Mr. James Stewart and Mr. James Strachan situate at or near to the pit known as Messrs. James Nimmo and Company's No. 2 Pit Lochend and terminating by a junction with the Mineral Railway from the coal pit known as Messrs. James Nimmo and Company's No. 2 Pit Lochend at a point on said Mineral Railway thirteen yards or thereabouts measured in a south-easterly direction from the centre of the shaft of the aforesaid No. 2 Pit Lochend :

Railway No. 12.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the railway No. 8 before described at a point thereon three hundred and thirty yards or thereabouts (measured in a south-eastern direction along the said railway) from a point on said railway opposite to the centre of the shaft of the pit known as Messrs. James Nimmo and Company's No. 5 Pit Longrigend and terminating by a junction with the railway No. 10 before described at a point thereon seventy-five yards or thereabouts measured in an easterly direction from the south-eastern corner of Longrig Coke Ovens :

Railway No. 13.—A railway or branch railway already constructed wholly situate in the parish of New Monkland in the county of Lanark commencing by a junction with the aforesaid railway No. 12 at a point thereon one hundred and eighty-seven yards or thereabouts measured in a westerly direction along said railway from a point opposite the

centre of the shaft of the pit known as Messrs. James Nimmo and Company's No. 6 Pit Longrig and terminating at a point on the said railway nineteen yards or thereabouts measured in a south-easterly direction from the centre of the shaft of the pit known as Messrs. James Nimmo and Company's No. 1 Pit Auchingray.

To authorize the Company to purchase by compulsion or agreement lands and buildings for the purposes of the said intended railways and works and also to acquire or otherwise vary or extinguish all or any rights easements servitudes and pertinents relating to or affecting the said lands and buildings or any of them and also to purchase by compulsion or agreement for the purpose of providing increased accommodation at the proposed Bridgeton Cross terminus of the Company the lands following (that is to say):

Certain lands houses and other property situate in the parish of Calton and the city of Glasgow in the county of Lanark lying on the east side of the lands acquired or authorized to be acquired for the purposes of the railway described in and authorized by the North British Railway (Bridgeton Cross Extension) Act 1888 at or near the proposed terminus and to authorize the Company to stop up and discontinue the use as public thoroughfares of Orr-street and part of Sister-street and part of Broad-street in the parish of Calton in the city of Glasgow.

To authorize the Company to deviate laterally and vertically from the lines and levels of the proposed works to any extent that may be authorized by the intended Act and to stop up alter or divert temporarily or permanently all roads streets highways railways tramways footways rivers streams waters watercourses sewers drains pipes telegraph and other posts wires and apparatus 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 intended Act and to levy tolls rates and charges in respect of the intended railways jetty and works and to alter existing tolls rates and charges and to confer vary or extinguish exemptions from the payment of tolls rates and charges and to confer vary and extinguish other rights and privileges.

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 such lands.

To authorize the Company to raise the requisite capital to enable them to improve alter and remodel the lands and buildings of the Company used as general offices at and adjoining their Waverley Station and also the building fronting Princes-street known as the North British Station Hotel.

To authorize the Company to apply to the purposes of the intended Act any of their existing or authorized funds and for those purposes to raise more money by the creation of ordinary guaranteed lien or preference shares or stock or by mortgage or cash credit or by such other ways and means as may be prescribed by the intended Act.

To authorize the Company notwithstanding anything contained in section ninety of the Lands Clauses Consolidation (Scotland) Act 1845 to purchase so much only of any house building or manufactory as they may require without being compelled to purchase the remainder.

To authorize the Company and William Forbes Esquire of Callendar to enter into agreements and to confirm any agreement made between them in regard to acquisition of land for railway purposes.

To authorize the Company to purchase and acquire the piers jetty and works at Kincardine authorized and constructed under the powers of the Acts 50 Geo. III cap. 29 and 10 Geo. IV cap. 50 by the late Lord Keith and his trustees now belonging to Lady William Godolphin Osborne Elphinstone (hereinafter called "the owner") and to hold use exercise and enjoy the same upon payment of such price or other consideration and upon such terms and conditions as may have been or may be agreed on between the Company and the owner and if necessary or expedient to abolish and discontinue the ferry across the Firth of Forth from the town of Kincardine in the county of Perth to Higgins Neuk in the county of Stirling and to relieve the owner of any liability to continue the working and maintenance thereof.

To confer upon the Company all such rights privileges and powers of management and control in and over the said piers or jetty as may be necessary and to authorize the Company to levy tolls rates and charges for and in respect of the use of the same.

To incorporate with the Bill so far as may be necessary certain of the provisions of the Harbours Docks and Piers Clauses Act 1847.

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

To repeal alter or amend all or some of the provisions of the several Acts of Parliament following or some of them (that is to say):—

The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act 1862 and the several other Acts following relating to the North British Railway Company and to the undertakings belonging to amalgamated with or held on lease by or vested in or worked or authorized to be worked by that Company (that is to say) Acts passed in the sessions of Parliament held respectively in the 49th 54th 57th and the 59th years of the reign of King George III the 2nd 4th 5th 7th 10th and 11th years of the reign of King George IV the 1st 3rd 4th 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William IV the 2nd and 3rd 4th and 5th 6th and 7th, 7th and 8th the 9th, 9th and 10th the 10th and 11th, 11th and 12th the 12th the 12th and 13th the 14th the 14th and 15th and every consecutive session down to and inclusive of the session held in the 51st and 52nd years of Her present Majesty and all or any Acts recited in any of the before-mentioned Acts or relating to or affecting the Company or their undertaking or any branch or part thereof the Acts 50 George III cap. 29 and 10 George IV cap. 50 and any other Act or Acts relating to the harbour piers works and ferry at Kincardine.

A plan of the lands intended to be taken and a plan and section in duplicate of the intended railways pier or jetty and works together with a book of reference thereto and a published map showing the general course and direction of the said railways will be deposited as follows (that is to say) so far as relates to the county of Clackmannan at the office of the principal sheriff

clerk for that county at his office at Alloa. So far as relates to the county of Perth with the principal sheriff clerk for that county at his offices at Perth and Dunblane respectively. So far as relates to the county of Stirling with the principal sheriff clerk of that county at his offices at Falkirk and Stirling respectively. So far as relates to the county of Fife with the principal sheriff clerk for that county at his offices at Kirkcaldy Dunfermline and Cupar respectively. So far as relates to the county of Lanark with the principal sheriff clerk for that county at his offices in Glasgow Lanark Hamilton and Airdrie respectively. And so far as relates to the county of Linlithgow with the principal sheriff clerk for that county at his office in Linlithgow.

A copy of so much of the plan sections and book of reference as relates to each parish within which the intended railways pier or jetty will be constructed will be deposited with the session clerk of each such parish at his residence. Each such deposit will be made on or before the 30th day of November instant and will be accompanied by a copy of this Notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1888.

Dated this 16th day of November 1888.

Wm. White-Millar, 8, George-street, Edinburgh, Solicitor for the Bill.

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

In Parliament.—Session 1889.

Harrow Road and Paddington Tramways. (New Tramways in the Parishes of Willesden, Hampstead, Hendon, and Paddington, all in the County of Middlesex; Widening of Road; Compulsory Purchase of Lands; Agreements with Vestries, District Boards, and others; Release of Deposit and Abandonment of Authorised Work; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Harrow Road and Paddington 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):—

A Tramway, No. 1, commencing in Cambridge-road by a junction with the existing tramway of the Company at its termination, and passing thence into and in an easterly direction along Carlton-road, and in a northerly direction along and terminating in Kilburn Park-road at or near the north-east end thereof.

A Tramway, No. 2, commencing by a junction with Tramway No. 1 at its termination as hereinbefore described, and passing thence in a north-westerly direction along the Edgware-road and High-road, Kilburn, and terminating in the Edgware-road at a point about midway between Christchurch-road and Exeter-road.

A Tramway, No. 3, commencing by a junction with Tramway No. 2 at its termination as hereinbefore described, and passing thence into and in a north-westerly direction along the Edgware-road, and terminating in that

No. 25877.

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road opposite the Crown Hotel at Cricklewood.

Tramways Nos. 1, 2, and 3 will pass from, through, or into, or be situate in, the several parishes of Willesden, Paddington, Hendon, and St. John, Hampstead, all in the county of Middlesex.

A Tramway, No. 3A, commencing in the Harrow-road by a junction with the existing tramway of the Company nearly opposite the Royal Oak Hotel, and passing thence in a westerly and northerly direction along and terminating in the Harrow-road at a point about 3 chains north-west of St. Alban's-road.

A Tramway, No. 3B, wholly in the Harrow-road, commencing by a junction with Tramway No. 3A at its termination as hereinbefore described, and passing thence in a north-westerly direction, and terminating opposite the entrance to Stonebridge-park.

Tramways Nos. 3A and 3B will be situate wholly in the parish of Willesden, in the county of Middlesex.

A Tramway, No. 4A, commencing in the Harrow-road by a junction with the existing tramway of the Company at or near the end of Amberley-road, and passing thence in an easterly and south-easterly direction along the Harrow-road to and terminating in that road at a point $1\frac{1}{2}$ chains or thereabouts west of the Edgware-road.

Tramway No. 4A will be situate wholly in the parish of Paddington, in the county of Middlesex.

The tramways are proposed to be so laid 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 street hereinafter mentioned and the nearest rail of the tramway at the following places, that is to say:—

Tramway No. 3, in the Edgware-road, on the south-west side, between points respectively $5\frac{1}{2}$ and $8\frac{1}{2}$ chains south-east of Mill-lane.

Tramway No. 3A, in the Harrow-road, on both sides, between points respectively $\frac{1}{2}$ chain and $1\frac{1}{2}$ chains south-east of Tavistock-road, and on the south-west side between Tavistock-road and a point $1\frac{1}{2}$ chains north-west of that road, and on both sides between points respectively 1 chain south-east and 8 chains north-west of Crownhill-road.

Tramway No. 3B, in the Harrow-road, on both sides, between Park-road and a point 2 chains west of that road.

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 on railways.

The power intended to be employed for carriages or trucks on the said tramways is animal power.

To authorise the Company to widen the Harrow-road on its north-east side, between points respectively 2 chains and 7 chains or thereabouts south-east of Porteus-road.

To empower the Company, for all or any of the purposes of the intended Act and for the general 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.

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, turn-outs, 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 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, rates, 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, local boards, and other bodies having respectively the control or management of any streets or roads along which the 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 provide for the repayment and release of the deposit fund mentioned in the Harrow Road and Paddington Tramways Act, 1886, and for the abandonment of the portion of Tramway No. 2 authorised by that Act between its authorised commencement at the Prince of Wales Hotel, in the Cambridge-road, and the commencement of the intended Tramway No. 1, as hereinbefore described.

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 the Act of 1886 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 Harrow-road and Paddington Tramways Act, 1886, 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 the county of Middlesex, at his office at the Sessions House, 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 respectively, at their 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, and as regards the parish of Paddington, with the Vestry Clerk of that parish, at the Vestry Hall in the Harrow-road.

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 16th day of November, 1888.

Hugh C. Godfray, 60, Finsbury-pavement
E.C., Solicitor for the Bill.

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

In Parliament.—Session 1889.

Callander and Oban Railway (Branch to
Loch-Lomond).

Power to Callander and Oban Railway Company to form Railways to Ardnai on Loch-Lomond, and to Acquire Lands, Levy Rates, and Raise Money; Arrangements with the Caledonian Railway Company, the Trustees of the late Sir James Colquhoun, Bart., the Loch-Lomond Steamboat Company, the Loch-Katrine Steamboat Company, and other Steamboat Proprietors; Power to Caledonian Railway Company to Subscribe to and Take Shares in the Undertaking, to Maintain and Work the same, and to Raise Money; Extension of Time for Sale of Superfluous Lands; Amendment of Acts.

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

To empower the Callander and Oban Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter described, or one of them, or part thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, that is to say:—

1. A railway (called on the plans and sections to be deposited as hereinafter mentioned "railway No. 1"), commencing by a junction

with the Callander and Oban Railway, at a point thereon about 660 yards northwestward from the Crianlarich Hotel, and terminating at a point about 90 yards eastward from the bridge by which the road leading from Crianlarich to Ardlui is carried over the stream called Arnan Water, and about 550 yards southward from Glenfalloch House; which intended railway, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Killin, in the county of Perth.

2. A railway (called on the said plans and sections "railway No 2"), commencing by a junction with the said intended railway No. 1, at the point hereinbefore described as the termination of that railway, and terminating on the western shore of Loch-Lomond, at a point about 30 yards westward from the margin of that Loch, and 130 yards southward from the pier at Ardlui; which intended railway No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Killin, in the county of Perth, and the parish of Arrochar, in the county of Dumbarton.

To empower the Company to purchase and acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily or permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said intended railways and other works and conveniences.

To empower the Company to deviate, in the construction of the said intended railways, from the lines and levels delineated on the said plans and sections, to such an extent as will be defined thereon or provided by the Bill; and to alter, as respects the said railways and relative works, and the lands to be taken for the purposes thereof, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation and the radius of curves, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes hereinbefore mentioned; as also to cross, stop up, appropriate, alter, and divert, temporarily or permanently, any roads, footpaths, bridges, rivers, streams, drains, gas and water pipes, and telegraphic apparatus, in the parishes aforesaid, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for any of the purposes hereinbefore mentioned; and to provide that any altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall in all respects form parts of the existing roads, in lieu of portions of which the same are respectively substituted under the said powers, and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill, and that the portions of road for which the same are substituted shall be vested in the Company.

To empower the Company, or the Caledonian Railway Company (hereinafter called "the Caledonian Company") in the event of their being authorized to work the said intended railways to levy and recover tolls, rates, and charges for the use of the said railways and works, and for accommodation and services afforded in connection therewith; to alter existing tolls, rates, and charges; and to confer, vary, and ex-

tinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock in their undertaking, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes hereinbefore mentioned; and to empower the Caledonian Company to subscribe to the cost of the said intended railways and works, and to take and hold the said new shares and stock in the Company, or part thereof.

To empower the Company and the Caledonian Railway Company from time to time to enter into and carry into effect agreements and arrangements, with respect to the construction, use, management, and maintenance by the Caledonian Company of the said intended railways and works or any part thereof, the working of the traffic thereon, and the fixing, collection, and apportionment of the tolls, rates, and charges derived therefrom, upon such terms and conditions as may be agreed upon or provided by the Bill; or to extend to the said intended railways the provisions of the existing agreement between the said Companies, or some of them.

To empower the Company and the Trustees of the late Sir James Colquhoun of Luss, Baronet, from time to time to enter into and carry into effect agreements and arrangements with each other with respect to the use of the pier at Ardlui, belonging to the said Trustees, and the accommodation to be afforded thereat for the traffic to and from the said intended railways, and the rates to be charged in respect thereof; or to provide that the said Trustees shall afford such accommodation, and at such rates, as shall be prescribed by the Bill; and to empower the Company on the one hand, and the Loch-Lomond Steamboat Company, the Loch-Katrine Steamboat Company, and any other proprietors of steam vessels, or any of those parties, on the other hand, from time to time to enter into and carry into effect agreements and arrangements with respect to the conveyance of traffic from and to the said intended railways by the steam vessels of such Companies or proprietors.

To extend the respective periods limited by the several Acts relating to the Company, or by the provisions incorporated with those Acts of the Lands Clauses Consolidation (Scotland) Act, 1845, for the sale and disposal of lands acquired by the Company, but which may have ceased or may cease to be required for the purposes of their undertaking; and to enable the Company to retain and hold such lands, or to sell and dispose of the same.

To vary or extinguish all existing rights and privileges which might interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting the said objects or in relation thereto.

To amend, so far as may be necessary for the purposes aforesaid, the Callander and Oban Railway Act, 1865, and the other Acts relating to the Company; and the Caledonian Railway Act, 1845, and the other Acts relating to the Caledonian Company.

And notice is hereby further given, that plans and sections describing the lines, situation, and levels of the said intended railways, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands,

houses, and other property, and ordnance or published maps with the lines of the proposed railways delineated thereon so as to show their general course and direction, and copies of this Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Dunblane and Perth respectively, of the principal Sheriff-Clerk of the county of Perth, and in the office at Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerk of such parish, at his usual place of abode.

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, 1888.

George Jackson, 302, Buchanan-street, Glasgow.

Grahames, Currey, and Spens, 30, Great George-street, Westminster.

In Parliament.—Session 1889.

Aire and Calder Navigation.

(Power to make new works at Goole, and in Parishes of Snaith, Kellington, Rothwell, Felkirk, Crofton, and Sandal Magna, in the County of York; Acquisition of Lands; Maintenance of Portions of Hook Bank in Goole by Undertakers; Abandonment of Portions of Railways; Stopping up of St. John Street in Goole; Repair of New Works; Opening Bridge at Goole; Tolls, &c., on New Works; Leases and Agreements with Railway Companies in relation to Railways; other Agreements with Railway Companies, Local Authorities, &c.; Diversion of Water; Confirmation of Agreement as to Murham Staith and Constables Banking at Goole; Accounts; Provisions as to Parochial Rating, and Confirmation of Agreement with Rating Authorities; Provisions as to Dutch River; Application of Funds; Repeal, Alteration and Enlargement of Acts relating to Dimensions of Locks, Material for Bridges, Impounding Reservoirs, Width of Canal, Use of Canals by Pleasure and Farm Boats, Fishing Rights, Exemption of Manure from Tolls, Drawbridges, Sunkon and Unseaworthy Vessels, Remuneration and Number of Directors, Clerk, Ouse River Tolls, &c., and other matters; Incorporation, Amendment, Application and Repeal 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 (hereinafter called "the Bill") for the following, or some of the following, among other objects, that is to say:—

To authorize the Undertakers of the Navigation of the rivers of Aire and Calder, in the West Riding of the county of York (hereinafter called "the Undertakers"), to exercise the following powers, and to construct and maintain, together with all necessary and proper sidings, turntables, junctions, level crossings, approaches, gates, sewers, drains, banks, rails, piers, fences, stairs, bridges, footbridges, machinery, culverts, arches, retaining and other walls, flood doors, gates, cloughs, buildings, and other works and conveniences connected therewith, the following

works, or some of them, or some part or parts thereof, that is to say:—

1. A new road at Goole, in the parish of Snaith, in the county of York, in substitution for St. John-street, commencing by a junction with Upper Bridge-street, at the northern end of that street, about ninety-four yards northward of the junction of St. John-street with Bridge-street and Upper Bridge-street, and extending thence in a northerly direction for about one hundred and twenty-seven yards to the Ropery-walk, and thence in an easterly direction to and terminating by a junction with Booth Ferry-road, about forty-five yards eastward of the south-eastern corner of the Parsonage house of the Church of St. John the Evangelist;
2. A railway No. 1 at Goole, in the said parish of Snaith, commencing by a junction with the railway authorized by the Wakefield, Pontefract, and Goole Railway Act, 1845, and vested in the trustees of the Undertakers, and demised by them to the Lancashire and Yorkshire Railway Company, at a point about one hundred and eighty-three yards southward of the south-west corner of the Minorca cottages, and terminating near the northern end of the Aldam Dock by a junction with the Undertakers' dock lines, about twenty-eight yards south-eastward of the south-west corner of the boundary wall of the yard or enclosure of the said Church of St. John the Evangelist;
3. A railway No. 2 at Goole, in the said parish of Snaith, commencing by a junction with railway No. 1, at a point about seventy-three yards north-westward of the north-west corner of the Aldam Dock, and terminating by a junction with the Undertakers' dock lines, at a point about twenty-four yards north-westward of the same corner of the said dock;
4. An alteration of the bridge and the approaches thereof in the said parish of Snaith, known as the Pollington Bridge, which carries the Baln Moor-road and the Baln Hall-road over the Knottingley and Goole Canal in that parish, such alteration commencing on the north side of the canal, about one hundred and twenty-two yards north-eastward from the north-west corner of the western parapet wall of the present Pollington Bridge, and terminating on the south side of the canal, in the direction of the Baln Moor-road, about ninety-three yards south-westward, and in the direction of the Baln Hall-road, about one hundred and twenty yards southward of the south-west corner of the said parapet wall; together with a widening of the said canal on the south side, under the said bridge, and for a distance of about seventeen yards on each side thereof;
5. A new road on the north side of the said Pollington Bridge, commencing on the northern approach of that bridge as proposed to be altered at a point about forty-four yards north-eastward of the said north-west corner of the western parapet wall of the present bridge, and extending in a south-westerly direction, and terminating about thirty-three yards north-westward from the said north-west corner of the said parapet wall;
6. An alteration of the bridge and the approaches thereof in the parish of Kellington, in the county of York, known as the Whitley Bridge, which carries the Doncaster and

- Selby road over the Knottingley and Goole Canal, such alteration commencing on the north side of the canal, about one hundred and thirteen yards northward from the north-east corner of the eastern parapet wall of the present Whitley Bridge, and terminating on the south side of the canal, about one hundred and fifty-five yards southward from the south-east corner of the said parapet wall; together with a widening of the said canal on the south side, under the said bridge, and for a distance of about seventeen yards on the east side and twenty-three yards on the west side thereof;
7. A new road on the south side of the said Whitley Bridge, commencing on the southern approach of that bridge, as proposed to be altered, at a point about one hundred and forty-two yards southward from the said south-east corner of the eastern parapet wall of the present bridge, and extending in a northerly direction, and terminating at a point about nineteen yards westward of the said south-east corner of the said parapet wall;
 8. An alteration of the bridge and the approaches thereof, in the parish of Rothwell, in the county of York, known as the Swillington Bridge, which carries the Aberford and Wakefield and the Pottery roads over the Undertakers' canal in that parish, such alteration commencing on the north side of the canal, about one hundred and six yards north-eastward from the north-west corner of the western parapet wall of the present Swillington Bridge, and terminating on the south side of the canal, in the direction of the said Aberford and Wakefield road, about seventy-three yards south-westward, and in the direction of the Pottery-road, about seventy-two yards westward from the south-west corner of the said parapet wall; together with a widening of the said canal on the north side, under the said bridge, and for a distance of about seventeen yards on each side thereof;
 9. An alteration of the bridge and the approaches thereof in the said parish of Rothwell, known as the Fleet Bridge, which carries the Fleet-lane over the Undertakers' canal in that parish, such alteration commencing on the north side of the canal, about seventy-five yards north-eastward from the north-west corner of the western parapet wall of the present Fleet Bridge, and terminating on the south side of the canal in the direction of Oulton, about seventy-two yards south-westward and in the direction of Methley, about sixty-seven yards south-eastward from the south-west corner of the said parapet wall; together with a widening of the said canal on the south side, under the said bridge, and for a distance of about thirteen yards on each side thereof;
 10. An alteration of the bridge and the approaches thereof in the parish of Felkirk, in the county of York, known as the Cold Hiendley Bridge, which carries the Cold Hiendley Common-lane over the Barnsley Canal in that parish, such alteration commencing at a point about nine yards northward of the south-west corner of the western parapet wall of the present Cold Hiendley Bridge, and terminating on the south side of the canal, about fourteen yards south-eastward of the said south-west corner of the said parapet wall; together with a widening of the said canal on the south side, under the said bridge, and for a distance of about six yards on each side thereof;
 11. An alteration of the bridge and the approaches thereof in the parishes of Crofton and Sandal Magna in the county of York, known as the Oakenshaw Bridge, which carries the Oakenshaw-lane over the Barnsley Canal in the parish of Crofton, such alteration commencing on the north side of the canal, about thirty-eight yards north-eastward from the north-west corner of the western parapet wall of the present Oakenshaw Bridge, and terminating on the south side of the canal, about seventy-one yards southward from the south-west corner of the said parapet wall; together with a widening of the said canal on the north side, under the said bridge, and for a distance of about one yard on each side thereof;
 12. An alteration of the opening bridge and approaches thereof at Goole, in the said parish of Snaith, carrying Bridge-street over the Knottingley and Goole Canal, such alteration commencing on the northern side of the canal at the junction of Victoria-street with Bridge-street, and terminating on the southern side of the canal at a point about forty-six yards northward from the junction of Doyle-street and South-street with Bridge-street aforesaid; together with a widening of the said canal on the north side, under the said bridge, and for a distance of about ten yards on each side thereof;
 13. A landing place on the bank and foreshore of the river Ouse at Goole in the said parish of Snaith, about fifteen yards in width, commencing at a point on the flood bank of that river, known as the Hook Bank, about three hundred and seventy yards, measured in a straight line in a north-easterly direction from the Murham-lane Outfall Clough at Goole, and extending along such bank in a north-easterly direction, and terminating at a point thereon about forty yards from the said point of commencement, together with a road of access to such landing place from the Hook-road, such road of access commencing by a junction with the said Hook-road at a point about one hundred and ten yards south-westward of the junction of Marshfield-lane with the Hook-road, and terminating on the said landing place at or near the middle of the north-western side thereof, about eighty-seven yards south-westward of the said junction of Marshfield-lane with the Hook-road.
 14. A new drain (being a diversion of Shipcote Drain) in the said parish of Snaith, commencing by a junction with the present Shipcote Drain at a point about three hundred and sixty-three yards southward from the outfall sluice into the river Ouse of the present Shipcote Drain near Goole Windmill, and terminating with an outfall sluice in the river Ouse, at a point about one hundred and eighty-three yards south-westward from the outfall sluice into that river of the Swinefleet Warping Drain; and to authorize the Undertakers to discharge the waters from the said Shipcote Drain into the said river through the said new drain, and upon the completion of such new drain to stop up, discontinue and remove the present outfall into the river of the said Shipcote Drain;

15. A cut or canal in the parish of Sandal Magna, commencing by a junction with the Barnsley Canal, at a point about fifty yards northward from the bridge carrying the road from Walton to Walton Hall across the said canal, and terminating near the northern end of the third lock on the Barnsley Canal below such bridge; and an inclined plane in the same parish for the transport of boats and other vessels, commencing at the point of termination of the last-mentioned cut or canal, and terminating at a point about three hundred yards south-eastward from the northern end of the lowest Walton lock on the said canal; and another cut or canal in the same parish, commencing at the point of termination of such inclined plane, and terminating by a junction with the Barnsley Canal immediately below the said lowest Walton lock, with all necessary engines, machinery, appliances, trams, rails, cradles, sluices, and works for working the said inclined plane.

The said inclined plane will be made as a double line, with four parallel rails, the outside rails being about fifteen feet apart, for each line, on which cradles or other appliances for the carriage of boats and vessels will be worked by hydraulic or other mechanical power, and gravitation:

All which intended works, and the lands, houses, and other property which may be taken for the purposes thereof, and the works and conveniences connected therewith, will be and are situate in the parishes of Snaith, Kellington, Crofton, Sandal Magna, Rothwell, and Felkirk, and the townships of Goole, Hook, Pollington, Baln, Whitley, Egborough, Kellington, Oulton, Woodlesford, Cold Hindley, Crofton, and Walton, all in the West Riding of the county of York, or some of those parishes, townships, and places.

To authorize the Undertakers to cross, open, or break up, divert, alter, stop up, remove or otherwise interfere with, either temporarily or permanently, buildings, houses, bridges, streets, roads, lanes, highways, passages, footpaths, railways, rivers, canals, streams, watercourses, drains, culverts, sewers, flood-gates, flood-banks, sluices, cloughs, staiths, jetties, landings, wharfs, gas and water mains and pipes, telegraphic, telephonic, electric and other wires, pipes, and apparatus and other works so far as may be necessary for the purposes of the said intended works and of the Bill.

To authorize the Undertakers to purchase, take, or otherwise acquire compulsorily or by agreement for the purposes of the intended works, or of the Bill, lands, houses, buildings, railways, river foreshore and banks, and other property in the several parishes, townships, and places mentioned in this notice, and to deviate in the construction of the said works from the lines and levels thereof delineated on the plans and sections, to be deposited as hereinafter mentioned to such an extent as will be defined on the said plans, or be provided by the Bill.

To authorize the Undertakers to carry the said intended railway No. 1 across the new road proposed to be substituted for St. John-street in Goole on the level; and to authorize and require them to provide all necessary sidings, junctions, and other accommodation and conveniences in connection with the said railways.

To authorize the Undertakers to purchase, take, or otherwise acquire, compulsorily or by agreement, the following lands and properties for such purposes, including the deposit of spoil

from any works they may construct, as may be prescribed by the Bill, that is to say:—

(a.) Certain lands in the parish of Snaith, in the township of Hook, in the county of York, belonging to Joseph John Dunnington Jefferson, and situate on the south side of the North-Eastern Railway (Hull and Doncaster Branch), and bounded on the east and south by lands of the Undertakers, and on the west by the township of Armyn and extending in a southerly direction from the said railway for a distance of about one hundred and sixty-three yards.

(b.) Certain other lands in the said parish of Snaith, in the township of Snaith and Cowick, forming part of the western side of the northern approach to the bridge carrying the Cowick-road or Sykehouse-lane over the Knottingley and Goole Canal, known as Beavor's Bridge, and extending northward from a point about sixteen yards north of the north-west corner of the western parapet wall of the said bridge for a distance of about fifty-five yards;

(c.) Certain other lands, in the said parish of Snaith, in the township of Hook, forming part of the bank known as the Hook Bank, on the river Ouse, and the waste lands adjoining thereto, and extending from the northern end of that part of the said bank called the Constable's Banking; in a north-easterly direction for a distance of two hundred and fifty-eight yards or thereabouts.

The portion of the Hook Bank and lands last above mentioned and the other portions of such bank and lands required for the purposes of the landing place and road of access thereto hereinbefore mentioned, all in the said township of Hook and parish of Snaith, may be common or commonable land or rights in the nature of commonable rights may exist therein, and the quantity of such land within the limits of deviation and limits of land to be acquired is about one acre and ten perches, the whole of which is proposed to be taken, and the Bill will provide for the extinguishment of all rights of common, way, pasture, and other rights in and over the same, and in and over any other lands acquired by or vested by the Bill in the Undertakers, and for varying and amending the provisions of the Hook Inclosure Act and Award in reference to such bank, and for the transfer to the Undertakers of the rights and obligations of maintaining the said bank, so far as any part thereof may at any time be acquired by or be vested in them, and for relieving the parties now liable therefor from the future maintenance thereof.

To exempt the Undertakers 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 and from the provisions of that Act with respect to the sale of superfluous lands entirely or to such an extent as may be provided by the Bill and to make other provisions in respect thereto.

To empower the Undertakers to stop up and discontinue as a public highway so much of St. John-street in Goole as lies between the south-eastern corner of the yard or enclosure belonging to the Church of St. John the Evangelist in Goole on the east, and the junction of St. John-street with Bridge-street and Upper Bridge-street on the west, or some part thereof, and to extinguish all rights of way and other rights in and over the said portion of road to be stopped up, and to divert, alter, and remove and appropriate

with or without consideration the materials of all footways, gulleys, sewers, drains, gas and water pipes, wires and other apparatus on or under the same, and to appropriate as aforesaid the site and soil of the said portion of road for the purposes of and to vest the same in the Undertakers or their trustees.

To make provision for the repair and maintenance of the new railways, roads, drain, and other works to be constructed, and of the bridges and approaches to be altered under the powers of the Bill by the parties now liable for the repair and maintenance of the railways, roads, drain, bridges, approaches, and other works for which the new works are to be substituted, or are to form a diversion or by such parties and in such manner and on such terms as may be prescribed by the Bill, and for enabling any local road or other public authority, company or persons interested in or having control of the new works to contribute towards the construction and maintenance of such works, and to provide for the temporary accommodation of traffic during the alteration of any such bridges and approaches, or the construction of the said new roads and works.

To authorize and require the Lancashire and Yorkshire Railway Company, the Undertakers, and any other company or persons interested therein to abandon and relinquish so much of the old Aire-street passenger lines of railway and the dock, and other railways and sidings alongside thereof at Goole as lie between the junction near the engine shed of such railways and sidings with the goods lines belonging to the Undertakers, and leased to the Lancashire and Yorkshire Railway Company, and the point of termination of railway No. 1 above described, or some part or parts thereof; and to authorize the Undertakers to remove the rails and works of the railways and sidings so to be abandoned, and to vest the site thereof in and appropriate the same for the purposes of the Undertakers or their trustees, with or without consideration, or to enable the Undertakers compulsorily or by agreement to require the same.

To authorize the Undertakers to make and maintain the bridge carrying Bridge-street over the Knottingley and Goole Canal at Goole as an opening or swing bridge, and to make provision for the working of the opening arch or span, by or at the expense of the Undertakers, or such other parties as may be prescribed by the Bill, and for regulating the times and mode of opening and working such bridge.

To make regulations as to the use of the said inclined plane, cuts or canals and the working thereof, and as to the times when the same may be closed for traffic, and to empower the Undertakers to make bye-laws, rules, and orders in relation thereto and to the vessels which may use the inclined plane, and also in relation to the other works and purposes of the Bill.

To empower the Undertakers, or the Lancashire and Yorkshire Railway Company, or any company or person lawfully working or using the said intended railways, to levy tolls, rates, and duties for or in respect of the use of the same, and to provide that such railways shall be deemed part of the railways authorized by the Wakefield, Pontefract, and Goole Railway Act, 1845, and vested in the Undertakers in pursuance of that Act, and to empower or require the Undertakers or their trustees to work and use the same and to grant leases thereof or licenses to use or make other arrangements for the use of the same, and of any sidings, junctions, or works in connection there-

with to or by the said Lancashire and Yorkshire Railway Company, or other company or persons upon such terms and conditions as may be agreed upon or be prescribed by the Bill, and to authorize and require any such company or persons to accept and carry out any such leases, licenses or arrangements, and to confer on them all or some of the powers of the Bill in reference to the construction, maintenance, working and use of such railways, sidings, and works, and to require them to hold work and maintain the said railways, sidings, and works, and to apply their funds for such purposes.

To provide if thought fit that the said intended railways shall only be used for goods, mineral and dock traffic, and not for passenger traffic.

To empower the Undertakers, the Goole Local Board, the Lancashire and Yorkshire Railway Company, the North Eastern Railway Company, the Reedness and Swinefleet Drainage Commissioners, the Corporation of the Level of Hatfield Chase, Thomas Edward Vickers, and the trustees and representatives of the late Makin Durham, deceased, the Snaith Highway Board, the trustees of the Goole Methodist Church, and any other local road or public authority, company, or persons to enter into and carry into effect agreements and arrangements with each other with reference to any of the intended works or the construction, maintenance, use or working thereof or any of the purposes of the Bill, and to carry into effect any such arrangements in the Bill, or to confirm any such agreements already made or which may be made previously to the passing of the Bill.

To enable the Undertakers to divert into the said intended cuts or canals, and canal widenings, the waters of the Barnsley Canal which at present flow into the river Calder, and the waters of the river Aire, the Aire and Calder Navigation, and the Knottingley and Goole Canal, all which waters run into the rivers Ouse and Humber, and thence into the sea.

To sanction and confirm an agreement made or about to be made by or on behalf of the Undertakers on the one part, and a committee of the freeholders and copyholders within the manor and township of Hook, and other parties entitled to commonable rights or rights in the nature thereof in respect, to the Staith and Banking at Goole in the township of Hook and parish of Snaith, known as the Murham or Murham-lane Staith and Constables Banking on the other part with respect to the construction by the Undertakers of the said new landing place at Goole and road of access thereto from the Hook-road for the use of the said freeholders and copyholders and other persons entitled to or to use the Murham or Murham-lane Staith in lieu of that Staith and Constables Banking which the Undertakers are authorized to take under the Ouse (Lower) Improvement Act, 1884, hereinafter called the Act of 1884, and in satisfaction of all money compensation for the present Staith and Banking, or to provide by clauses in the Bill for the objects of the said agreement, and to provide for the cesser and extinguishment of all claims of the said freeholders and copyholders and other parties interested in the present Staith and Constables Banking to money compensation for the acquisition thereof by the Undertakers and all other rights and property of such parties in to and upon the said Staith and Banking, and to vest such Staith and Banking which contains about one acre in the Undertakers or their trustees freed from such claims, rights.

and property, and to impose on the Undertakers the future liability of maintaining such Banking.

To provide that the Murham or Murham-lane Staith and Constables Banking and any other portion of the Hook Bank to be acquired by or vested in the Undertakers under the powers of the Bill, and any works of improvement at any time executed by them in the river Ouse under the powers of the Act of 1884, or otherwise, in front of, near, and adjoining their docks at Goole, and any bed or foreshore of the river or land acquired or to be acquired by them in connection therewith shall belong to the Undertakers as part of their General Dock and Navigation undertaking, and shall in all matters of account (both capital and revenue) between that undertaking and the River Improvements and undertaking authorized by the Act of 1884 be treated accordingly, and to enable the Undertakers out of any funds applicable to the purposes of the said general undertaking to reimburse any moneys expended and charged to the River Ouse Improvement accounts in respect of such works and property.

The Bill will also specify any other works which are to be part of the general undertaking of the Undertakers, and those which are to be part of the undertaking authorized by the Act of 1884.

To modify, alter, or repeal the provisions of Section 54 of the Act 14, George III, cap. 96, hereinafter called the Act of 1774, and Section 56 of the Act 1, George IV, cap. 39, hereinafter called the Act of 1820, whereby certain partial exemptions from parochial rating are conferred on the Undertakers, and to provide that in respect of the property and works to which such sections apply the Undertakers shall be rated in full or to such extent and either immediately or after such period as may be prescribed by the Bill, and to make provision for determining any doubts or differences as to the extent and the property and works to which the present exemptions apply, or to sanction and confirm any agreement between the Undertakers and the Guardians of the Unions in which such property and works are situate, or other rating authorities which has been or may be entered into in reference to such matters, and to make such agreements binding upon the parties thereto and their successors.

To authorize and provide for the transfer to and vesting in the Undertakers of all or some of the rights, estate, property, easements, and liabilities of the Corporation of the Level of Hatfield Chase in or in connection with the Dutch or New River, or some portion thereof; and either on both or one side or bank of such river, and in or in connection with any land or property belonging to the Corporation on the banks of or near the said river, for such consideration and on such terms and conditions as may be agreed upon at any time between the Undertakers and the Corporation, and for the Undertakers taking upon themselves the obligation to maintain and repair the said river and the banks and foreshores or some portion thereof when and so far as transferred to them, and relieving the Corporation from the future repair and maintenance thereof; and to empower the Corporation and the Undertakers to enter into any agreements or arrangements for such objects.

To confirm and sanction any such agreements or arrangements already entered into or which may be entered into by them previously to the passing of the Bill.

To authorize the Undertakers to apply for the purposes of the Bill any funds belonging to them

or to raise by mortgage, or the creation and issue of debenture stock or otherwise, and apply for such purposes any money which under any Act relating to their undertaking, or by the Bill they have or shall have power to raise and to sanction the application of any money already raised or to be raised by the Undertakers for purposes other than those for which the money was by their said Acts authorized to be raised.

To repeal or alter Sections 59 and 119 of the Act IX, George IV, cap. 98, hereinafter called the Act of 1823, and Section 75 of the Act of 1820, restricting the length and breadth of the locks upon certain cuts belonging to the Undertakers between Leeds and Ferrybridge, and the materials to be used in the construction of bridges over the navigation, and to legalise any locks of larger dimensions now constructed on such cuts, and the use of any materials in any such bridges.

To make provision for the remuneration of the Committee of Directors of the Undertakers out of the profits of their undertaking, and for increasing and reducing the number of such committee, and for regulating the quorum necessary to constitute a meeting of the Committee of Directors, and to alter the official name or style of their clerk.

To define, alter, or repeal Section 6 of the Act of 1820, and Section 7 of the Act of 1828, and to provide that such sections shall not prevent the construction of reservoirs or storage basins for impounding and storing the waters of any portion of the Aire and Calder navigation or the Knottingley and Goole or any other canals, cuts or docks belonging to the Undertakers, and to authorize the Undertakers to impound and store such waters in such reservoirs and basins, which waters now flow into the rivers Ouse and Humber and the sea.

To repeal Section 3 of the Act of 1820, and Section 4 of the Act of 1828 restricting the width of the canals, cuts, towing paths, banks, and works to which those Acts relate; and to repeal Sections 56 and 57 of the Act of 1774, and Sections 70 and 106 of the Act of 1820 relating to the free and other use of pleasure boats and boats for conveying farming produce, cattle, or other effects to and from farms on, and relating to the rights of lords or owners of manors and other landowners of fishery in the rivers, cuts, and canals to which such Acts refer.

To repeal the portion of Section 47 of the Act of 1774, and Sections 58 and 49 respectively of the Acts of 1820 and 1828 conferring exemptions from toll on dung and manure carried on the rivers, cuts, and canals of the Undertakers.

To alter or repeal Section 98 of the Act of 1820, and to make new provisions in relation to all swivel and draw-bridges constructed for the use of the owners and occupiers of adjoining lands, and to the use and working thereof, and to provide, if thought fit, for such bridges being kept open at all times except when required to be closed for passing traffic across the canal.

To alter, modify, or repeal so much of Section 43 of the Act of 1884 as may limit the right of loading or unloading traffic on any part of the banks or sides of the river Ouse other than at wharfs and landing places.

To make new and further provisions for the raising and removal by the Undertakers of sunken vessels in their navigation, cuts, canals, docks, basins, or locks, or within the limits of the Act of 1884, and the recovery of the expenses of such removal, and for preventing the use and employment of unseaworthy vessels or vessels liable to obstruct the navigation, cuts, canals, docks,

basins, locks, or limits aforesaid, and for the removal thereof and recovery of the expenses of so doing, and for preventing the striking of the Undertakers' dock entrances, bridge-ways, and works by vessels in passing through the same, and to impose a penalty in respect thereof.

To amend the provisions of the Act of 1884 with respect to and to make further provisions for the recovery and collection of the tolls, rates, and charges payable under that Act or some of them, and to regulate the place and time where and when and the persons (whether the ship-owner or owner or consignee of the cargo or otherwise) by whom the same are to be paid, and if thought fit, to enable the Undertakers to demand and collect such tolls, rates, and charges or some of them, and to make the same payable in the Goole Docks before the vessels or goods shall have entered the river or after they may have left the same, or to make such other provisions for the purposes aforesaid as may be prescribed by the Bill.

To vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties in respect of any of the works proposed to be authorized by the Bill, or for accommodation provided or services rendered at or in connection therewith, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To incorporate with the Bill with or without such variations as may be thought expedient 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 Harbours, Docks, and Piers Clauses Act, 1847, or some of those Acts, and to apply the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of land near the railway during the construction thereof, to any works to be constructed by the Undertakers under the powers of the Bill or under any previous Acts relating to their undertaking, and to apply the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, or some of them, to the existing docks and works at Goole.

To alter, amend, extend, and repeal so far as may be necessary the provisions of the following among other local Acts, viz., 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 238; and any other Act or Acts relating to the North Eastern Railway Company; 10 and 11 Will. III, cap. 19; 14 Geo. III, cap. 96; 33 Geo. III, cap. 110; 43 Geo. III, cap. 13; 1 Geo. IV, cap. 39; 9 Geo. IV, cap. 98; 8 and 9 Vic., cap. 172; 9 and 10 Vic., cap. 212; 34 and 35 Vic., cap. 195; 41 and 42 Vic., cap. 156; 34 and 35 Vic., cap. 155; 42 and 43 Vic., cap. 90; and 47 and 48 Vic., cap. 161; and any other Act or Acts relating to the Undertakers and their undertaking; 23 Geo. III, cap. 13; 27 Geo. III, cap. 53; 51 Geo. III, cap. 30; 53 Geo. III, cap. 161; 17 Vic., cap. 9; 24 and 25 Vic., cap. 185; 25 and 26 Vic., cap. 140; 29 and 30 Vic., cap. 163; and any other Acts relating to the Level of Hatfield Chase and the Corporation and drainage thereof; 12 Geo. I, cap. 38; 13 Geo. I, cap. 20; 6 Geo. II, cap. 9; 13 Geo. II, cap. 11; 1 and 2 Geo. IV, cap. 46; 10 and 11 Vic., cap. 291; 13 and 14 Vic., cap. 57; 27 and 28 Vic., cap. 77; 37 and 38 Vic., cap. 131; and any other Acts relating to the River Dun Navigation and to the South Yorkshire Railway and

River Dun Company; 9 and 10 Vic., cap. 268; 12 and 13 Vic., cap. 81; 35 and 36 Vic., cap. 178; and 50 Vic., cap. 49; and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 10 and 11 Vic., caps. 163 and 166; and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company; 47 and 48 Vic., cap. 187; and any other Acts relating to the Shipcote Drain, the Swinefleet Warping Drain and the owners thereof respectively, and the Reedness and Swinefleet Drainage Commissioners; the Act (private) 8 Geo. III, cap. 20; and the Act 44 and 45 Vic., cap. 80; and any Acts recited or referred to in any of the foregoing Acts or mentioned in this Notice.

On or before the 30th day of November instant, plans showing the lines and situation of the works proposed to be authorized by the Bill, and the lands, houses, and other property to be taken for the purposes thereof, and sections describing the levels of the proposed works, and plans of the other lands, houses, and property to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and ordnance or published maps, with the lines of the intended railways and inclined plane delineated thereon so as to show their general course and direction, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield, and 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 parish in or through which the proposed works are intended to be made, or within which any lands proposed to be acquired under the powers of the Bill 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 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 10th day of November, 1888.

M. Storr Hodson, Clerk to the Undertakers, Leeds;

Grahames, Currey, and Spens, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1889.

West Bromwich Corporation (Consolidation of Loans, &c.)

(Consolidation of Loans, and creation and issue of Stock, Provisions with reference thereto, Powers to lend money to Public Bodies, Borrowing of Money, Amendment of Acts, and other purposes.)

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 West Bromwich, in the county of Stafford (hereinafter called "the Corporation"), for an Act for all, or some, of the following objects and purposes; that is to say—

To authorise and provide for the consolidation and conversion into Stock of all, or any, or some part or parts of the Loans of the Corporation, whether already or hereafter to be contracted by the Corporation under the powers of any Act of Parliament, or of any Order or sanction of any

Public Department of the State, and for those purposes to enable the Corporation to create and issue consolidated or other Stock upon and subject to such terms and conditions as may be prescribed by the Bill, or sanctioned by Parliament.

To make provisions for and in relation to the repayment of moneys borrowed and to be re-borrowed; the extension of the period for the repayment of the existing loans; and as to sinking funds and their investment; and, if thought fit, to repeal or alter existing provisions in relation to those several matters.

To charge the said Stock upon the borough fund and borough rate, district fund, and general district rate, market and fair tolls and charges, and upon all or some of the estates, undertakings (including the Gas Works undertaking), lands and property of the Corporation, and other the rates, rent, charges, and revenues belonging to or leviable by them.

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.

To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, debentures, and other securities of the Corporation for the exchange or conversion thereof for or into the said Stock, or for the surrender, payment off, or discharge of such mortgages, debentures, and other securities, and to empower holders with limited interests to enter into any such arrangements. Also to raise any moneys required by the holders of such mortgages, debentures, and other securities of the Corporation for compensation, for the payment off, or substitution for his security of Corporation or other Stock to be created and issued under the powers of this Act.

To make provision with reference to the exemption from stamp duty of 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.

To empower the Corporation to enter into arrangements with the Bank of England, or any other Bank or Bankers, for carrying into effect the provisions of the intended Act with reference to the creation, issue, and transfer of Stock under the provisions of the intended Act; the management thereof, the payment of dividends thereon, and the keeping of books and accounts in relation thereto. And to authorise the Corporation to appoint and pay a Registrar or other officer for all or any of the purposes of the intended Act.

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.

To authorise the Corporation to lend money to the Guardians of the Poor of the West Bromwich Union, the West Bromwich School Board, the Board of Management of the Walsall and West Bromwich School District, and other public authorities or bodies, and to raise money for that purpose, and to empower the said Guardians of the Poor of the West Bromwich Union, the said West Bromwich School Board, the Board of Management of the Walsall and West Bromwich School District, and any other public authorities or bodies, as aforesaid, to accept such loans and to provide for the discharge of the same, and for the mortgage of all or any part of the property and revenue of the said Guardians of the Poor and the School Board and the said Board of Management respectively, and the poor rate

leviable by the said Guardians, or by the overseers of the parish of West Bromwich to the Corporation, as security for such loans and the interest thereon.

To authorise the Corporation to borrow money for the purposes of the intended Act, and to charge the same on the borough fund and borough rate, district fund, and general district rate, market and fair tolls and charges, the gas undertaking and the revenue thereof, and on the estates, rates, revenue, and other property of the Corporation, or on any such securities, and to execute, create, grant and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to apply any existing funds or money of the Corporation to the purposes of the intended Act.

The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer upon the Corporation all such other rights and privileges which may be necessary for the purposes of the Bill, and will so far as may be deemed necessary, amend, enlarge, and repeal all or some of the provisions of the following, or some of the following, Acts and Provisional Orders, that is to say—

The West Bromwich Improvement Act 1854, the West Bromwich Improvement Amendment Act 1855, the West Bromwich Improvement Amendment Act 1865, the West Bromwich Improvement (Gas) Act 1876, the Local Government Boards Provisional Orders Confirmation (No. 4) Act 1882 (West Bromwich Order), the Local Government Boards Provisional Orders (No. 4) Act 1886 (West Bromwich Order No. 1), and any other Act or Provisional Order, and Order or sanction of the Local Government Board relating to the West Bromwich Improvement Commissioners, or to the Corporation or Borough of West Bromwich, or to the Urban Sanitary Authority of the said Borough.

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 14th day of November, 1888.

Alfred Caddick, Town Hall, West Bromwich, Solicitor for the Bill.

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

In Parliament.—Session 1889.

Great Torrington, Castle Hill, and Hatchmoor Commons.—Inclosed Tillage Lands and Staple Vale.

(Vesting in Conservators or Corporation of Great Torrington, or both, of Great Torrington and Castle Hill Commons, freed from Manorial Rights, and Conveyance to them of part of the Rolle Settled Estates; Powers of Management, By-laws, &c., to Conservators; Vesting in Trustees of Settled Estates, &c., of Hatchmoor Common, freed from rights of Common, &c.; Dedication of Roads to the Public; Vesting in Trustees and others interested, of the Tillage Lands, or Quiet Possession Fields, freed from Rights, &c.; Vesting Staple Vale in Trustees of Settled Estates, freed from Leases, &c.; Repeal or Amendment of Act.)

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

To vest or provide for vesting the commons, or common lands, or open lands known as Great Torrington Common and Castle Hill Common, in the parish of Great Torrington, in the county

of Devon, or some part or parts thereof respectively, freed from all manorial rights, in, over, or affecting the same, in Conservators to be elected or appointed as prescribed in the Bill (hereinafter referred to as "elected or appointed Conservators"), or in the mayor, aldermen, and burgesses of the borough of Great Torrington, in the county of Devon (hereinafter called the "Corporation"), or in such Conservators and the Corporation jointly, the bodies or body in whom such commons or lands may be so vested being hereinafter referred to as "the Conservators," and to provide for the election, appointment, qualification, retirement, rotation, and removal of elected or appointed Conservators, and to prescribe the persons or bodies by whom such Conservators shall be elected or appointed.

To enable the Conservators to hold the said commons and lands, and to manage and regulate the same, and employ and remunerate officers and servants, and to make and enforce bye-laws, rules, and regulations with reference thereto, and to attach penalties to the breach or non-observance of any such bye-laws, rules, and regulations.

To enable the devisees in trust under the will dated the 2nd day of November, 1837, of John Lord Rolle, deceased (hereinafter called "the Trustees"), to convey to the Conservators, or to vest in the Conservators, and to enable the Conservators to hold certain lands now forming part of the estates (hereinafter referred to as "the Settled Estates") vested in the trustees under the will above-mentioned.

To declare and define the purposes for and which the commons and other lands aforesaid shall be held and applied by the Conservators, and if so thought fit to empower the Conservators to appropriate and enclose parts thereof for garden allotments or for building sites, and such other purposes as the Bill may provide.

To vest, or provide for the vesting, in the trustees as part of the settled estates, or in such other person or persons as the Bill may prescribe of the common or commonable lands, or open lands, known as Hatchmoor Common, in the parish of Great Torrington aforesaid, freed and discharged from all rights of common or way, or any other rights whether public or private, as part of the settled estates, or upon and for such trusts and purposes as shall be declared by the Bill, and to empower the trustees to enclose the said common or lands.

To provide, if so thought fit or necessary, for the dedication and repair as public highways of all or any roads or ways crossing any of the commons or lands above-mentioned or referred to.

To vest absolutely in the trustees (as part of the settled estates), and in the public bodies, trustees, and persons respectively entitled to the fee simple and inheritance thereof, according to their respective rights and interests therein, certain enclosed lands in the parish of Great Torrington aforesaid, and known as Tillage Lands or Quiet Possession Fields, or some of them, or some parts thereof, freed and discharged from all rights of common and other public or private rights in, over, or affecting the same, but subject to any outstanding leases or charges and incumbrances of or affecting the same.

To vest in the trustees as part of the settled estates the fee simple and inheritance of, or the reversion in the lands (formerly common lands) now known as Staple Vale, mentioned or referred to in an Act passed in the 17th year of the reign of His late Majesty King George the Third, intituled "An Act to enable the Mayor, Aldermen, and Burgesses of the town of Great Torrington in the county of Devon, and other trustees, to grant part

of the common or waste lands called Great Torrington Common to William Callon, pursuant to an agreement for that purpose and other the purposes therein mentioned" (except such part or parts of the said lands as have since the passing of the said Act been conveyed to or are now vested in the London and South-Western Railway Company), freed and discharged from all or any rents, or annual payments, or fines, or other payments reserved by or payable under any lease or leases of the said lands, or any part or parts thereof, now subsisting, and from all covenants, stipulations, and agreements contained in any such lease or leases, and if necessary or thought expedient, to repeal or amend the Act of 17 George III. above mentioned or referred to, and to cancel or annul all or any such leases as aforesaid.

To enable the tenant for life for the time being of the settled estates to exercise and enjoy, as regards the lands to be vested in the trustees aforesaid, such powers and rights as he is entitled to exercise and enjoy as regards the settled estates, or any part thereof, or as may be conferred upon him by the Bill.

To empower the Conservators to demise and let for such periods, and upon, under, and subject to such terms, conditions, and restrictions, as may be prescribed by the Bill, and to exchange for other lands all or any, or any part or parts of, the lands to be vested in them by the Bill as aforesaid, and to provide for the application by the Conservators of the rents, issues, and profits of the said lands.

To confer upon the Conservators, their officers and servants, such further and other powers as may be necessary, or as Parliament may think expedient, for or with respect to the regulation and maintenance of the lands to be vested in them by the Bill, and the use and enjoyment thereof by the public, or for public purposes.

To vary or extinguish all rights and privileges which would interfere with any of the objects of the Bill, and to 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 15th day of November, 1888.

Frere, Forster, and Co., 28, Lincoln's-inn-fields, London, Solicitors for the Bill;
Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1889.

Marlow Water (Provisional Order).

(Application to the Board of Trade under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order authorising Waterworks, and for Defining the Limits of Supply; Power to Levy Rates.)

APPPLICATION will be made to the Board of Trade by the Great Marlow Water Company, Limited (hereinafter referred to as "the Company"), for a Provisional Order to be confirmed by Parliament in the ensuing Session to confer on the Company powers for the following purposes (that is to say):

1. To authorise and empower the Company to maintain and continue the waterworks in the parishes of Great Marlow, in the county of Bucks, and Bisham, in the county of Berks, which they have constructed and are working (that is to say):

(1) A well, pumping-station, and reservoir or tank in the parish of Great Marlow, formed upon land belonging, or reputed to belong, to the Company at the Chalk Pit or Quarry at the Chalk Pit situate on the southern side of the road known as Chalk Pit-lane, about

forty chains from the junction of the said road with West-street at Quoiting-place.

(2) An aqueduct or line of pipes commencing at the said reservoir or tank passing along Chalk Pit-lane, Oxford-road, West-street, and High-street, thence under the River Thames, and terminating at Temple House, in the parish of Bisham, and county of Berks.

2. To authorise the Company to collect, use, and appropriate for the purposes of their undertaking any water which may be found in or under any lands for the time being belonging to or in the occupation of the Company.

3. To enable the Company to acquire by agreement, and to hold lands, easements, water, and property for the purposes of the Order, and their undertaking.

4. To authorise the supply of water by the Company within the parishes of Great Marlow, Little Marlow, Wooburn, and Medmenham, in the county of Bucks, and Bisham and Hurley, in the county of Berks, or some part or parts thereof.

5. To confer on the Company powers for the sale and supply of water for domestic and other purposes, and all necessary powers and authorities in reference to, or in connection with, the supply of water, and to empower them to lay down, construct, and maintain within the parishes aforesaid, or any part thereof, such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery, appliances, and conveniences as may be necessary or convenient for the purposes of the Order.

6. To empower the Company to break up, open, and interfere with streets, sewers, pipes, and drains so far as may be necessary for the purpose of constructing and maintaining the said works, and to make and collect charges and rates in respect of water supplied from persons taking such supply from the Company.

7. To fix and define the capital of the Company.

The intended Order will, or may, incorporate with or without modification some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; and the Waterworks Clauses Acts, 1847 and 1863; and confer on the Company all necessary powers for the purposes aforesaid, and vary or extinguish all rights and privileges which would impede or interfere with such purposes, and confer other rights and privileges.

And notice is hereby further given, that a plan and section of the works, and a copy of this advertisement, 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 Bucks, at his office at Aylesbury, and with the Clerk of the Peace for the county of Berks, at his office at Abingdon, and copies of the same documents will be deposited at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order can be obtained on and after the 22nd day of December next, at the offices of the Company, in Great Marlow, and at the offices of Messrs. Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents, at the price of one shilling per copy, and if and when the said order is made by the Board of Trade, printed copies of the Order will be deposited for public inspection with the said Clerks of the Peace at their respective offices, and may also be obtained on application at the office of Messrs. Dyson and Co., 24, Parliament-street, S.W.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before that Board, any objection respecting the application, may do so by letter addressed to the Assistant Secretary, Rail-

way Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1889, and copies of such representations or objections must at the same time be sent to the undersigned agents for the Company, and, in forwarding such representations or objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded accordingly.

Dated this 16th day of November, 1888.

Dyson and Co., 24, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament—Session 1889.

Caledonian Railway (Additional Powers.)
Extension of Ingleston Branch of Scottish Central Railway to Main Line near Stirling; Stopping up of Level Crossings and Portions of Shore-Road at Stirling, and Substitution of New Road at Expense of Caledonian and North British Railway Companies, with Road of Access thereto; Acquisition of Lands in Burgh of Stirling; Enlargement and Improvement of Stations at Stirling, Larbert, and Edinburgh; Connecting Line between Denny Branch of Scottish Central Railway and Kilsyth and Bonnybridge Railway; Widening of Portions of Denny Branch and Ingleston Branch, and of Main Line of Scottish Central Railway at Larbert, and of Main Line of Caledonian Railway at Edinburgh; Legalization of Railways Already Constructed in Connection with Lesmahagow Branch; Extension of Time for Completing Branches to Hamiltonhill and River Cart, and near Rutherglen; Line to Gourrock and Quay there, and Lines in Connection with Dundee and Newtyle Railway; Acquisition of Undertakings of Moffat and Glasgow Central Railway Companies or of Share Capital of last-named Company; Dissolution of those Companies and of Annan Waterfoot Dock and Railway Company; Abandonment of Undertaking of Annan Waterfoot Dock and Railway Company, and of Port-Carlisle Branch of Solway Junction Railway Company; Release of Deposit Funds of Annan Waterfoot Dock and Railway Company, and of Glasgow Central Railway Company, and of Deposit Fund Applicable to said Port-Carlisle Branch; Agreements with North British, Glasgow Central, and Moffat Railway Companies; Town Council and Commissioners of Police of Stirling, and Secretary of State for War Department; Confirmation of Agreements between Scottish Central Railway Company and Promoters of Forth and Clyde Junction Railway, and between Caledonian Railway Company and Robert Thomas Napier Speir, Charles Howatson and Sir Windham Charles James Carmichael Anstruther, and William Forbes respectively; Compulsory Purchase of lands; Alterations of Roads; Additional Capital; Tolls, Rates, and Charges; Amendment and Repeal of Acts.

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

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the several railways, roads, and other works hereinafter described, or one or more of them, or part thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith re-

spectively, and to acquire the lands hereinafter described, and exercise the other powers hereinafter mentioned, viz. :—

1. A railway (called on the plans and sections to be deposited as hereinafter mentioned "railway No. 1"), commencing by a junction with the Ingleston branch of the Company's Scottish Central Railway, at a point in the parish of Dunipace about 130 yards southward from Low Quarter Corn-mill, and terminating by a junction with the main line of the said Scottish Central Railway at a point about 80 yards southward from the post on that railway indicating a distance of 117½ miles from Carlisle; which proposed railway, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Dunipace and St. Ninians, in the county of Stirling.

2. A railway (called on the said plans and sections "railway No. 2"), commencing by a junction with the Denny branch of the said Scottish Central Railway at a point at or near the bridge carrying the said branch over the public road leading from Kilsyth to Larbert, about 300 yards westward from Dunipace Mill, and terminating by a junction with the Kilsyth and Bonnybridge railway at a point about 330 yards eastward from Highland Dykes farm steading; which proposed railway, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Denny and Dunipace, in the county of Stirling.

3. A railway (called on the said plans and sections "railway No. 3"), being a widening of so much of the said Denny branch as extends from its junction with the main line of the said Scottish Central Railway at Larbert Junction to its junction with the said Ingleston branch, and a widening of so much of the said Ingleston branch as extends from its junction with the said Denny branch to the commencement of the said proposed railway called on the said plans and sections railway No. 1; which proposed railway No. 3, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Falkirk, Denny, and Dunipace, in the county of Stirling.

4. A road (in substitution for a portion of the existing Shore-road in the Burgh of Stirling), commencing at or near the junction of Maxwell-place and Viewfield-street, and terminating at or near the junction of Shore-road and Forth-street; with a road of access from the said proposed road to the Company's goods yard, commencing at a point about 70 yards northward from the point where the North British Railway Company's Stirling and Dunfermline railway crosses the said existing Shore-road on the level, and terminating at or near Park House; and to empower the Company to stop up the level crossings of the said existing Shore-road by the said Scottish Central and Stirling and Dunfermline Railways, and to stop up and discontinue as a public road so much of the said existing Shore-road as is situate between a point about 50 yards westward from the said level crossing thereof by the said Scottish Central Railway, and a point about 50 yards eastward from the said level crossing thereof by the said Stirling and Dunfermline Railway; as also to stop up, remove and discontinue the footways or bridges over the said railways adjoining the

said level crossings, and the accesses thereto; which proposed roads, existing road, level crossings, footways or bridges, and accesses, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Stirling and burgh of Stirling, in the county of Stirling; as also to repeal Section 20 of the Scottish Central Railway Act, 1845, relating to the said footway or bridge and accesses; as also to empower the Company and the North British Railway Company, or the Company alone, to enter into and carry into effect agreements and arrangements with the Provost, Magistrates, and Town Council, and the Commissioners of Police, of the burgh of Stirling, with respect to the construction, maintenance, and use of the said proposed roads; and to provide that the expense of constructing the said road in substitution for the existing Shore-road and incidental thereto shall be paid by the said Companies in such proportions as shall be agreed upon between them or determined by arbitration.

5. A railway (called on the said plans and sections "railway No. 4"), being a widening of the main line of the said Scottish Central Railway, and of the Larbert station thereof, commencing at a point about 560 yards southward from the booking office at that station, and terminating at a point about 480 yards northward from that booking office; which proposed railway, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Larbert, in the county of Stirling.

6. A railway (called on the said plans and sections "railway No. 5"), being a widening of the Company's main line from Carlisle to Edinburgh, commencing by a junction with that main line at a point about 20 yards westward from the western side of the bridge by which Grove-street, in the city of Edinburgh, is carried over the said main line, and terminating at or near the booking office of the Company's station in that city; and to improve the said station; and in connection therewith to stop up and appropriate the site of the lane leading from Romilly-place to St. Cuthbert's-lane; which proposed railway, and improvement of station, and lane, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the city of Edinburgh, the Royal burgh of Edinburgh, the county of the city of Edinburgh, and the parish of St. Cuthbert, or one or more of them, in the county of Midlothian.

7. To sanction and legalize, as parts of the undertaking of the Company, and to empower the Company to maintain, a railway already constructed (called on the said plans and sections "railway No. 6"), commencing by a junction with the Company's Lesmahagow Branch, at a point about 60 yards westward from the post indicating a distance of 18 miles from the junction of the said Lesmahagow Branch with the Company's main line at Motherwell, and terminating at a point about 160 yards southward from the engine-house at the Galawhistle Pit of the Caintable Gas Coal Company, Limited; and another railway already constructed (called on the said plans and sections "railway No. 7"), commencing by a junction with the said proposed railway No. 6, at a point about 115 yards eastward from the point where the last-mentioned railway crosses the Galawhistle Burn,

there forming the boundary between the counties of Lanark and Ayr, and terminating at a point in the lands of Spireslack, about 500 yards north-westward from the said engine-house at Galawhistle Pit; and all proper works and conveniences connected with the said railways No. 6, and No. 7; which railways, works, and conveniences are situate in the parishes of Lesmahagow and Douglas, in the county of Lanark, and the parish of Muirkirk, in the county of Ayr.

8. To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1876; the Caledonian Railway (Additional Powers) Act, 1878; the Caledonian Railway Act, 1879; the Caledonian and Callander and Oban Railways Act, 1883; and the Caledonian Railway Act, 1886; for completing and opening for public traffic the railway authorized by the said Act of 1876, and therein called railway No. 1, in so far as that railway is not required to be abandoned by the said Act of 1878, and the railways authorized by the said Act of 1878, and therein called respectively railway No. 1 and railway No. 2; all situate in the barony parish of Glasgow, the parishes of Cadder, Springburn, and Maryhill, and the Royal burgh of Glasgow, or one or more of them, in the county of Lanark.

9. To extend the time limited by the Caledonian Railway (Further Powers) Act, 1882, and the Caledonian Railway Act, 1887, for completing and opening for public traffic the railway authorized by the said Act of 1882, and therein called railway No. 4, situate in the parish of Rutherglen and Royal burgh of Rutherglen, in the county of Lanark, and the works and conveniences connected therewith.

10. To extend the time limited by the Caledonian Railway (No. 1) Act, 1884, for completing and opening for public traffic the railway thereby authorized and therein called railway No. 2, situate in the Abbey parish of Paisley, the parish of Renfrew, and the burgh of Paisley, in the county of Renfrew, and the works and conveniences connected therewith.

11. To extend the time limited by the Caledonian Railway (No. 2) Act, 1884, for completing and opening for public traffic the railway authorized by that Act, and therein called railway No. 1, and the quay or pier thereby authorized, all situate in the parish of Greenock, the east parish of Greenock, the new or mid parish of Greenock, the west parish of Greenock, the parish of Inverkip, the town of Greenock, and the burgh of Gourrock, in the county of Renfrew, and in the Firth of Clyde, in or *ex adverso* of the said places and county.

12. To extend the time limited by the Caledonian Railway (No. 1) Act, 1884, for completing and opening for public traffic the railways thereby authorized and therein called respectively railway No. 3 and railway No. 4, situate in the parishes of Mains and Strathmartine, and partly in the burgh of Dundee, in the county of Forfar.

13. To empower the Company to purchase and acquire, compulsorily or by agreement, certain lands lying on the eastern side of the Goods Yard of the said Scottish Central Railway, on the western side of the river Forth, on the southern side of the existing Shore-road hereinbefore mentioned, and on the northern side of a line about 700 yards southward from that road; which lands are situate in the parishes of Stirling and St. Ninians, and the burgh of Stirling, in the county of Stirling; and to empower the Company and Her Majesty's Principal Secretary of State for the War De-

partment to enter into and carry into effect agreements and arrangements with each other with respect to the acquisition by them from him of certain portions of the said lands, and the transference by them to him of certain other portions thereof.

14. To empower the Company and the North British Railway Company to enter into and carry into effect agreements and arrangements with each other, with respect to the enlargement and improvement of the passenger station at Stirling, and the alteration of the lines of rails therein, and the expenses connected with such enlargement, improvement, and alteration.

15. To sanction and confirm an agreement, dated the 13th day of April, 1853, entered into between the Scottish Central Railway Company (now amalgamated with and represented by the Company) and the promoters of the Forth and Clyde Junction Railway Bill then pending in Parliament, and to provide that the said agreement shall be binding upon the Company, and upon the Forth and Clyde Junction Railway Company and all Companies in possession of or working their undertaking respectively.

16. To sanction and confirm the following Agreements entered into between the Company and the persons hereinafter named respectively, and to provide that the same shall be binding upon the Company and upon the said persons and their heirs and successors respectively, that is to say—(1) An Agreement, dated the 28th day of March and 9th day of April, 1884, between Robert Thomas Napier Spèir, of Culdees Castle in Perthshire, and of Blackstone in Renfrewshire, institute of entail in possession of the lands of Blackstone and others, and the Company, with respect to the purchase by them from him of certain portions of those lands situate in the parish of Kilbarchan and county of Renfrew; (2) An Agreement between the Company and Charles Howatson, Esquire, of Glenbuck, and Sir Windham Charles James Carmichael Anstruther, Baronet, dated the 2nd, 7th, and 8th days of July, 1886, with respect to the railways hereinbefore mentioned, called on the said plans and sections railway No. 6 and railway No. 7; and (3) Two Agreements between William Forbes, Esquire, of Callendar, heir of entail in possession of the estates of Callendar and others, and the Company, the one dated the 23rd and 27th days of September, 1887, and the other dated the 7th and 12th days of October, 1887, with respect to the purchase by them from him of certain portions of land in the county of Stirling.

17. To provide for the transference to and vesting in the Company, as part of their own undertaking, of the undertaking authorized by the Glasgow Central Railway Act, 1888, including all the rights, powers, privileges, and authorities conferred by that Act on the Glasgow Central Railway Company (hereinafter called "the Central Company"), and any lands and other property acquired by or on behalf of that Company, subject to the debts, obligations, and liabilities affecting the same; and to provide for the dissolution of the Central Company, and the winding up of their affairs; as also to provide that the Company shall be liable to the usual penalties in the event of the railways authorized by the said Act not being duly completed and opened for the public conveyance of passengers, and that the Company may uplift the sum deposited with the Court of Exchequer in Scotland for securing such completion and opening, as recited in section 57 of the said Act; or to empower the Company to subscribe and take up

the share capital of the Central Company, so far as unsubscribed or unissued, and to hold such share capital in their own name, or in name of any of their directors, or other persons on their behalf, as also to purchase and acquire the portions of the said share capital subscribed by and issued to other parties; and to provide that, upon the acquisition by the Company of the whole of the said share capital, and publication of notice thereof in the Edinburgh Gazette, the Central Company shall be dissolved and their affairs wound up, and their undertaking, together with all their lands, works, property, rights, powers, privileges, and authorities, subject to their debts, obligations, and liabilities, transferred to and vested in the Company as part of their own undertaking, and that the Company may then uplift the sum deposited with the Court of Exchequer as aforesaid, on becoming liable to the aforesaid penalties; and to empower the Company and the Central Company to enter into and carry into effect agreements and arrangements with each other with respect to the aforesaid matters.

18. To provide for the transference to and vesting in the Company, as part of their own undertaking, of the undertaking of the Moffat Railway Company (hereinafter called "the Moffat Company") authorized by the Moffat Railway Act, 1881, and the Moffat Railway Act, 1882, including all the lands, works, rights, powers, privileges, and authorities of that Company, subject to their debts, obligations and liabilities, in consideration of such payment, in shares (ordinary or preference) of the Company, or otherwise, and upon such terms and conditions, as may have been or may be agreed upon between the said Companies, and thereupon to provide for the dissolution of the Moffat Company, and the winding up of their affairs; and to empower the said Companies to enter into and carry into effect agreements and arrangements with each other with respect hereto.

19. To empower the Company to purchase and acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily or permanently, all lands, houses, and other property, or easements or servitudes in or over the same, which may be necessary or proper for the purposes of the several railways, roads, quay or pier, stations, and other works and conveniences hereinbefore mentioned.

20. To empower the Company to deviate, in the construction of the said several railways and roads, from the lines and levels delineated on the plans and sections to be deposited as hereinbefore mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily or permanently, any streets, lanes, passages, tramways, watercourses, sewers, drains, gas and water pipes, and electric apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert, for the purposes of the several works hereinbefore mentioned; and to provide that any altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall in all respects form parts of the existing roads in lieu of portions of which the same are respectively substituted under the said powers; and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill, and that the portions of road for which the same are

substituted shall be vested in the Company; and to vary for those purposes the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the said works.

21. To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes hereinbefore mentioned, and for other purposes of the Company, so far as not provided for by their existing powers; as also to apply towards those purposes any capital or funds belonging to or authorized to be raised by the Company, which may not be required for the purposes for which the same were authorized to be raised; and to sanction and confirm the application to any of the said purposes of any funds of the Company already applied or which may be hereafter applied thereto.

22. To empower the Company to levy and recover tolls, rates, duties, and charges, for and in connection with the use of the several works hereinbefore mentioned; to alter existing tolls, rates, duties, and charges; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, duties, and charges.

23. To provide for the abandonment of the undertaking authorized by the Annan Waterfoot Dock and Railway Act, 1881, and for the release and repayment of the sum mentioned in section 43 of that Act, to the depositors thereof, and for the dissolution of the Annan Waterfoot Dock and Railway Company, and the winding up of their affairs.

24. To provide for the abandonment of the Port-Carlisle Branch Railway, authorized by the Solway Junction Railway Act, 1882, and for the release and repayment of the sum mentioned in section 12 of that Act.

25. To vary or extinguish all existing rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights and privileges necessary or expedient for effecting those objects or in relation thereto.

26. To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinbefore mentioned; and of the Caledonian Railway Act, 1845; the Caledonian and Scottish Central Railways Amalgamation Act, 1865; the North British, Edinburgh Perth and Dundee, and West of Fifo Railways Amalgamation Act, 1862; and any other Acts recited in any of the aforesaid Acts, or relating to the Companies or other bodies interested in any of the objects hereinbefore mentioned or their respective undertakings.

Plans describing the lines and situation of the several railways, roads, and quay or pier, proposed to be made and legalised, and the powers for making which are proposed to be revived as aforesaid, and of the lands, houses, and other property which, or easements or servitudes in or over which, may be taken for the purposes thereof, and of the works and conveniences connected therewith, and sections describing the levels of the said intended railways and roads, and plans describing the other lands, houses, and property which may be taken under the powers of the Bill, together with books of

reference to the said several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and ordnance or published maps, with the lines of the said intended railways and roads delineated thereon, so as to show their general course and direction, so far as such plans, sections, and books of reference relate to the counties, parishes, and royal burghs aftermentioned respectively, with copies of this Notice as published in the Edinburgh and London Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection as follows:—That is to say, so far as respects the county of Stirling, in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of that county; so far as respects the county of the city of Edinburgh, and the county of Midlothian, in the offices at Edinburgh of the principal Sheriff-Clerks of those counties; so far as respects the county of Lanark, in the offices at Glasgow and Lanark respectively of the principal Sheriff-Clerk of that county; so far as respects the county of Ayr, in the offices at Ayr and Kilmarnock respectively of the principal Sheriff-Clerk of that county; so far as respects each of the parishes hereinbefore mentioned, with the Session Clerk of such parish at his office, if he have an office separate from his place of abode, or otherwise at his place of abode; and so far as respects the royal burghs of Stirling and Edinburgh, with the Town clerks of those burghs at their respective offices.

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, 1888.

George Jackson, 302, Buchanan-street, Glasgow.

Grahames, Currey and Spens, 30, Great George-street, Westminster.

In Parliament—Session 1889.

Welsh Railways Union.

(Working and Traffic Agreements between the Taff Vale Railway Company, Barry Dock and Railways Company, Alexandra (Newport and South Wales) Docks and Railway Company, Brecon and Merthyr Tydfil Junction, Swansea and Mumbles, Neath and Brecon, Pontypridd Caerphilly and Newport, Mid Wales, Cambrian, Manchester and Milford, Golden Valley, Wrexham and Ellesmere, Wrexham Mold and Connah's Quay, Manchester Sheffield and Lincolnshire, Cheshire Lines Committee, Wirral, Seacombe Hoylake and Deeside, Mersey, Liverpool Southport and Preston Junction, Southport and Cheshire Lines Extension, West Lancashire and Blackpool Railway Companies, or some of them; Provisions for Joint Working and Management; Appointment and Incorporation of Joint Committee, their powers and duties; Appointment of Standing Arbitrator and Auditors; Provisions as to other Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act"), for all or some of the purposes following (that is to say):—

To authorise agreements between the Taff Vale Railway Company, the Barry Dock and Railways Company, Alexandra (Newport and South Wales) Docks and Railway Company, the Brecon and Merthyr Tydfil Junction, Swansea

and Mumbles, Neath and Brecon, Pontypridd Caerphilly and Newport, Mid Wales, Cambrian, Manchester and Milford, Golden Valley, Wrexham and Ellesmere, Wrexham Mold and Connah's Quay, Manchester Sheffield and Lincolnshire, Cheshire Lines Committee, Wirral, Seacombe Hoylake and Deeside, Mersey, Liverpool Southport and Preston Junction, Southport and Cheshire Lines Extension, West Lancashire and Blackpool Railway Companies, or some of such Companies (hereinafter referred to as "the Companies"), for the purpose of forming a through traffic union for the working and regulating through traffic, and for the management and working for the purposes of through traffic of the respective undertakings of the Companies, or some of them, 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 Companies respectively, and also all rights, easements, powers, and privileges which the 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 any of the Companies, or otherwise as may be prescribed by the Act, and to regulate their continuance in office, qualification, removal, election, and remuneration.

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 provisions 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 with the Companies respectively, and their respective directors, or any committee of such directors, now have, or may exercise, or are subject to, of working, managing, and using the undertakings of the Companies respectively, so far as the same may be necessary for the purposes of working such through traffic as aforesaid, 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 hiring and providing plant and rolling stock, and generally for carrying on the undertakings of the Companies as one united system of through railway communication, as may be defined in the intended Act or authorised by Parliament.

To vest in the Joint Committee, so far as may be necessary for the purposes aforesaid, 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 any of the Companies possess, or are entitled to claim, exercise, and enjoy.

To regulate the division by the Joint Committee of the net receipts between the respective Companies in such proportions as may have been or may be agreed on or as may be authorised by the Act, and to provide for the payment into separate accounts of so much of the net receipts due to each Company as may be required to pay the interest on debentures or debenture stock, and if the 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 of a standing arbitrator and the rotation of an audit committee and auditors, and to regulate their respective powers, duties, and remuneration.

To enable the Companies to make and carry into effect contracts or agreements with respect to the working, management, running over and use of their respective undertakings, or such portions thereof 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 with reference to such matters as aforesaid, or any of them, as may have been entered into prior to the passing of the intended Act.

To authorise similar agreements between the Companies and the Manchester and Milford, Golden Valley, and Pontypridd, Caerphilly, and Newport Railway Companies, and the Alexandra (Newport and South Wales) Docks and Railway Company, or any of them, or any other Railway Company, with respect to the undertakings of such last-named Companies respectively, and to confer on such Companies similar or other necessary powers, and to make all needful provisions with respect thereto.

To vary or extinguish all rights and privileges which may interfere with the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, and enlarge, or repeal, so far as may be necessary, all or some of the powers and provisions of the several local and personal Acts following, that is to say, 6 Will. 4, cap. 82, and any other Acts relating to or affecting the Taff Vale Railway Company; the Barry Dock and Railways Act, 1884, and any other Acts relating to or affecting the Barry Dock and Railways Company; the Alexandra (Newport and South Wales) Docks and Railway Act, 1882, and any other Acts relating to or affecting the Alexandra (Newport and South Wales) Docks and Railway Company; 25 and 26 Vic., cap. 193, and any other Acts relating to or affecting the Brecon and Merthyr Tydfil Junction Railway Company; the Memorandum and Articles of Association of the Swansea and Mumbles Railway Company, Limited, and any Acts relating to or affecting the Swansea and Mumbles Railway Company Limited; 25 and 26 Vic., cap. 193, and any other Acts relating to or affecting the Neath and Brecon Railway Company; the Pontypridd, Caerphilly, and Newport Railway Act, 1878, and any other Acts relating to or affecting the Pontypridd, Caerphilly, and Newport Railway Company; the Mid Wales Railway Act, 1859, and any other Acts relating to or affecting the Mid Wales Railway Company; 16 and 17 Vic., cap. 143, and 27 and 28 Vic., cap. 262, and any other Acts relating to or affecting the Cambrian Railway Company; 23 and 24 Vict., cap. 175, and any other Acts relating to or affecting the Manchester and Milford Railway Company; the Golden Valley Railway Act, 1876, and any other Acts relating to or affecting the Golden Valley Railway Company; 48 and 49 Vic., cap. 150, and any other Acts relating to or affecting the Wrexham and Ellesmere Railway Company; 25 and 26 Vic., cap. 221, and any other Acts relating to or affecting the Wrexham, Mold, and Connah's Quay Railway Company; 12 and 13

Vic., cap. 81, and any other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; 37 and 38 Vic., cap. 169, and any other Acts relating to or affecting the Cheshire Lines Committee; the Wirral Railway Act, 1884, and any other Acts relating to or affecting the Wirral Railway Company; 35 and 36 Vic., cap. 127; 36 and 37 Vic., cap. 239; the Seacombe, Hoylake, and Deeside Railway Act, 1881, and any other Acts relating to or affecting the Seacombe, Hoylake, and Deeside Railway Company; 29 and 30 Vic., cap. 139, and any other Acts relating to or affecting the Mersey Railway Company; the Liverpool, Southport, and Preston Junction Railway Act, 1884, and any other Acts relating to or affecting the Liverpool, Southport, and Preston Junction Railway Company; the Southport and Cheshire Lines Extension Railway Act, 1881, and any other Acts relating to or affecting the Southport and Cheshire Lines Extension Railway Company; the West Lancashire Railway Act, 1871, and any other Acts relating to or affecting the West Lancashire Railway Company; the Blackpool Railway Act, 1884, and any other Acts relating to or affecting the Blackpool Railway Company.

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

Dated this 15th day of November, 1888.

Evan Morris and Co., Solicitors, Wrexham.

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

Board of Trade—Session 1889.

Market Rasen Gas.

(Application to the Board of Trade by the Market Rasen New Lighting Company, Limited, for a Provisional Order, under the Gas and Water Facilities Act, 1870, for Powers to Maintain and Continue Gas Works and to Manufacture and Supply Gas within the Parishes of Market Rasen and Middle Rasen, both in the County of Lincoln; Supply of Gas in Bulk; Breaking up, &c. of Streets; Patent Rights; Rates and Charges; Increase of Capital, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Market Rasen New Lighting 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 their existing gas works, retorts, gas-holders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, 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 and in the occupation of the Company, situate in the parish of Market Rasen, in the county of Lincoln, containing 1,080 square yards, or thereabouts, and bounded on or towards the east by land belonging to Thomas Fowler, on or towards the west by land belonging to Lucy Dunn Marris, on or towards the north by the Kilnwell-road, and on or towards the south in part by land belonging to the said Thomas Fowler, and in other part by a street called Nursery-street.

To supply gas in bulk to any local authority authorised to supply gas or to any gas company for re-sale and distribution in any adjoining districts beyond the Company's limits.

To make such extension of their mains, pipes, and works within their limits of supply as may, in the opinion of the Company, be necessary, and, for that purpose, to open and break up the soil and pavement of any streets, roads, highways, bridges, or other passages or places within the limits of supply.

To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

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 parishes of Market Rasen and Middle Rasen 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, and to alter, amend, or repeal any Acts or Orders that may interfere with the objects of the proposed Order.

To enable the Company to raise additional capital by shares or stock and by borrowing by debenture stock or otherwise, 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 or extinguish 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 gas-works or with the supply of gas.

To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines,

and other articles, apparatus, and things supplied by the Company.

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, together with a copy of this advertisement, will be deposited for public inspection in the office of the Clerk of the Peace for the parts of Lindsey in the said county of Lincoln, at his office in the city of Lincoln, 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 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. Sherwood and Co., 7, Great George-street, Westminster, and Mr. Louis Rhodes, solicitor, of Market Rasen, respectively, 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, to the promoters, Messrs. Sherwood and Co., at their offices, 7, Great George-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 16th day of November, 1888.

Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.
Louis Rhodes, Market Rasen, Solicitor.

In Parliament.—Session 1889.

Wood Green Local Board.

(Transfer to the Wood Green Local Board of certain Funds derived from the Sale of Waste, Common or Lammas Lands situate within that part of the Parish of Tottenham now comprised in the District of the Wood Green Local Board, and provisions as to application of same; Purchase by Agreement, or otherwise, of Rights of the Lord of the Manor and of the Vestry of Tottenham; Extinction of Common and other Rights in relation to said Lands; Power to Sell and Demise Lands; To Borrow Money and application of same; Special Provisions for payment of Costs of Act; Transfer of certain Trust or Charity Funds of Tottenham Parish to new Trustees; Provisions for Agreements with the Vicar and Churchwardens and Vestry of the Parish of Tottenham, the Trustees of the Waste Lands Funds of the said Parish, the Tottenham Local Board and other bodies and persons; Incorporation and Amendment of Acts; and other Purposes.)

APPPLICATION is intended to be made to Parliament in the ensuing Session by the Wood Green Local Board (hereinafter called "the Board") for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To transfer to and vest in the Board or to trustees to be named in or provided for by the Bill, so much of the several moneys and funds called or known by the name of the "Waste Lands Funds," now vested in or under the control of or administered by the Vicar and Churchwardens of the vestry of the parish of Tottenham, together with any interest and dividends accrued or accruing thereon respectively, as have from time to time accrued or have been derived from the sale of common, waste or lammas lands situate or partly situate in that part of the parish of Tottenham which is now comprised in the District of the Board (hereinafter called "the District"), and especially the several funds respectively called or known as the "Waste Land Compensation Money, 1854," "The Wood Green Waste Lands Compensation Money, 1875," "The Wood Green Common Great Eastern Railway Compensation Money, 1885," "Compensation Money received for the Enclosure of Waste Land per order of Vestry," "Tottenham Hale Lammas Lands Great Eastern Railway Compensation Money, 1883," or by some other name, title or description respectively and if need be the Bill will require the said vicar and churchwardens, and vestry and the several trustees in whom the said funds or moneys respectively are now vested, to pay over, transfer and vest the same, or any part or parts thereof, respectively, as may be provided by the Bill or prescribed by Parliament.

To empower the Board to borrow money on security of the General District Rate and other rates and funds under their control, and to expend and apply the same for the purpose of acquiring, laying out, planting, improving, and maintaining open spaces within the District, and to authorise the Board from time to time to apply towards those objects, or any of them, the general district or other rates as they may deem expedient, and to authorise the Board to sell, exchange, demise, lease, and otherwise let, on such terms and conditions, and for such periods as they may think fit, or the Bill or Parliament may prescribe, any lands now or hereafter acquired, held by, or vested in them, and not immediately needed for the purposes for which they were acquired or are held.

To make applicable to such open spaces when so acquired all or some of the provisions, with or without amendment, of Section 19 of the Tottenham Local Board (Division of District) Act, 1888.

To purchase by agreement or otherwise, or to abrogate or extinguish, as the Bill may provide, all or any of the rights, if any, of the Lord of the Manor of Tottenham and of the Tottenham Local Board, and of the Vestry or Waste Lands Committee of the Vestry of Tottenham, and of any other person or body, in, over, or relating to any common, lammas or waste lands within the District, and so far as may be necessary for effecting those objects, or any of them, to amend or repeal all or some of the provisions of the scheme relating to Tottenham Commons contained in the Schedule to the Metropolitan Commons Supplemental Act, 1882, or of any other Act or Acts.

To transfer to the Board or to Trustees to be named in, or provided for by the Bill, for the benefit of the District, or of the ratepayers, or inhabitants thereof, or some of them, subject to such terms as the Bill may provide, or Parliament may prescribe, and subject, or not, as Parliament may direct, to the approval of the Charity Commissioners for England and Wales, or of such other public authority as the Bill or Parliament may prescribe, so much of any trust, charity or other funds now vested in any body, or persons, or trustees, for the benefit of the parish of

Tottenham, or of any of the inhabitants of such parish.

To enable the Board on the one hand, and the Vicar and Churchwardens of the parish of Tottenham, the Vestry of the said parish, the Tottenham Local Board, and the Trustees and persons mentioned or referred to in this Notice, or any of them, on the other hand, to make and carry into effect, alter, and rescind agreements relating to the payment and transfer to and vesting in the said Board, or in trustees, as may be provided in the Bill, all or any of the aforesaid moneys, or funds, or any part or parts thereof respectively.

To provide for the payment of the costs and expenses of applying to Parliament for and passing the intended Act, or of some part thereof, out of or by means of all or any of the funds or moneys mentioned or referred to in this Notice, or otherwise, as the said Bill may provide.

To authorise the Board or the trustees to be appointed by the intended Act to apply any moneys or funds transferred to or vested in them as aforesaid, and any dividends or interest derived or accruing from the investment of the same in or towards the purchase of lands for public purposes within the District or to such other purpose as the Bill may provide or Parliament may authorise.

The Bill will or may incorporate with or without amendment all or some of the provisions of the Enclosure Act, 1845; The Metropolitan Commons Acts, 1866 and 1869; The Metropolitan Commons Supplemental Act, 1882; The Public Health Act, 1875; The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; The Tottenham Local Board (Division of District) Act, 1888; The Acts Local and Personal 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway 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 14th day of November, 1888.

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

In Parliament—Session 1889.

St. Clement's Recreation Ground.

(The Potteries, St. Clement, Notting hill; Purchase of Lands known as the Potteries, St. Clement, Notting Hill, and other Lands in the Parish of St. Mary Abbot's, Kensington; Preservation as Garden, Recreation Ground, or Open Space; Regulation, Management, Bye-laws; Powers to London County Council and the Vestry of St. Mary Abbot's, Kensington, as to the Contribution of Funds; Levying Rates; Borrowing of Money charged on Rates; Confirmation of Agreement.)

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 purposes:—

To authorise the purchase and acquisition of certain lands and erections thereon situate in the ecclesiastical district of St. Clement, Notting Hill, lying within the parish of St. Mary Abbot's, Kensington, in the county of Middlesex, known as the Potteries, or some part thereof; and, if necessary, to enable the owners and persons interested in such lands and erections thereon to enter into and carry into effect agreements for the sale thereof, or to confirm

and give effect to any agreement or agreements which may be made by them and any other persons for that purpose.

The said lands comprise about four acres with the erections thereon, and belong or are reputed to belong to Charles Adams and Joseph Adams and others, and are included in an area bounded on the south by William-street, on the east by Pottery-lane, on the north in part by Mary-place and in part by school premises of the London School Board at the corner of Mary-place and St. Clement's-road, and on the west in part by the said school premises and in part by St. Clement's-road.

To provide for the said lands being devoted wholly or in part as a garden or open space for purposes of public recreation, and for such garden or open space being vested in and maintained and regulated by the said vestry.

To confer upon the London County Council as the successors of the Metropolitan Board of Works, and the said vestry, or either of them, the necessary powers of purchase and for making and enforcing bye-laws and regulations with respect to the use and management of the said lands, and for imposing penalties for offences against the intended Act, or any such bye-laws.

To empower the said Council and the vestry of St. Mary Abbot's, Kensington to contribute funds for the purposes of the intended Act, and to authorise payments to be made for the purposes of the intended Act by the said bodies, or either of them, either out of moneys to be raised by means of rates or out of moneys charged upon the security of rates levied within the Metropolis, or within the said parish, or any particular part thereof, as may be defined in the Bill, and to make provision as to the assessment and collection of rates.

To make any provisions which may be necessary for fixing and defining the limits of any area within which a rate may be levied for the purpose of the intended Act.

To provide for the contribution of funds for the purposes of the intended Act by the Charity Commissioners and the Trustees of the London Parochial Charities when established under the provisions of the City of London Parochial Charities Act, 1883.

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 15th day of November, 1888.

Horne and Birkett, 4, Lincoln's-inn-fields,
Solicitors for the Bill.

Dyson and Co., 24, Parliament-street, Par-
liamentary Agents.

In Parliament.—Session 1889.

The Tuscan Gas Company (Limited).

(Extension, Alteration, and Amendment of Memorandum of Association; Cancellation of Third Clause of Memorandum, or Portions thereof; New Definition of Extended Objects, Powers, and Business of Company; Change of Name, and other matters.)

NOTICE is hereby given, that the Tuscan Gas Company (Limited) (hereinafter called "the Company") intend to apply to Parliament in the session of 1889 for an Act for the following purposes, or some of them:—

1. To extend the objects for which the Company was established as defined by its Memorandum of Association, and, notwithstanding anything contained in the said Memorandum, to authorize the Company to carry out the extended and

further objects, and to exercise the powers following or some of them as fully in all respects as if such extended and further objects and powers had been authorized and conferred by the said Memorandum:—

- a. To hold and enjoy the Royal decree of his Majesty the late King of Italy, authorizing the Company to do business in the Kingdom of Italy, and to hold, fulfil, carry out, and work the several concessions, gasworks, real and personal property, choses in action, easements, and privileges of the Company, and to continue the lighting of the town of Prato and other towns and places in the Kingdom of Italy, and the businesses of gas manufacturers and suppliers, and other businesses connected therewith or incidental thereto hitherto carried on by the Company in the said kingdom.
- b. To undertake lighting for public and private purposes by gas, electricity, or other illuminant, or by any agency or means of lighting or capable of producing light, heat, or motive power already known or hereafter to be discovered.
- c. To undertake the making, generation, storing, accumulation, employment, and supply of gas, electricity, and other illuminants, and any agency or means aforesaid.
- d. To undertake the supply of water for public and private purposes, and to sink wells, make, maintain, alter, and discontinue reservoirs, cisterns, tanks, aqueducts, conduits, canals, drains, cuts, sluices, pipes, culverts, engines, and other works, and divert and impound water from streams and alter the course of streams, and to act as a Hydraulic Company for the purpose of supplying power to machinery and to manufacture ice.
- e. To acquire in perpetuity or for a term, and to establish and erect works, with all accessories thereto, for the making, generating, producing, storage, employment, distribution, and supply of gas, electricity, and water, and to lay down, establish, fix, and carry out mains, pipes, services, cables, wires, lines, accumulators, and all other works, plant, apparatus, utensils, articles, and things connected with or incidental to effectuating the objects aforesaid.
- f. To carry on the businesses of manufacturers, producers, and suppliers of gas, water, electricity, and other agency or means of producing light, heat, motive power, or force, of vendors of gas, electricity, water, and ice, of electricians, electrical contractors, and electrical, mechanical, hydraulic, and general engineers, and of gas, water, electrical, and hydraulic fitters in all their branches.
- g. To manufacture, purchase, sell, hire, let, supply, and either as principals or agents trade and deal in coal, coke, tar, pitch, asphaltum, ammoniacal liquor, salts of ammonia, or other products, or any materials employed in or resulting from the making, generating, or producing of gas, electricity, or water, or the means of distribution thereof respectively, gas and water meters, mains, pipes, services, and fittings, oil, water, and chemicals, and all tools, machinery, apparatus, appliances, materials, and things required for or capable of being used in connection with the businesses before-mentioned.
- h. To carry out the undertakings, make the acquisitions, execute the works, conduct the businesses, and effectuate the objects of the Company in the Kingdom of Italy, and in

- other foreign countries, and in any British Colony, Dependency, or other place beyond the limits of the United Kingdom.
- i. To enter into arrangements with Governments or authorities supreme, colonial, provincial, or administrative, judicial, municipal, local, or otherwise, that may seem conducive to the Company's objects, or any of them, and to purchase or otherwise acquire, and to solicit from any such Government or authority, and obtain, carry out, exercise, comply with, and sell or otherwise dispose of concessions, orders, authorizations, rights, privileges, and licenses which the Company may think it desirable to purchase, acquire, solicit, obtain, or dispose of, and to apply for and procure the promulgation of any charters, laws, ordinances, and decrees which the Company may think necessary or expedient for or in respect of its undertaking, works, or businesses, or otherwise conducive to the Company's objects or benefit.
 - j. To purchase or otherwise acquire, or to obtain licenses, to use proprietary rights, secret processes, inventions, letters patent, designs, trade marks, brevets d'invention, or any like privilege that may usefully be employed in carrying on or with relation to the undertaking or any business of the Company, and to make application for the grant of letters patent or similar privileges in any country, and to maintain the same by disclaimers, actions, and other proceedings, and to sell or otherwise dispose of any such right, process, invention, letters patent, design, trade mark, brevet d'invention, or privilege as aforesaid, and to grant licenses for the user thereof respectively.
 - k. To make, construct, and build, and to acquire in perpetuity, or for a term or any period, certain or uncertain, by hire, lease, or otherwise, and to contribute to the expense of constructing or acquiring, and from time to time to maintain, renew, repair, enlarge, reconstruct, improve, alter, modify, sell, let, charter, dispose of, and otherwise deal with any works, factories, houses, offices, sheds, stores, workshops, railroads, tramways, and other roads, waterways, aqueducts, conduits, canals, bridges, wharves, machinery, engines, plant, apparatus, implements, tools, utensils, ships, lighters, carts, wagons, and other vessels and vehicles, and any other erection, plant, works, stock, article, or thing which may from time to time be requisite or convenient for carrying on or developing any business for the time being carried on by the Company, or expedient to be used therein, or for the purposes thereof.
 - l. To purchase, take in exchange or on lease, rent, hire, or otherwise acquire, hold, charter, occupy, employ, and manage for the purposes aforesaid, or any of them, any real or personal, or movable or immovable property (including seagoing and other vessels), and any easement in, over, or under land, water, mines, or minerals, which the Company may determine to be necessary for, or auxiliary to, the purposes aforesaid.
 - m. To sell, exchange, surrender, disclaim, let on lease, underlet, assign, mortgage (with or without power of sale), and otherwise deal with all or any part of the real, or personal, or movable or immovable property of the Company for such interest or interests, entire or partial, on such terms for such purposes, and generally in such manner as the Company may from time to time think proper to determine.
 - n. To purchase or otherwise acquire the goodwill, with or without the assets (in whole or in part), of any business of the same or a like kind to any business which the Company is authorized to carry on or engage in, and to undertake the discharge of the liabilities in whole or in part of such business, and to make and carry into effect arrangements for amalgamation, sharing of profits, union of interests, co-operation, joint working, joint adventure, reciprocal concession, subsidizing, or otherwise with any Company, Association, firm, body or person carrying on or engaged in, or about to carry on or engage in any business or transaction which the Company is authorized to carry on or engage in, and to promote, or form, or assist financially or otherwise in the promotion or formation of any amalgamated, allied, affiliated, subsidiary, or other Company or Association, or Société anonyme for all or any of the aforesaid purposes, and also to lend money to and to guarantee the contracts of, or otherwise to assist and to conduct, or liquidate, or otherwise wind up the business of any such Company, Association, firm, body, person, or Société anonyme, and to take or otherwise acquire shares or securities of any such Company or Association, and to hold, sell, re-issue, or otherwise deal with the same shares or securities.
 - o. To accept and take hold or sell shares or stock in any Company, Association, or undertaking, the objects of which shall either in whole or in part be similar to those of the Company, or such as may be likely to promote or advance the interests of the Company.
 - p. To hold and take in the name of, or to vest in trustees within or beyond the limits of the United Kingdom on behalf of the Company any property of the Company, or in which the Company may for the time being be interested.
 - q. To register or constitute the Company abroad as a Société anonyme or other Company, and to do all such things as may be necessary to enable the Company to acquire the legal status of a corporation or otherwise to establish for the Company a legal domicile in any Kingdom, Republic, State, or Dependency in which any operations of the Company may be carried on, but so that the liability of the members be not increased beyond the amount (if any) uncalled on their shares.
 - r. To appoint from time to time any person, firm, society, or corporation, English or foreign, the attorney or attorneys of the Company, with powers of delegation or substitution, and confer upon any such attorney or attorneys, or his or their substitutes, any powers of the Company.
 - s. To draw, accept, make, endorse, issue, and negotiate bills of exchange, promissory notes, cheques, deposit notes, and other acknowledgments and negotiable instruments, and to receive moneys on deposit or account current or otherwise, with or without allowance of interest.
 - t. To create and issue, or to confirm debenture stock (perpetual or terminable), debentures, bonds, and other obligations transferable by writing or to bearer, and otherwise to borrow or raise moneys without security or by mortgage, charge, or lien, on or trust of

the undertaking or of all or any part of the real or personal property of the Company or of its uncalled capital, or otherwise on such security and terms as the Company may deem proper, and whether in substitution for bonds, acknowledgments, or securities already given by the Company or otherwise.

- u. To sell, transfer, let, or otherwise dispose of the business property and undertaking of the Company, or any part thereof, in consideration of payment in cash or in shares or securities of another Company, or partly in cash and partly in shares or securities, and to distribute any of the property of the Company among the members in specie, and any proceeds of the sale of any property by way of bonus among the members, but so that the capital of the Company be not thereby reduced.
 - v. To effectuate the surrender or forfeiture of any shares of the Company, and to issue share warrants representing fully paid-up ordinary or preference shares or stock of the Company.
 - w. To issue and allot shares of the Company fully or in part paid up in respect of any purchase, or acquisition, or agreement by or on the part of the Company, or for any service rendered or to be rendered to the Company, or for any other purpose within the objects of the Company.
 - x. To issue shares with any such guarantee or right of preference, whether in respect of dividend or repayment of capital, or both, or any other such special privilege or advantage over any shares previously issued, or to be issued, or with such deferred rights as compared with any shares previously issued, or to be issued, or subject to any such conditions or provisions, and with any such right of voting, or without any right of voting, and generally on such terms as the Company may from time to time determine.
 - y. To aid in the establishment or the support of associations or institutions calculated to benefit persons employed by the Company, or having dealings with the Company, and in such other benevolent and public purposes as shall be approved by the Company.
 - z. Generally to do all such other things as are incidental or conducive to the foregoing objects, or any of them.
2. To cancel the third clause of the original Memorandum of Association defining the objects for which the Company was established, or some part or parts thereof, and to substitute the extended and further objects defined in the foregoing paragraphs (a) to (z) inclusive.
 3. To change the name of the Company.
 4. To alter, vary, or extinguish any existing rights or privileges which would or might impede or interfere with the objects or purposes of the intended Act, or which it may be necessary to alter, vary, or extinguish in giving effect thereto, and to confer upon the Company all such powers, rights, and privileges as may be necessary or expedient for effecting the objects aforesaid.

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, 1888.

Dated the 15th day of November, 1888.

Charles A. Bannister, 70, Basinghall-street, London, Solicitor for the Bill.

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

In Parliament.—Session 1889.

Faversham Gas.

(Dissolution of the Faversham Gas Company Limited; Incorporation of New Company; Declaration and Arrangement of Capital; Conversion of Existing Share Capital into Stock; Additional Capital; Borrowing Powers; Powers to Maintain, Renew, and Enlarge Existing Works for Manufacture and Storage of Gas, the Manufacture and Conversion of Residual Products, and for Supplying Gas in the following Parishes, Townships, and other places, namely:—Faversham, Ospringe, Preston-next-Faversham, Davington, Luddenham, Oare, Sheldwich, Selling, and Graveney, all in the County of Kent; Power to Construct New Works, and to Manufacture and Store Gas and Manufacture and Convert Residual Products on Lands described; Powers to Acquire Lands by Agreement; Power to Sell, Lease, Exchange, or otherwise Dispose of Lands to Acquire and Hold Patent Rights; to Manufacture, Purchase and Hire, and to Sell and Let Gas Meters and Fittings; to Sell Gas in Bulk; Breaking-up of Roads, &c.; Agreements with and Powers to Local or other Authorities, Public Bodies, Companies, or Persons; Power to Levy Rates and Charges, and to Alter Existing Rates and Charges, and to Confer other Rights and Privileges; Incorporation of Acts, &c.)

NOTICE is hereby given, that the Faversham Gas Company Limited (hereinafter referred to as "the Limited 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:—

To dissolve the Limited Company, and to cancel and annul the Memorandum and Articles of Association, resolutions and other instruments under which they are now acting, and to provide for the winding-up of the Limited Company, and to incorporate the shareholders of the Limited Company with other persons or Corporations into a Company by the name of the "Faversham Gas Company," or by some other name (hereinafter referred to as "the Company"); and to confer upon the Company all necessary powers and authorities for carrying into effect the objects of the Bill.

To vest in the Company all the undertakings, works, lands, buildings, mains, pipes, machinery, property, stock, plant, interests, rights, powers, privileges, easements, licenses, contracts, and agreements, and the benefit of licenses, contracts, and agreements of the Limited Company.

To declare, define, regulate, and arrange the undertaking, capital, and borrowing powers, and to make provisions for the regulation and management of the affairs of the Company, and to convert the existing share capital of the Limited Company into stock, and to authorise the Company to raise additional capital by the creation and issue of shares and stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

To confer upon the Company all the powers necessary for supplying with gas the parishes, townships, and other places following, that is to say:—Faversham, Ospringe, Preston-next-Faversham, Davington, Luddenham, Oare, Sheldwich, Selling, and Graveney, all in the county of Kent, hereinafter referred to as the limits of supply, and to levy and recover rents, rates, and charges differential or otherwise therefor.

To authorise the Company to hold the lands and to maintain the existing works of the Limited Company, and to alter, improve, enlarge, renew, or discontinue those works, and to erect additional works for the manufacture and storage of gas, and also to erect houses, offices, and buildings on the land now belonging to or held by or in trust for the Limited Company, or any part thereof, and to enable the Company to manufacture gas and any residual products arising in the manufacture of gas, and to convert or utilise such residual products, and to store gas, residual, and other products arising from the manufacture of gas thereon.

The lands to be so held and used for the manufacture and storage of gas, and for gas-works, and for the manufacture and storage of residual products arising from the manufacture of gas, or of the materials used therein, and for other the purposes of the Bill, are the lands now belonging to or held by or in trust for the Limited Company, and on parts of which the gas-works of that Company have been erected, that is to say:—

A parcel of land of irregular shape belonging to and in the occupation of the Limited Company and their tenants, forming the site of the gas works, offices, and cottages of the Limited Company, and containing 1 acre 1 rood 15 poles or thereabouts, situate in the parish and town of Faversham, in the county of Kent, bounded on the north side thereof in part by a road or lane known as Flood-lane, and in other part by lands belonging or reputed to belong to John Hall and Son, Mrs. Sarah King, and Percy Beale Neame, on the west in part by lands belonging or reputed to belong to Lewis Jackson, in other part by a certain street or road there known as West-street, in other part by lands belonging or reputed to belong to Percy Beale Neame, in other part by lands belonging or reputed to belong to Joseph Day, in other part by West-street aforesaid, in other part by lands belonging or reputed to belong to William James Coulter, and in the remaining part by lands belonging or reputed to belong to Edward Thomas Coulter and Jarvis Mannoch, on the south by lands belonging or reputed to belong to Robert Harrison, and on the east by Faversham Crook; and upon such land, or any part or parts thereof, to erect, make, and maintain additional buildings, works, and conveniences for the manufacture and storage of gas and the residual products arising therefrom, and also to manufacture and store gas thereon.

To purchase or take on lease or otherwise acquire, by agreement, and to hold other lands, houses, and hereditaments for the general purposes of the Company other than the manufacture or storage of gas or the manufacture or conversion of residual products, within the limits of supply, or to acquire easements or rights over or under any such lands and hereditaments, and to sell, lease or otherwise dispose of any lands, works, and property from time to time vested in or purchased by the Company, or to exchange any such lands.

To deal in, sell and dispose of coal, lime, coko, tar, asphalte, chemicals, and other residual and manufactured products, and other matters and things, and to carry on the business usually carried on by gas companies, or which is or may become incident thereto.

To supply gas in bulk, or otherwise, for purposes of light, heat, or motive power, and for cooking food, and for any other purposes for which gas is suitable, to levy rates, rents and charges for the supply of gas, and to exercise all or any of the rights and powers now enjoyed or

exercised by the Limited Company with respect to the supply of gas, and also all such other rights, powers and privileges as may be conferred by the Bill.

To enable the Company on the one hand, and any Local 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 Local Authority, Company, Corporation, or Public Body, Officers, or persons, of gas in bulk or otherwise for any public, trading, or other purposes; and to authorise any such Local 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.

To enable the Company to acquire, hold, use, and enjoy patent rights, licenses, and authorities under letters patent in relation to the manufacture, conversion, distribution, and utilisation of gas, and residual products arising therefrom, within the limits of supply.

To maintain, alter, or renew any existing gas works, mains, and pipes within the limits of supply, and to lay down and maintain, alter or renew mains, pipes, or other apparatus in, through, across, along, or under lands, streets, roads, public or private lanes, railways, rivers, canals, waters, sewers, drains, pipes, bridges, and other passages and places within the limits of supply.

To empower the Company to manufacture and purchase or hire gas meters, stoves, fittings, and other apparatus, and to sell, fit up, or let the same, and to charge and receive rents, charges, and remunerations for the sale and supply of gas and other services rendered with respect to such gas meters, stoves, and fittings, and other apparatus, whether for gas or for any other purpose, for lighting or heating, or motive power, and to alter existing rates, charges, and remunerations, and to confer, vary, and extinguish exemptions from the payment of such rates, charges, and remunerations.

The Bill will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, except the provisions of those Acts with respect to the purchase of lands otherwise than by agreement; and it will also incorporate with itself, except so far as the same may be specially varied, the provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, and it will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and it will vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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 15th day of November, 1888.

Tassell and Son, Faversham, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Metropolitan Improvements.

(Metropolitan Street Improvements; Widening of Albert Embankment, Vauxhall, Nine Elms-lane, Battersea-park-road, York-road, Battersea, Jamaica-road, Bermondsey; New Streets at Deptford (Evelyn-street to Creek-road, and Friendly-street to Greenwich-road); Widening of Mill-lane, Deptford, and Black Lion-lane, Hammersmith; New Bridge and Approaches at West Cromwell-road; Widening of Kensington High-street, Old Brompton-road, and Mare-street, Hackney; Acquisition and Laying-out of Disused Burial Ground, Tottenham-court-road; Powers as to Land in Shaftesbury-avenue; Appropriation of Land near London Dock for Recreation Ground; Powers as to Clissold-park, Stoke Newington; Miscellaneous Provisions; Contributions by Vestries and District Boards of Works; Compulsory Purchase of Lands; Variations of Lands Clauses Acts; Extending Time for Compulsory Purchase (part of New Street, Holborn Town Hall to Islington); Sundry General and Incidental Powers.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes hereinafter mentioned.

The application will be made, and this Notice is given by the Metropolitan Board of Works, acting in the usual course under the Metropolitan Management Act, 1855, and the Acts amending the same, in submitting for the consideration of Parliament the various suggested Metropolitan Improvements; this Notice being given and the Bill deposited within the respective periods prescribed by the Standing Orders, in order that the London County Council to be elected under the Local Government Act, 1888, may be in a position to proceed with the Bill, or any part of it, if they should so think fit.

Powers will be sought to authorise the making and maintenance of the works hereinafter described, with all proper and sufficient, incidental, and subsidiary works and conveniences by the London County Council (hereinafter referred to as "the Council").

1. Improvements of Albert Embankment Vauxhall, Nine Elms-lane, Battersea Park-road, and York-road, Battersea.

Albert Embankment, Vauxhall.

(a.) The widening and improvement of Albert Embankment, Vauxhall, in the parish of Saint Mary Lambeth, in the county of Surrey, near the Vauxhall Station of the London and South Western Railway—

On the eastern side of Albert Embankment, between Vauxhall-walk and Upper Kennington-lane;

And on the western side between Marble-hall-lane and Upper Kennington-lane.

Nine Elms-lane.

(b.) The widening and improvement of Nine Elms-lane, in the parish of Saint Mary Lambeth and parish of Saint Mary Battersea, in the county of Surrey, at the following points:—

On the southern side between the Wandsworth-road and Southampton-street, in the parish of Saint Mary Lambeth;

On the southern side in the parish of Saint Mary Battersea, in front of the London and South Western Railway Company's Goods Office and yard;

On the southern side between the entrance to Nine Elms Brewery and Ponton-road, in the parish of Saint Mary Battersea;

On the southern side between Everett-street and Haward-street, in the same parish;

On the northern side in the same parish, between the east side of White Swan Wharf, and the east side of Manor House Wharf, and between the west side of the Gas Light and Coke Company's Wharf, and the east side of the Royal Rifleman Tavern, at the corner of Downey's Dock-road.

Battersea-park-road.

(c.) Widening and improvements of the Battersea-park-road, in the parish of St. Mary Battersea, at the following points:—

On the south side between the London, Chatham and Dover Railway (where it crosses over Battersea-park-road) and the school erected by the London School Board between the said railway and Lockington-road.

On the south side between Culvert-road and Latchmere-road.

On the north side between Albert-road and Bridge-road.

On the south side where the West London Extension Railway crosses over the Battersea-park-road, and on the north side between Home-road and Simpson-street.

York-road, Battersea.

(d.) A widening and improvement of York-road, Battersea:—

On the south side, in the parish of St. Mary Battersea, between a point $1\frac{1}{2}$ chains or thereabouts west of Falcon-road and Benfield-street, and on the north side, in the same parish, between the Washington Music Hall and the eastern end of the Battersea Chapel, and between the western end of Battersea Chapel and Lombard-road.

On the south side between the Nag's Head Public House, in the parish of St. Mary Battersea, and the house numbered 411 in the York-road, in the parish of Wandsworth.

On the south side, in the parish of Wandsworth, between Bramford-road and the point where the London and South Western Railway crosses the York-road at Wandsworth Station.

On the south side, in the same parish, opposite where Ferrier-street joins York-road.

On the north side, in the parish of St. Mary Battersea, between Price's Candle Factory in York-place and a point 6 chains or thereabouts westward of the junction of the said York-place with York-road.

On the north side, in the parish of Wandsworth, between the Princess of Wales Public House at the corner of Warple-way and the said Wandsworth Station.

2. Jamaica-road Improvement.

The widening and improvement of Jamaica-road on the south side between Major-road and Drummond-road, in the parish of Bermondsey, in the county of Surrey.

3. New Street from Evelyn-street to Creek-road, Deptford.

A new street between Evelyn-street, Deptford, and Creek-road, Deptford, in the county of Kent, commencing in the parish of St. Paul Deptford at the eastern end of Evelyn-street, and terminating in the said parish and the parish of St. Nicholas Deptford, or one of them, at the junction of Creek-road with Church-street, Deptford.

To authorise the Southwark and Deptford Tramways Company to contribute funds towards the construction of the said new street, and to make all such provisions as may be necessary with reference thereto.

4. Extension of Friendly-street, Deptford, to Greenwich-road.

A new street in continuation of Friendly-street, commencing in the parish of St. Paul, Deptford, and county of Kent, in Mill-lane, opposite the north-eastern end of Friendly-street, and terminating in the parish of St. Alphege,

Greenwich, in the same county, opposite the Greenwich-road, at the junction of the Greenwich-road and Blackheath-road.

To enable and require the Board of Works for the Greenwich District to contribute one-half of the cost of the said new street.

5. Widening Mill Lane.

The widening of Mill-lane, in the said parish of Saint Paul Deptford, on the western side, commencing at the south-east corner of the Broadway, and terminating at the junction of Friendly-street with Mill-lane.

6. Widening Black Lion Lane, Hammersmith.

The widening of Black Lion Lane, in the parish of Saint Peter and Saint Paul, Hammersmith, in the county of Middlesex, commencing on the western side of Black Lion Lane at a point opposite the Black Lion public-house about 100 yards south of the southern corner of St. Peter's Church-yard, and terminating on the northern side of the roadway leading from the said lane to Chiswick Mall, at the eastern end of Montrose-villas.

To enable and require the Vestry of Saint Peter and Saint Paul, Hammersmith, to contribute towards the costs and expenses of and incidental to the proposed widening.

7. Cromwell Road Bridge.

A bridge across the Great Western, West London Extension, and Metropolitan District Railways, in the parishes of Fulham and St. Mary Abbott, Kensington, in the county of Middlesex, with approaches thereto, the bridge to be constructed across the said railways at a point 70 yards or thereabouts northward of the end of Fenelon-road, near Lillie Bridge Works, the approaches to such bridge commencing on the east at the western end of West Cromwell-road, in the parish of Saint Mary Abbott, Kensington, and on the west in the North End-road, Fulham, opposite the eastern end of Talgarth-road, in the parish of Fulham.

And in connection with the said improvement to enable the Council to make a road between Warwick-road and Ashley-cottages, in the parish of Saint Mary Abbott, Kensington, commencing in Warwick-road at a point two chains or thereabouts northward of the said western end of West Cromwell-road, and terminating in Ashley-cottages at a point about four chains northward of the junction of Ashley-cottages with Fenelon-road.

To make provision as to the conveyance to the Council free of cost of certain land in the parish of Fulham required for the purpose of the said bridge and approaches, and as to the contribution of funds towards the expense thereof by the Vestry of the parish of Fulham.

8. Widening of Kensington High Street.

The widening and improvement of Kensington High-street on the northern side, and of Church-street, Kensington, on the eastern side, commencing in the parish of St. Margaret, Westminster, in the county of Middlesex, at a point in High-street about 30 yards eastward of Palace-gardens, and terminating at the southern end of the Kensington Palace Cavalry and Infantry Barracks in Church-street, in the parish of St. Mary Abbott, Kensington.

9. Widening Old Brompton Road.

The widening and improvement of Old Brompton-road, in the parish of Saint Mary Abbott, Kensington, extending westward from the South Kensington Station of the Metropolitan District Railway, commencing opposite the booking office of the said station, and terminating at a point $3\frac{1}{2}$ chains or thereabouts westward of Summer-street.

To enable and require the Vestry of Saint Mary Abbott, Kensington, to contribute towards

the costs and expenses of, and incidental to, the proposed works.

10. Widening Mare-street, Hackney.

The widening and improvement of Mare-street, Hackney, in the parish of Saint John, Hackney, and county of Middlesex, on the east side, between the point where the North London Railway crosses Mare-street, near the Hackney Station and the Paragon-road, and on the west side, near the Town Hall, between Ship-passage and the Grove.

11. Disused Burial Ground adjoining Whitfield's Tabernacle, Tottenham-court-road.

To enable the Council to purchase and acquire the disused Burial Ground adjoining Whitfield's Tabernacle in Tottenham-court-road, in the parish of Saint Pancras, in the county of Middlesex, either by compulsion or agreement.

To confer on the Council all necessary powers as to the laying out and preservation of the said piece of land, and as to the erection thereon of any lodges or other like buildings, and to provide for the acquisition and laying out of the said piece of land at the joint expense in equal proportions of the Council and the vestry of the parish of Saint Pancras, and to make provisions as to the future maintenance and management of the ground by the said vestry.

12. Land in Shaftesbury-avenue.

To empower the Council to enclose with suitable fencing two pieces of vacant ground (part of land acquired by the Board for the new thoroughfare called Shaftesbury-avenue) situate at the northern end of the said avenue, in the parish of Saint George, Bloomsbury, in the county of Middlesex, and to lay out and plant the same, and to enable the Council to enter into and carry into effect any agreement or arrangement with the Board of Works for the St. Giles District, as to the use of the said pieces of ground for public purposes, and to sell, convey, or lease such two pieces of ground, or any part thereof, for those purposes on such terms and conditions, and for such consideration as the Council may think fit.

13. Land at London Dock.

To enable the Council to lay out for the purpose of a public garden or recreation ground, certain land between Green Bank and Tench-street, in the parish of Saint George-in-the-East, in the county of Middlesex, acquired by the Board under the provisions of the "Metropolis (Tench-street, St. George-in-the-East) Provisional Order Confirmation Act, 1883," and the Provisional Order set out in the schedule to and confirmed by that Act, and to erect such enclosures and buildings thereon as the Council may think convenient for the purposes aforesaid.

To provide for handing over the said piece of ground to the vestry of the said parish, and to make provision as to the future maintenance thereof by the said vestry, and to repeal the said Act and the Order thereby confirmed so far as necessary for the purposes aforesaid.

14. Clissold-park.

To enable the Council to defray as part of their general expenses the costs and expenses of and incidental to the maintenance and management of Clissold-park, in the parishes of Saint Mary Stoke Newington, Islington, and Hornsey, in the county of Middlesex, and to amend certain Sections of the Clissold-park (Stoke Newington) Act, 1887, and to confer on the Council such further powers as to the enclosure and laying out of the said park as may be necessary or expedient.

Miscellaneous.

To make provisions for ascertaining the amount of any contributions to be paid by any vestry or

District Board of Works under the provisions of the intended Act, and for empowering them to pay the same out of money raised by rates or otherwise, and for enabling the Council to recover and enforce payment of such contributions, and to enable the Council to lend money to such vestries and District Boards for the purpose of such contributions.

To enable the Council to purchase by compulsion or agreement, all such lands, houses, and other property as may be required for the purposes of the Bill, and as will be included within the limits to be defined upon the deposited plans, and any easements over and affecting the same.

To enable the Council to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Council 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 Council and their officers to enter, survey, and value, at any time, lands and buildings shown on the deposited plans.

To enable the Council 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 enable the Council in selling or disposing of lands acquired by them or by the Metropolitan Board for purposes of public improvements but not required for the actual works, to attach conditions to prevent such lands being used in an objectionable manner and so as to disfigure the improvements for which they were acquired, and to enable the Council to enforce such conditions by power of re-entry, penalties, or otherwise.

To prohibit the breaking up or interference with any of the new works hereinbefore mentioned, or the approaches thereto, for laying down any gas, water, or other main or pipe, or other work, except with the consent of the Council, and subject to such terms and conditions as to payment and otherwise, as the Council may determine.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Council, and to vary the provisions of the Lands Clauses Consolidation Act, 1845, relating thereto.

To authorise the Council to delegate to a committee or committees any of the powers to be conferred upon them by the intended Act.

To extend the time limited by the Metropolitan Board of Works (Various Powers) Act, 1885, and the Metropolitan Board of Works (Various Powers) Act, 1888, for the compulsory purchase of land required for part of the new street from Holborn Town Hall to Islington, described in the said Act of 1885 as follows:—

A new street, partly in the parish of St.

Andrew Holborn and partly in the parish of St. James and St. John Clerkenwell, in the county of Middlesex, commencing in the parish of St. Andrew Holborn, opposite to the north-western angle of the Holborn Town Hall, at the junction of Clerkenwell-road and Gray's Inn-road, constructed in part on viaduct, and terminating in the parish of St. James and St. John Clerkenwell, in St. John Street-road, about 30 yards to the north-west of the junction of Myddleton-place therewith,

namely, so much of the said new street as extends from the Farringdon-road to the St. John Street-road.

To incorporate with the Bill, so far as may be deemed necessary, and with such exceptions and modifications as the Council may think fit, the Lands Clauses Consolidation Acts, 1845, 1860 and 1869, and the Railways Clauses Consolidation Act, 1845, and to make applicable to the provisions of the intended Act, the provisions of the last-mentioned Act, with respect to the temporary occupation of land 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 any of the objects of the Bill, and to confer, vary, or extinguish other rights, easements and privileges.

To enable the Council, in connection with the proposed works, to make junctions with streets and alterations of streets, to stop up, divert, alter and appropriate streets, courts, passages and places, sewers, steps, areas, drains, tubes, wires, and pipes.

To confer on the Council powers to erect or authorise the erection of hoardings or other works in streets during the execution of any of the intended works.

To provide for the maintenance, repair and lighting of any streets and bridges made or altered under the powers of the intended Act and to charge the same upon the rates leviable within the parishes and districts within which they are respectively situate.

To make provision as to the costs and expenses of and incidental to the intended works, and to enable the Council to defray the same as part of their expenses in carrying into execution the purposes of the Metropolitan Management Act, 1855, and the Acts amending the same.

The Bill will or may amend and enlarge the powers and provisions of the Metropolitan Management Act, 1855, and the Acts amending the same and any other Acts relating to the Metropolitan Board of Works.

Duplicate plans and sections describing the line, situation and levels of the proposed works, and plans showing the lands, houses and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a Book of Reference to such plans 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 Green; with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, 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 so much of the said plans, sections, and book of reference as relates to the parishes hereinafter mentioned, together with a copy of this Notice, will be deposited as follows:—

So far as relates to the parish of St. Mary 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 St. Mary Battersea, with the Vestry Clerk of that parish, at his office at Battersea-rise, Wandsworth, S.W.

So far as relates to the parish of Wandsworth, with the Clerk to the Board of Works for the Wandsworth District, at his office, East-hill Wandsworth, S.W.

So far as relates to the parish of Bermondsey, with the Vestry Clerk of that parish, at his office at the Town Hall, Spa-road, S.E.

So far as relates to the parishes of St. Paul and St. Nicholas Deptford, and St. Alphege Greenwich, with the Clerk to the Board of Works for the Greenwich District, at his office at 141, Greenwich-road, S.E.

So far as relates to the parish of St. Peter and St. Paul Hammersmith, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Broadway, Hammersmith, W.

So far as relates to the parish of Fulham, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Walham-green, S.W.

So far as relates to the parish of St. Mary Abbott Kensington, with the Vestry Clerk of that parish, at his office at the Town Hall, Kensington, W.

So far as relates to the parish of St. Margaret Westminster, with the Vestry Clerk of the parish of St. Margaret and St. John Westminster, at his office at the Town Hall, Caxton-street, S.W.

So far as relates to the parish of St. John Hackney, with the Clerk to the Board of Works for the Hackney District, at his office at the Town Hall, Mare-street, Hackney, E.

So far as relates to the parish of St. Pancras, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Pancras-road, N.W.

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 14th day of November, 1888.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing Cross, S.W.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents for the Metropolitan Board

Board of Trade.—Session 1888–9.

Electric Lighting Acts, 1882 and 1888.

St. George, Hanover-Square, Electric Lighting. (Power to the Chelsea Electricity Supply Company (Limited) to Produce, Store, and Supply Electricity within the Parish of St. George, Hanover-Square, in the County of Middlesex; to Construct Works, to Lay Down Wires and other Apparatus, and to Break up Streets therein; to Acquire Land; to Levy Rates and Exercise other Powers; Agreements with and Powers to Local Authorities; Incorporation of Acts; Power to Amalgamate, &c.)

NOTICE is hereby given, that application is intended to be made by the Chelsea Electricity Supply Company, Limited, of 37, Sloane-square, London, S.W. (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Acts, 1882 and 1888," or any modification thereof for the time being subsisting, for a Provisional Order for all or some of the following purposes, that is to say:—

To authorize and empower the Company to produce, store, and supply electricity, as defined by the said Acts, for all or some of the public and private purposes, as defined by the said Acts, within the area hereinafter mentioned, in the parish of St. George, Hanover-square, in the county of Middlesex, and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts,

sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph and telephone wires, within the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all store-houses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, and distribute electricity.

To authorize the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents for the making, producing, controlling, and measuring, or otherwise relating to the supply of electricity.

To enable the Company on the one hand, and the Metropolitan Board of Works and the Vestry of the parish of St. George, Hanover-square, or either of those bodies, on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and otherwise with respect to the objects of the order, and, if thought fit, to authorize such Board or Vestry to exercise the powers with respect to the breaking up of streets and other places, and all or any of the powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorize the Company to take, collect, and recover rates, rents, and charges for the supply of electricity and the use of any machines, lamps, meters, fittings or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the "Electric Lighting Acts, 1882 and 1888," and of the Acts or portions of the Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, which, by the "Electric Lighting Acts, 1882 and 1888," or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorize or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and

privileges necessary for carrying such objects into effect.

To limit, if thought fit, the district within the area of supply within which the supply of electricity shall be compulsory, or if thought fit, to provide for its being permissive throughout the whole area of supply.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is that part of the parish of St. George, Hanover-square, which is to the east of the boundary of Chelsea parish, and is bounded on the north by Knightsbridge and on the east and south-east by Grosvenor-place, Upper Grosvenor-gardens, Lower Grosvenor-gardens, Buckingham Palace-road and Commercial-road and Bridge-road, within the area of the jurisdiction of the Vestry of the parish of St. George, Hanover-square.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply.

And among such streets and places it is more particularly proposed to place electric lines and works in, over, and along the whole or portions of the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say :

Belgrave-square, Buckingham Palace-road (part of); Chapel-street, Chesham-place, Chesham-street, Chelsea Bridge-road (part of); Chester-place, Chester-square, Chester-street, Chester-street (west); Chester-terrace, Eaton-place, Eaton-place (west); Eaton-square, Eaton-terrace, Ebury-street (part of); Eccleston-street, Elizabeth-street, Grosvenor-place, Grosvenor-crescent, Halkin-street, Halkin-street (west); Hobart-place, Knightsbridge (part of); Lower Belgrave-street, Lower Grosvenor-gardens, Lowndes-place, Lowndes-street (part of); Lyall-street, Motcombe-street, Pimlico-road (part of); Pont-street (part of); Upper Belgrave-street, Upper Eccleston-street, Upper Ebury-street, Upper Grosvenor-gardens, Westbourne-place, Wilton-crescent, Wilton-place, Wilton-street.

The streets, roads, or places, not repairable by the local authority which the Company propose to take power to break up (but not to the exclusion of such other streets, roads, and places, not repairable by the local authority, as are within the said area), are as follows:—Ann's-place, Belgrave-mews, Belgrave-mews (north); Belgrave-mews (south); Chesham-mews, Chester-mews, Crescent-mews, Dorset-mews, Eaton-mews (north); Eaton-mews, south; Eaton-mews (west); Eaton-terrace-mews, Ebury-mews, Ebury-mews (east); Eccleston-mews, Kinnerton-place (north); Kinnerton-place (south); Kinnerton-street, Kinnerton-yard, Lowndes-mews, Lyall-mews, Lyall-mews (west); Minera-mews, Pembroke-mews, Wilton-mews.

The railway which the Company propose to take power to break up, pass, or cross over, or under, is as follows:—

Metropolitan District Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional

Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same at the office of the "Westminster Times," 16, Tachbrook-street, Pimlico, S.W., and at the office of the aforesaid Chelsea Electricity Supply Company (Limited), 37, Sloane-square, and at the office of Sydney Morse, of 4, Fenchurch-avenue, in the City of London, solicitor. Every local or other public authority, company 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 Board of Trade marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 1st of February, 1889.

Dated this 15th day of November, 1888.

S. J. Cluer, Secretary to the Chelsea Electricity Supply Company Limited, 37, Sloane-square, S.W.

In Parliament.—Session 1889.

Bournemouth Park.

(Appropriation of certain lands set out and allotted under the provisions of an Act entitled "An Act for Dividing, Allotting, and Inclosing certain Commonable Lands and Waste Grounds within the parish of Christchurch and parish or chapelry of Holdenhurst, in the county of Southampton" (42 Geo. III, cap. 43), for the purposes of a Park or Open Space; General Powers to the Bournemouth Commissioners for preserving and improving the said Lands, and preventing interference therewith; Borrowing Money on security of rates; Application of Moneys, Funds, and Revenues to purposes of Act; Extinguishing Rights of Common, Turbary, &c.; Powers of Exchange; Agreements for Sale; Making Bye-laws; Appointing Constables; Apprehension of Offenders and Summary Procedure; Future Extension of Powers of the Commissioners.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1889 for leave to bring in a Bill for the following or some of the following purposes:—

1. To empower the Bournemouth Commissioners (hereinafter called "the Commissioners") to hold, appropriate, and manage certain lands in the county of Southampton forming part of certain allotments set out and allotted under and by virtue of an Act entitled "an Act for dividing, allotting, and inclosing certain commonable lands and waste grounds within the parish of Christchurch and parish or chapelry of Holdenhurst in the county of Southampton" (42 Geo. III, cap. 43) (hereinafter called "the said Act"), and other lands in the neighbourhood thereof, with a view to their preservation as a park or open space for the recreation and enjoyment of the public under the regulation and management of the Commissioners.

2. To confirm and give effect to any deed or deeds which have been or may be entered into by Sir George Meyrick and the Commissioners or either of such parties, or with any other person or persons with reference to the sale, dedication or exchange of the said lands or any part thereof for the purposes of the intended Act, and as to the reservations to be made in their respective interests, and to make all needful provisions in the intended Act with reference thereto.

3. The lands or some part whereof it is intended to make subject to the provisions of

the said intended Act, are lands in the parishes of Christchurch and Holdenhurst, in the county of Southampton, those in the parish of Christchurch being numbered 59 on the map annexed to the award made in pursuance of the said Act, and are included in an area bounded on or towards the north partly by land of Enoch White, and partly by land of James Cooper Dean; on the east partly by land of James Cooper Dean, and partly by land of the Devizees of William Windham Farr, deceased, and partly by the grounds of Pokesdown Vicarage; on the south partly by the Bournemouth and Christchurch High-road, partly by land of the Devizees of William Windham Farr, deceased, partly by land of Sir George Meyrick, partly by the London and South Western Railway, partly by land of the Bournemouth Commissioners, and partly by North-road; and on the west by Ashley-road; and those in the parish of Holdenhurst being numbered 62 on the map annexed to the said award made in pursuance of the said Act, and are included in an area bounded on the north-west by the Talbot Woods, on the south and south-west by lands forming part of the Branksome Estate, on the east by lands of the Hon. Leslie Melville and Sir George Elliott Meyrick Tapps Gervis Meyrick, and on the north-east by the Wimborne-road.

4. To empower and require the Commissioners to keep the said lands or some part thereof as open spaces unenclosed and unbuilt upon, subject to the exercise of existing rights of common thereon, until such rights shall have been extinguished, as is intended to be provided for in the said Act, and to the reservation of such other rights as may be reserved in the intended Act, and to prevent, resist, and abate all future enclosures, encroachments, and buildings, and all attempts to enclose, encroach or build on any part thereof, or to appropriate or use the same, or the soil, timber, or roads thereof, or any part thereof, for any purpose not inconsistent with the objects of the intended Act.

5. To empower the Commissioners from time to time to improve portions of the said lands, make and maintain roads or drives, footways, footpaths, and ways, to plant trees and shrubs, and to fell, cut, lop, and manage the same and any other trees and shrubs upon the said lands, with a view to the preservation of the natural features thereof; and to sell and receive the proceeds of the timber cuttings and loppings, and make and maintain any necessary temporary enclosures for the protection of trees, shrubs, and turf.

To provide and maintain pounds for the impounding of cattle and other animals trespassing, straying, or causing damage, and to use any existing pounds for that purpose.

6. To prohibit any surveyor of highways or highway board or turnpike trustees, or other person or persons, from taking or carrying away gravel, sand, stone, or other material in or from any part of the said lands without the consent of the Commissioners.

7. To empower the Commissioners to make and revoke and alter from time to time bye-laws for all or any of the following among other purposes:—

For preventing fires and nuisances; for preservation of order; for excluding and removing gipsies, hawkers, beggars, rogues and vagabonds; for preventing bird catching, bird trapping, and the taking or searching for birds' eggs or nests; and for preventing or regulating the killing, taking, injuring, shooting, chasing, or disturbing of animals; for excluding and re-

moving cattle suffering from contagious or infectious disease; and for preventing persons not entitled to rights of common from turning out or permitting cattle, sheep or other animals to graze or feed on any portions of the said lands.

For preventing or regulating the digging or taking of turf, loam, stone, sand, gravel, or other substances, otherwise than in the exercise of the rights reserved or saved by the intended Act.

For preventing or regulating the taking by the highway authorities of materials for the repair of roads.

For preventing the injuring, and for preventing or regulating the cutting or felling of fern, gorse, timber or other trees, shrubs, brushwood, or other plants, otherwise than in the exercise of rights reserved by the intended Act.

For preventing injury to or the defacing or removing of fences, barriers, or notice boards, or other things put up by the Commissioners, and the disfigurement of fences, buildings, or trees by the posting or painting of bills, placards, or notices thereon or otherwise.

For preventing or regulating the placing of, or suffering to remain on any part of the said lands, any rubbish, manure, or other objectionable substance.

For regulating the playing of games, the letting and hiring of horses, asses, and other animals, and of carriages and other vehicles, and preventing the racing of horses or other animals.

For generally carrying into effect the powers of the Commissioners, and for preventing or restraining any improper or offensive use of any part of the said lands held by them for the purposes of a park or open space as aforesaid, or anything tending to the injury or disfigurement thereof, or to the damage or hindrance of the rights of the cottagers, or the defeat of the general purposes of the intended Act, or any attempt to do anything the doing whereof is or may be forbidden by law or by the Commissioners in pursuance of their powers, and to make provision as to the confirmation or allowance of such bye-laws and the evidence thereof, and for imposing penalties for breaches thereof.

8. To empower the Commissioners to apply their funds or revenues, and the proceeds of any sale or exchange, and in addition to the powers they at present possess for raising moneys, to empower them from time to time to raise money on the security of the rates levied or leviable by them, and to expend the same in the execution of the said Act and the intended Act as if they were expenses incurred under the provisions of the Public Health Act, 1875, and Acts amending the same, or under any other public or private or local Act or Acts.

9. To extinguish or empower the Commissioners, if they shall think fit, to extinguish all or any rights of common, turbary, or other rights in or over the said lands upon making compensation to any person or persons entitled to such rights, and to prescribe the mode in which such compensation shall be ascertained and assessed and paid.

10. To empower the Commissioners, if they think fit, to effect any exchange or exchanges of any portion of the said lands for other lands in the neighbourhood thereof for the more effectual carrying out of the objects of the said intended Act.

11. To empower the Commissioners to procure officers appointed by them to be sworn in as constables, and to confer on such officers and constables powers and authority for apprehend-

ing and dealing with offenders, and to define their duties.

12. To provide for the summary conviction of persons offending against the provisions of the intended Act, or bye-laws made thereunder, and to make provision as to appeals by any person aggrieved by the decision of a court of summary jurisdiction under the provisions of the intended Act.

13. To provide for the extension of the provisions of the intended Act to any portion of the said allotments in the neighbourhood thereof not forming part of the said lands as defined by the intended Act, if the owner or owners thereof for the time being and the Commissioners shall so agree.

14. The intended Act will incorporate, with such variations and modifications as may be deemed necessary, all or some of the provisions of the Commissioners' Clauses Act, 1847; the Inclosure Acts, 1845 to 1868; and the Lands Clauses Consolidation Acts, and the Commons Acts, 1876 to 1879; and will vary and extinguish all manorial rights, rights of way, common rights, or other rights and privileges which may interfere with its objects, and will contain generally such powers as may enable the Commissioners to fulfil the objects of the intended Act, viz., the preservation and improvement of the said lands and adjoining lands, and the maintenance thereof as places of public resort, exercise, and recreation, and will confer other rights and privileges.

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 15th day of November, 1888.

James Dr Witt, jun., Bournemouth;

Horne and Birkett, 4, Lincoln's-inn-fields;
W.C., Solicitors for the Bill;

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

In Parliament.—Session 1889.

Great Western and Cornwall Railway Companies.

(Amalgamation of the two Companies; Confirmation of and Power to enter into Agreements and other Powers; Additional Capital and Borrowing Powers; Amendment of Acts)

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

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the Cornwall Railway Company (hereinafter called the "Cornwall Company"), with and into the Great Western Railway Company (hereinafter called "the Company"); and to provide for the union and consolidation into one undertaking of the undertakings of the Great Western and Cornwall Companies (hereinafter called the "two Companies") respectively, so that the undertakings, including (among others) railways, canals, cuts, docks, ferries, land, property, estates and effects, rights, powers, and privileges, liabilities and obligations of what nature or kind soever; and whether with reference to the separate undertakings, works, or property of the said two Companies respectively, or to the undertaking, works, or property of any other company, body, or persons, in which the two

Companies, or either of them, may have any interest; and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties, or otherwise vested in and belonging, or exercised or enjoyed by, or attaching to the said two Companies jointly or severally, or jointly with any other company or companies, at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the said intended Act) be vested in and belong to and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, and with or without the reservation to each or any class of proprietors in the respective Companies, when amalgamated, of any exclusive rights or privileges.

To provide upon such amalgamation for the dissolution of the Cornwall Company, as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, and retirement of and other arrangements with respect to directors, officers, and servants, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors as amongst themselves in the capital and debenture stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said two Companies jointly or severally, and either alone or jointly with any other Company or Companies or otherwise howsoever and capable of taking effect or being enforced at the period of such union or amalgamation.

To provide for the conversion into stock of the Company of any stocks, shares, or annuities of the Cornwall Company, and as to the dates on which the dividends, interest, and annual or other payments are to be paid, and also to make further and other provision with respect to any shares and stock or shares or stock, the interest or dividend on which is guaranteed or otherwise secured by the two Companies, or either of them.

To provide for the mortgage, or bond, or other debts of the two Companies respectively, and the security of the respective creditors, and also to make provision as to any bonds, debentures, debenture stock, annuities, or other securities, the interest or dividend on which is paid, guaranteed, or secured by the two Companies, or either of them, and to enable the Company to create and issue such shares or stock as may be necessary for the purposes of the intended Act, with or without a preference or priority in payment of dividends, and to confer such preference, priority, or guarantee on the existing shares or stocks of the Cornwall Company, or on any of them, or on any shares or stock that may be substituted therefor, as have been or may be agreed upon.

To confirm, or provide for the confirmation of, or to give effect to, any agreement or agreements made between or on behalf of the two Companies, and any act done by them, or either of them, in contemplation or anticipation of, or in any way relating to, any of the objects of the intended Act, or for the user of the railways and other property, works, and conveniences of the Cornwall Company by the Company, the fixing and collection of rates and

fares, the division and appropriation of the receipts arising from certain traffic passing on or over the Cornwall Railway and the railway of the Company, or on or over the Cornwall Railway, the construction of works, the raising of capital, through booking, and other purposes, and to authorise agreements between the two Companies.

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

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the intended Act, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal, for giving effect to the objects and provisions of the intended Act, or any of them, and especially of the following Acts relating to, or affecting the Great Western Railway Company and their undertaking, viz. :—5 and 6 Will. IV, cap. 107, any any other Act relating to the Great Western Company.

Acts relating to or affecting the Cornwall Railway Company and their undertaking, viz. :—9 and 10 Vic., cap. 335, and any other Act relating to that Company.

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 9th day of November, 1888.

R. E. Nelson, 20, Abingdon-street, Westminster;

Smith, Paul, and Archer, Truro;

Ratcliffes and Cator, 20, Craven-street, Charing-cross, London;

Solicitors.

In Parliament.—Session 1889.

King's Lynn Docks and Railway.
(Further Powers.)

(Purchase of Land; New Debenture Stock; Further Powers as to Granting Leases, Cleansing of Docks, &c.; Liability in respect of Goods on Quays and in Warehouses; Prevention of Damage to Dock Works; Agreements for Supply of Electricity, Water, and Gas; Exemption from Beaconage, Stakeage, Bulk-break, Anchorage, Ballast, and Mooring Dues; Discharging Cargoes; Number of Directors.)

NOTICE is hereby given that the King's Lynn Docks and Railway Company (who are hereinafter referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following or some of the following purposes, and to confer upon them the following among other powers:—

To enable the Company to acquire by compulsion or agreement, for the purpose of widening and improving their railway and works, the lands hereinafter described, viz. :—

(a.) Land in the Parish of Saint Margaret, King's Lynn, lying to the south-eastward of the Alexandra Dockyard, bounded on the south by Ship Lane, on the north by the dock offices, and on the west by the railway and property of the Company.

(b.) Land in the same parish adjoining, and on the southern side of the railway of the Company, at a point about five chains westward of the point where the said railway crosses Pilot Street on the level.

(c.) Land adjoining and on the north side of

the railway of the Company on both sides of the piece of water called the Loke, which is crossed by the railway of the Company, namely, a piece of land in the Parish of Gaywood, extending for a distance of half a chain or thereabouts to the eastward of the Loke, and a piece of land in the Parish of Saint Margaret, King's Lynn, including part of the soil of the Loke extending along the railway of the Company in a westward direction, six and a half chains or thereabouts from the east side of the Loke.

(d.) Land in the Parish of Gaywood, adjoining and on the southern or south-western side of the said railway between the Long Pond and the Gaywood River, including part of the site of the said river and pond, and a small piece of ground to the southward of the said river.

(e.) Land in the said Parish of Gaywood, adjoining and on the western side of the Company's railway extending from the bridge, carrying the Gaywood road over the said railway for a distance of sixteen chains or thereabouts to the station yard of the Great Eastern Railway Company.

(f.) Land in the said Parish of Gaywood adjoining, and on the eastern side of the railway of the Company extending from a point one chain or thereabouts southward of the said last-mentioned bridge to a point one and a half chains or thereabouts from Almshouse Lane.

To enable the Company to raise further moneys by the creation and issue of debenture stock, and to define the position and priority of such debenture stock and the interest thereon, and to provide as to the application of moneys raised by the issue of that stock in the discharge of existing debts, in substitution for existing debentures, and in sundry capital expenditure or otherwise, as may be defined by the Bill.

To confer further powers on the Company with regard to the management of their undertaking and the conduct of business, and (among other things) to grant leases of land for the erection of warehouses and other buildings, and to grant leases of any warehouses and other buildings erected by the Company; to appropriate, remove, sell, and deal with the mud or sludge which accumulates in the docks of the Company.

To limit the liability of the Company with regard to goods left on the property or under the control of the Company, and to confer further powers on the Company for preventing injury to their docks and works, and for recovering damages from shipowners and others in respect of such injury.

To enable the Company to enter into and carry into effect agreements for the supply of electric light and power, and for the supply of water and gas.

To exempt vessels using the docks of the Company and the owners thereof from the dues leviable at the Port of King's Lynn, commonly known as beaconage, stakeage, bulk-break, anchorage, and ballast dues, leviable by the Corporation, and mooring dues leviable by the Lynn Harbour Mooring Commissioners.

To define the powers of the Company with regard to discharging cargoes and the charges to be made by them in respect thereof.

To alter the number of the Directors of the Company.

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," and "The Lands, Clauses Acts, 1845, 1860, and 1869," and it will or may amend or repeal, so far as necessary for the purposes of the intended Act, some of the powers and provisions of "The King's Lynn Docks and Railway Act, 1865;" "The King's Lynn Dock Act, 1869;" "The King's Lynn Dock Act, 1873;" "The King's Lynn Dock Act, 1877;" "The King's Lynn Dock Act, 1881;" and "The King's Lynn Dock Act, 1884;" and the Acts 13 Geo. III., cap. xxx., and 4 and 5 Vic., cap. xlvi., and any Acts amending the same.

Duplicate plans of the lands and property which may be acquired under the powers of the intended Act, 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 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 Norfolk, at his office at Norwich, and on or before the same day a copy of so much of the said plans 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 with the Parish Clerk of each such parish respectively 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 December next.

Dated this 13th day of November, 1888.

J. Tristram Valentine, 6, Queen Anne's Gate, Westminster, S.W., Solicitor.

Dyson and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1889.

Dee Conservancy and Improvement.

(Constitution of Conservancy Board for Dee Navigation; Transfer to them of Powers, Rights, Privileges, and Property of River Dee Company, and River Dee Commissioners and Supervisors, and of Corporation of Chester and River Dee Pilotage Trust, and others; Defining Limits of Navigation, Powers of Improvement, and Conservancy of Navigation; Provisions for Repair of Banks, &c.; Tolls, Rates, &c.; Vesting of Ferries in and Powers as to Ferries to Conservancy Board; Powers to Flint County Council and Justices and other Authorities; Purchase of Land; Sale, Lease, and Dealing with Land by Board and River Dee Company; Provisions as to Land Reclaimed by that Company, and settling Boundaries thereof, and Powers to Rate or Charge such Lands; Exemption of Lands of said Company from Charges and Liabilities; Agreements with and Powers to said Company of executing Powers of Bill; Subscribing, Altering existing Constitution, and Raising Additional Capital; Change of Name of that Company; Dissolution of said Company in certain events; Powers to and Confirmation of Acts of Credit Company (Limited); Borrowing of Money by Conservancy Board; Bye-laws; Extinction of Rights; Amendment or Repeal 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 for the following purposes, or some of them, that is to say:—

To constitute or provide for the constitution

of a Conservancy Board for the improvement, protection, maintenance, and conservancy of the River Dee and the estuary thereof, and of the navigation thereof from a point on the old Dee Bridge, in the township and parish of St. Mary-on-the-Hill, in the city and county of the city of Chester, down to a point called the Point of Aire at or near the mouth of the said river, on the west shore thereof, in the parish of Llanasa and county of Flint, and also down to another point called Hilbre Point, likewise at or near the mouth of the said river, on the east shore thereof, in the parish of West Kirby, in the hundred of Wirral, in the county of Chester, and including all streams, havens, creeks, bays, and inlets within the limits aforesaid (hereinafter referred to as and included in the expression "Dee Navigation"), and to prescribe, define, and regulate the qualification, nomination, appointment, election, retirement, and rotation of members of such Conservancy Board from time to time, and the persons by whom, and the manner in which, they are to be elected, nominated, or appointed.

To transfer to and vest in the Conservancy Board all or some of the powers, duties, rights, privileges, and liabilities with relation to the navigation of the River Dee, now vested in the company of proprietors of the undertaking, for recovering and preserving the navigation of the River Dee (hereinafter called "the Company"), the River Dee Commissioners, the supervisors of the navigation of that river, and the mayor, aldermen, and citizens of Chester (hereinafter called "the Chester Corporation"), or any of them, or any other corporation or person; and to vest in the Conservancy Board all or any portion of the bed and soil, forelands, and banks of the Dee Navigation, and all or some of the embankments and other works constructed by, and of the lands or property of the Company, and all or any works, property, and interests of or vested in the Chester Corporation, or any such other corporation or person as aforesaid, in or in connection with the River Dee or the navigation thereof, or any works or lands of the Company.

To constitute the Conservancy Board the Harbour Authority for the port and harbour of Chester, and within the limits aforesaid; and to confer upon such Board (in addition to any powers transferred to them by the Bill) powers to improve, maintain and preserve the Dee navigation, including powers to make and maintain such embankments, mounds, fences, river walls, dams, cuts, locks, reservoirs, channels, graving docks, lay-byes, gates, sluices, sewers, drains, and other works; to set out boundaries, and to widen, deepen, straighten, dredge, protect, and otherwise improve the bed, channel, and banks of the said navigation; to remove all obstructions to the free navigation thereof, and to prohibit the erection or continuance of obstructions, or the throwing, emptying, or depositing ballast therein, to appoint and remove harbour masters, collectors, meters, weighers, and other officers; to place buoys, beacons, lights, perches, and mooring chains in the said navigation; to regulate and manage the police thereof and the traffic thereon, and the mooring of vessels therein; to compel the removal of wrecks therefrom, and to make, maintain, grant, and licence basins, docks, harbours, piers, wharves, jetties, quays, and landing stages, with all proper conveniences for the improvement of the said navigation and for the safety and convenience of ships, vessels, and other craft navigating the

same; and to do all such other acts and exercise all such other powers as may be usual or expedient for the conservancy and improvement of the said navigation.

To make effectual provision for the repair and maintenance by the Company, or their mortgagees or assigns, of all or any of the embankments, forelands, and slopes of banks of the Dee Navigation, and to enable the Conservancy Board to enter upon, repair, and maintain the same, and to recover and raise the expenses so incurred by them from the Company, or such mortgagees or assigns, or out of the rents and profits, and by mortgage of the lands of the Company, or so mortgaged or assigned by them.

To vest in the Conservancy Board the existing ferries across the navigation of the River Dee and to make further provision for the passage of traffic across the river, and the improvement of the ferries and approaches thereto, by the maintenance and establishment of steam ferries in lieu thereof or in addition thereto, or in such other manner as may be provided by the Bill, and to authorise the Conservancy Board to take tolls and charges for the use of any such ferries by passengers, animals, and vehicles, and to lease such tolls and transfer all or any of their powers with respect thereto to the lessees thereof, and to empower the Quarter Sessions of the county of Flint and the County Council of that county, and any highway authority of any district including or adjoining the ferries and the approaches thereto, or any of such bodies, to assume the maintenance and working of the said ferries and approaches, and to contribute funds therefor or for the improvement thereof, and to enter into agreements for all or any of those purposes.

To transfer to and vest in the Conservancy Board, with or without modification or amendment, all or some of the existing powers of the trustees for putting into execution the Act 16 Geo. III., cap. 61 (local and personal), relating to the pilotage, buoying, and lighting of the Dee Navigation, or any part thereof, whether under that Act or any Act amending the same, or the Merchant Shipping Acts, and to confer further powers upon such Board with respect to all or any of those matters, and to provide for the extinction and winding up of the said existing trust.

To enable the Conservancy Board to build, purchase, hire, let, and charge for the use of tug boats, and to supply and charge for the supply of ballast, and to licence tug boats and lighters, and the masters thereof, and to prohibit within the limits aforesaid the use of any tug boat or lighter not licensed by, or being commanded by a master licensed by the Conservancy Board, and to suspend and revoke such licences.

To enable the Conservancy Board from time to time to remove jetties, piers, groynes, weirs, staithes, landings, lay-hyes, grids, slipways, moorings, wharves, and foreshore obstructing the free flow of the tide, or interfering with the scour of the River Dee.

To authorise the Conservancy Board from time to time to purchase, take on lease, or otherwise acquire and hold lands, houses, buildings, and other property and easements thereover, thereunder, or in respect thereof for any of the purposes of the Bill, and to purchase private moorings in any part of the Dee Navigation and other private rights.

To enable the Conservancy Board to hold,

mortgage, sell, lease, let, or otherwise dispose of, farm, work and use lands vested or to be vested in them, and (for such terms or periods as, notwithstanding anything contained in the Harbours, Docks, and Piers Clauses Act, 1847, or any other Act or Acts, they think proper or as may be prescribed or provided for by the Bill), to lease or grant the use or occupation of, or easements in, and rights over any lands, warehouses, buildings, sheds, wharves, yards, cranes, machinery, or other conveniences belonging to or provided by the Conservancy Board.

To enable the Company to hold, mortgage, sell, exchange, lease (either for building, wharfage, or other purposes), let, or otherwise dispose of, farm, work, and use any lands or other property now belonging to, vested or to be vested in, or reclaimed or to be reclaimed by the Company, and to confirm and sanction all or any previous sales of or dealings with lands of the Company, and to make all necessary provision for the drainage of all or any of such lands.

To define the lands which have been reclaimed by works of reclamation by the Company, or which shall be deemed to be vested in the Company, and which are, after the passing of the Bill, to be held and enjoyed by them, and to make provision for settling, by arbitration or otherwise, any differences between any corporation or person claiming lands adjoining any lands claimed by the Company, and the Company, touching the boundaries and extent of such lands respectively, and the laying out of roads upon or across such lands respectively, and to confer on all such persons as may be under any disabilities power to enter into and carry into effect any such agreement.

To make provision for the maintenance of all existing roads, water-courses, and sluices, now repairable by the Company, and if thought fit, to transfer the charge of the maintenance thereof to the townships or parishes in which the same may be situate, and to provide for the laying out, making, and maintenance of roads, water-courses, drains, sluices, and other works, in, over, or upon any lands hereafter to be reclaimed by the Company, and for the purposes of the drainage of the same, and the uplands thereof, to empower the Company to use and interfere with all or any works of the Conservancy Board.

To exempt and discharge the white sands and the lands already reclaimed, or which shall hereafter be reclaimed by the Company, either forthwith or when the said lands respectively shall be sold, or otherwise conveyed or alienated, and all lands which have hitherto belonged to, and have been sold or otherwise conveyed or alienated by the Company, from all liability with respect to the maintenance of the Dee Navigation, or any part thereof, and the banks, causeways, and other works connected therewith, and the compensation for damage which may have been, or may be, occasioned by the acts or defaults of the Company or the Conservancy Board, and from the payment of the two annuities to the Hawarden Embankment Trustees hereinafter mentioned, and the maintenance of two ferries across the River Dee below Chester, and the maintenance and repair of certain roads, and all other general liabilities, absolute or contingent, touching the matters aforesaid, imposed on the said lands, or the owners or occupiers thereof, by or in consequence of the Acts hereinafter specified relating to the Company, or otherwise howsoever.

To enable the Conservancy Board or the

Company, from time to time, to redeem or commute both, or either, of the annuities of £200 and £50 payable by the Company to the Hawarden Embankment Trustees, or any other charges or liabilities on the lands of the Company, by the payment of a capital sum, or by such other means as the Bill may define and as may be agreed on between the parties, and to authorise the said trustees and all other persons interested in any such charge or liability to enter into and carry into effect such agreements, and to accept any such sum of money or other consideration for the redemption or commutation of the said annuities, charges, or liabilities, and to provide for the investment thereof, and the application of its income, and the appointment and change of trustees of such investment.

To enable or to require the Conservancy Board to impose and lay on the owners and occupiers, or either the owners or the occupiers, of all or any of the lands already reclaimed from the River Dee, and of all such lands as shall hereafter be so reclaimed, an annual acreage or other rate, and that either in addition to or in substitution for the charges, burdens, or liabilities, to which such lands may be subject, with powers of collection and recovery, and of distress, entry, and sale if such rates shall be unpaid, and to provide for the commutation or redemption of all or any part of such acreage or other rate by such owners or occupiers, and for the settlement of the price and terms of such redemption, if necessary, by arbitration.

To impose on any such lands a charge or charges for the purposes of the said rate until the same can be imposed or levied.

To repeal, alter, modify, or transfer to the Conservancy Board all tolls, rates, town, quay, coal and ballast, or other rates, dues, and customs levied or authorised to be levied upon or in respect of ships, vessels, or other craft, on goods, wares, merchandise, ballast, and other commodities, laden or unladen, within or entering into or using the Dee Navigation, or any part thereof, and all exclusive rights and privileges connected therewith, and also to levy the same or other rents, tolls, rates, and duties to be prescribed by the Bill, and to compound for tolls, rates, rents, and duties, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to vary or extinguish all other rights and privileges which may in any manner interfere with the improvement of the said navigation or with the powers of the Bill.

To make provision for extending the limits within which any tolls, rates, dues, or charges leviable under the Acts hereinafter mentioned may be imposed.

To enable the Conservancy Board to raise funds for the purposes of the Dee Navigation and of the Bill by mortgage or in such other way as may be prescribed by the Bill on the security of the tolls, rates, duties, rents, and other revenue and property of such Board, and to attach to any securities created by such Board any preference or priority; and also to enable such Board to apply such funds to the purposes of the said navigation and of the Bill.

The Bill will or may authorise the Company to exercise all or any of the powers proposed to be granted to the Conservancy Board, and either independently and instead of the Conservancy Board, or jointly with the Conservancy Board, upon such condition and with such restrictions as the Bill shall define or may be agreed upon between the Company and the Conservancy Board,

and will, or may, also enable the Company to subscribe or contribute funds towards the expenses of the said board in the execution of any of the powers of the Bill, and to guarantee such interest, annual and other payments, in respect of any such expenses as may be agreed upon between the Company and the Conservancy Board, and to apply for the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the Company, and under the control of their directors, and (if they shall think fit) to raise additional capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means.

To alter, modify, and amend, or repeal, the constitution of the Company, and the powers vested in them by the Acts hereinafter mentioned, or any of them, in so far as may be necessary or convenient for the purposes of the Bill or otherwise, and to regulate their present capital by consolidation, increase, reduction, re-arrangement, or otherwise, and to confer upon them further capital and other powers with reference to their internal affairs and management, and to enable them to raise further money by shares, borrowing, or other means to be prescribed by the Bill, and in the event of the Conservancy Board being formed, to change the name of the Company to that of "The Dee Land Company," or to such other name as may be prescribed by the Bill.

To authorise the Conservancy Board from time to time to acquire by purchase, agreement, or otherwise, the reclaimed lands and any other property, rights, and privileges of the Company not transferred to them by the Bill, and also the powers, rights, and privileges of the Company as to future reclamation, and any other powers possessed by the Company, and in case of a purchase of all the Company's properties, rights, and powers, to provide for the winding-up and dissolution of the Company.

To confirm and legalise any payments which have been or may be made by the Credit Company (Limited), or the liquidator or liquidators thereof, to or towards any expenses, or the payment of any debts or liabilities incurred by the Company.

To empower the Conservancy Board from time to time to make, vary, and rescind bye-laws, rules, and regulations with respect to any of the objects of the bill, or of the Acts incorporated therewith, and otherwise for the government and good order of the Dee Navigation, and of vessels and persons using the same, and the loading and unloading of vessels, and the construction and user of landing places, piers, quays, wharves, works, and conveniences.

To repeal the provisions as to the depth to be maintained in the navigable channel of the river, as prescribed by the Act 17 Geo. II., cap. 28, or by any other of the Acts hereinafter mentioned, and the means of ascertaining the same, and in lieu thereof to make other provisions if necessary. To abolish or modify the offices of River Dee Commissioners and of supervisors of the navigation of that river, and, if thought fit, to make other provision in relation to the execution of the same or similar offices, and to abolish, extinguish, repeal, or modify all jurisdictions, powers, duties, rights, and privileges of any corporation, commissioners, company, body, or persons in, over, or affecting the Dee Navigation, or any part thereof, or which would in any way interfere or be inconsistent with the provisions of the Bill.

To authorise the Conservancy Board and the Company, or any other corporation, company, body, or persons, for all or any of the purposes of the Bill, to enter into and fulfil contracts and agreements, and the Bill will or may confirm any such contract or agreement which may have been or may be entered into prior to the passing of the Bill. To make provision for the enforcing of all or any of the provisions of the Bill, or of any bye-laws thereunder, by the imposition of penalties or otherwise, and for the recovery of such penalties, and of all tolls, rates, dues, and charges.

If thought fit, to constitute a board of arbitration, or appoint a standing arbitrator for the summary settlement of any questions which may arise between the Company or their mortgagees, or successors in title, and the Conservancy Board, or of any other matter or question which may be referred to arbitration by or under the Bill.

To incorporate with the Bill all or some of the provisions of the Commissioners Clauses Act, 1847, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863, as amended by the Companies Clauses Act, 1869; the Harbours, Docks, and Piers Clauses Act, 1847, the Removal of Wrecks Act, 1877, and any other Acts which it may be necessary or expedient to incorporate for effecting the objects of the Bill.

To alter, amend, extend, enlarge, or repeal, so far as may be necessary, all or any of the powers and provisions of the several Acts following or some of them, namely, 11 and 12 Will. III., being "an Act to enable the Mayor and citizens of the city of Chester to recover and preserve the Navigation upon the River Dee," and (local and personal) 6 Geo. II., cap. 30, being "an Act to recover and preserve the Navigation of the River Dee in the County Palatine of Chester;" 14 Geo. II., cap. 8; 17 Geo. II., cap. 28; 26 Geo. II., cap. 35; 31 Geo. III., cap. 88; the Dee Standard Restoration Act, 1851; the River Dee Company (Amendment) Act, 1868; 16 Geo. III., cap. 61; 5 and 6 Will. IV., cap. 4; 1 Vict., cap. 19; 23 and 24 Vict., cap. 32; 5 and 6 Will. IV., cap. 88; 51 and 52 Vict., cap. 77, and all other Acts, charters, grants, customs, rights, and privileges which directly or indirectly affect the River Dee or the navigation thereof, or the ferries and approaches thereto, or the Company, or any other corporation, or company, body, or persons having or claiming any jurisdiction or rights in or over any parts of the Dee Navigation.

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, 1888.

Dated this 16th day of November, 1888.

Andrew Mellor and Smith, 27, Clement's-lane, E.C., Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1889.

Great Western Railway and Llanelly Railway and Dock Companies.

(Amalgamation of the two Companies; Confirmation of, and power to enter into Agreements, and other Powers; Additional Capital and Borrowing Powers; Amendment of Acts.)

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

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, the Llanelly Railway and Dock Company (hereinafter called "the Llanelly Company"), with and into the Great Western Railway Company (hereinafter called "the Company"), and to provide for the union and consolidation into one undertaking of the undertakings of the Great Western and Llanelly Companies (hereinafter called "the two Companies") respectively, so that the undertakings including (among others) railways, canals, cuts, docks, ferries, land, property, estates, effects, interests in other Companies, and securities, rights, powers, and privileges, liabilities and obligations of what nature or kind soever, and whether, with reference to the separate undertakings, works or property of the said two Companies respectively, or to the undertaking, works, or property of any other Company, body, or persons in which the two Companies or either of them may have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates and duties, or otherwise vested in and belonging, or exercised, or enjoyed by or attaching to the said two Companies jointly, or severally, or jointly with any other Company or Companies, or by any officer of the two Companies, or either of them, in right of the Company of which he is an officer at the time of the said amalgamation, may (except where otherwise provided in, by, or under the provisions of the said intended Act) be vested in and belong to and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, and with or without the reservation to each or any class of proprietors in the respective Companies when amalgamated of any exclusive rights or privileges.

To provide upon such amalgamation for the dissolution of the Llanelly Company as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, and retirement of, and other arrangements with respect to, directors, officers, and servants, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors as amongst themselves, in the capital and debenture stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into and liabilities incurred by the said two Companies jointly or severally, and either alone or jointly with any other, Company or Companies or otherwise howsoever, and capable of taking effect or being enforced at the period of such union or amalgamation.

To provide for the conversion into stock of the Company of any stock, shares, or annuities of the Llanelly Company, and also to make further and other provision with respect to any shares and stock, or shares or stock, the interest or dividend on which is guaranteed or otherwise secured by the two Companies; or either of them, and to enable the Company to create and issue such shares or stock as may be necessary for the purposes of the intended Act, with or without a preference or priority in payment of dividends, and to confer such preference, priority, or

guarantee on the existing shares or stocks of the Llanelly Company, or any of them, or on any shares or stocks that may be substituted therefor, as have been or may be agreed upon.

To provide for the mortgage, bond, debenture or other debts of the two Companies respectively, and the security of the respective creditors, and also to make provision as to any bonds, debentures, debenture stock, annuities, or other securities, the interest or dividend on which is paid, guaranteed, or secured by the two Companies or either of them.

To confirm or provide for the confirmation of or to give effect to any agreement or agreements made between or on behalf of the two Companies, and of any act done by them, or either of them, in contemplation or anticipation of, or in any way relating to any of the objects of the intended Act, or for the user of the railways, docks, and other property, works, and conveniences of the Llanelly Company by the Company, the fixing and collection of rates and fares, the division and appropriation of the receipts arising from certain traffic passing on or over the Llanelly Railway and the railway of the Company, or on or over the Llanelly Railway, the construction of works, the raising of capital, through booking and other purposes, and to authorise agreements between the two Companies.

To authorise the Company to raise by the creation and issue of debenture or other stocks of the Company, or by borrowing, or either of such means, such an amount of additional capital as will represent the sum paid by the Company to the London and North-Western Railway Company, under the provisions of Section 47 of the Great Western Railway Act, 1835, and to make further and other provisions with reference thereto and otherwise.

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

To alter, amend, extend, enlarge, or repeal the powers and provisions of any Acts inconsistent with the objects of the intended Act, or which it may be necessary or expedient to alter, amend, extend, enlarge, or repeal for giving effect to the objects and provisions of the intended Act or any of them, and especially of the following Acts relating to or affecting the Great Western Company, and their undertaking, viz:—5 and 6 Will. 4, cap. 107, and any other Act relating to the Great Western Company.

Acts relating to or affecting the Llanelly Railway and Dock Company, and their undertaking, viz:—The Llanelly Railway and Dock Act, 1853, and any other Act relating to the Llanelly Company.

Acts relating to or affecting the Vale of Towy Railway, viz:—The Vale of Towy Railway Act, 1854; Vale of Towy Railway Leasing Act, 1858; the Vale of Towy Railway (Leasing) Act, 1868; the London and North-Western Railway Act, 1884; and any other Act or Acts relating to the Vale of Towy Railway.

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 the 9th day of November, 1888.

R. B. Nelson, 20, Abingdon-street, Westminster; and

Markby, Stewart and Co., 57, Coleman-street, London, Solicitors.

In Parliament.—Session 1889.

Hull and North Western Junction Railway.
(Deviation of portions of Authorised Railways; New Railways to join the Lancashire and Yorkshire Railway, and from that Railway to Queen's Road, Barnsley; Compulsory Purchase of Lands, &c.; Underpinning, &c., of Houses, &c.; Closing of and Interference with Roads, Streets, &c.; Tolls; Abandonment of parts of Authorised Railways; Running Powers over part of Lancashire and Yorkshire Railway; Working and other Agreements with other Companies; Extension of time for the Purchase of Lands for and completion of Authorised Railways; Provisions as to Suspended Fund mentioned in Sections 33 and 34 of the Hull and North Western Junction Railway Act, 1887; Application of Funds; Further Money Powers; 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 by or on behalf of the Hull and North Western Junction Railway Company (in this notice called "the Company") for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):

1. To authorise the Company to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):

(a) A deviation Railway, commencing by a junction with the Railway No. 1c, authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (hereinafter called "the Act of 1882"), the powers for making which authorised Railway are now vested in the Company, such deviation Railway to commence in the township of Lepton, and parish of Kirkheaton, at a point 3 chains or thereabouts from the authorised termination of the said Railway No. 1c, as shown on the plans (hereinafter referred to as "the Plans of 1882") deposited for and referred to in the Act of 1882, and terminating in the township of Shitlington, in the parish of Thornhill, by a junction with the Railway No. 1, authorised by the Act of 1882, at or near the point shown on the plans of 1882, and indicating the distance of 8 miles and 3 furlongs from the authorised commencement of the last-mentioned Railway.

The proposed deviation Railway will be made or pass from, in, through, or into the townships and parishes following, or some of them, that is to say: Thornhill, Shitlington, Flockton, Kirkheaton, Lepton, and Kirkburton, all in the West Riding of the county of York.

(b) The following new railways:

(1) A Railway (No. 1) commencing in the township of West Bretton, in the parish of Sandal-Magna, by a junction with the Railway No. 1, authorised by the Act of 1882, at or near the point shown on the plans of 1882, and indicating the distance of 6 miles and 2 furlongs from the authorised commencement of the said authorised Railway No. 1, and terminating in the township of Woolley, in the parish of Royston, by a junction with the Barnsley branch of the Lancashire and Yorkshire Railway, at a point about 17½ chains, measured in a northerly direction along the said Barnsley branch from the bridge carrying that branch

over the public road from Haigh to Woolley, at or near Haigh Station.

The proposed new Railway (No. 1) will be made or pass from, in, through, or into the townships or parishes following; or some or one of them (that is to say): West Bretton, Sandal-Magna, Sandal-Magna (detached), Silkstone, Silkstone (detached), Royston, and Woolley, all in the West Riding aforesaid.

(2.) A Railway (No. 2), wholly situate in the township of Barnsley and parish of Silkstone, in the West Riding aforesaid, commencing by a junction with the Barnsley Branch aforesaid of the Lancashire and Yorkshire Railway, at or near the southern abutment of the bridge carrying that Branch Railway over Old Mill Lane, and terminating at a point on the south side of Queen's Road, opposite a point about $5\frac{1}{2}$ chains east of the railway level crossing over the said road.

2. To authorise the Company to cross, open, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, all or any roads, streets, passages, alleys, courts, squares, highways, footpaths, or places, railways, tramways, rivers, canals, tunnels, bridges, wharves, quays, landing-places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphic, telephonic, pneumatic, and electric tubes, pipes, wires and apparatus, or other works, conveniences and appliances, within or adjoining the aforesaid parishes and places, or any of them, and to vest in the Company the site and soil of any streets, roads, highways, or thoroughfares to be stopped up under the powers of the Bill, and to authorise the Company to appropriate and use for the purposes of the intended works, or of the Bill, the subsoil and under surface of any lands, streets, roads, highways, or thoroughfares under, along, or across which any of the proposed works are intended to be made.

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

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

5. To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, and other property for the purposes of the intended railways and works, and of the Bill, and easements or rights in, over, or affecting lands, houses, and other property, and notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory enactment, to purchase and take, by compulsion or agreement, any lands, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises; and to take and acquire easements for carrying the intended railways and works

under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof, or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, stations, and works hereinafter mentioned belonging to the Lancashire and Yorkshire Railway Company, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To authorise the Company to abandon and relinquish the construction of so much and such parts of Railways No. 1c and No. 1, authorised by the Act of 1882, as lies or lie between the commencement and termination of the deviation proposed to be authorised by the Bill.

8. To empower the Company and any other company or persons for the time being working, or using, or running over the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description.

So much of the Barnsley branch of the Lancashire and Yorkshire Railway Company as lies between the proposed junction therewith of the New Railway No. 1 to be authorised by the Bill, and the point at which the New Railway No. 2 to be authorised by the Bill is above described as intended to commence.

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 portion of railway and stations.

9. To empower the Company on the one hand, and the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway 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 and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, plant, and machinery, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or

either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

10. To empower the Company, and the Lancashire and Yorkshire Railway Company, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railway of the Lancashire and Yorkshire Railway Company shall be made.

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

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

And the Bill will or may provide for the settlement by arbitration, or otherwise, of any difference which may from time to time arise between the Company and the Lancashire and Yorkshire Railway Company touching any such matters.

11. To extend the periods limited by the Act of 1882, as amended by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885, and by the Hull and North Western Junction Railway Act, 1887 (hereinafter called "the Act of 1887"), for the purchase of lands for and for the completion of—

(1) So much and such parts of Railways No. 1 and No. 1c, authorised by the Act of 1882, as will not be abandoned under the powers of the Bill.

(2) The whole of Railway No. 1A authorised by the Act of 1882.

12. To empower the Company to apply their existing funds, or any moneys which they have powers to raise, to all or any of the purposes of the Bill, or to the general purposes of their undertaking, and to raise capital for the purposes of the Bill, and other the general purposes of their undertaking, by the creation of shares or stock, with or without preference or priority in the payment of interest or dividend, or other special rights and privileges, and by borrowing, and by debenture stock, or by all or any of those means, and 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 stock of the Company.

13. To provide for the re-transfer or payment of so much of the suspended fund mentioned in Sections 33 and 34 of the Act of 1887, as represents the difference between the estimate for the Deviation Railway to be authorised by the Bill, and the estimate for the railway and portions of railway to be abandoned under the Bill, or for the application of that part of the said Suspended Fund as security for the completion of the new railways to be authorised by the Bill, and for applying to the said Deviation Railway other part of the said Suspended Fund.

14. And the Bill will vary or extinguish all rights and privileges inconsistent with or which

would or might in any way interfere with its objects, and will confer other rights or privileges.

15. And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them: (that is to say):—The Hull and North Western Junction Railway Act, 1887, and any other Act or Acts relating to the Company, or their undertaking; 3 and 4 William IV., cap. 36, and 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company, or their undertaking; 6 and 7 William IV., cap. 111, and 10 and 11 Vict., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; and 9 and 10 Vic., cap. 268, and 13 Vic., cap. 81 and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, or their undertaking.

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, 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 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 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, and book of reference as relates to each parish and extra-parochial place in or through which the said railways or works, or any part thereof, are or is intended to be made, or in which any lands which are intended to be taken compulsorily, 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 be deposited as the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1888.

Cope and Co., 3, Great George-street,
Westminster, Solicitors for the Bill;
Rees and Fere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1889.

Hornsey Local Board.

(Power to Hornsey Local Board to appoint Building Inspectors at salaries to be fixed by the Board, with Power to the Board to require Payment of Fees by persons constructing, adding to, or altering Buildings within their District; Recovery of such Fees; Extension of Power of Board with respect to the Regulation of the Width of Streets and the Lines of Frontage therein, and with respect to the making of Bye-laws, and in regard to Infectious Diseases; Power to Sub-let Offices for Parochial or other purposes; Amendment and Incorporation of Acts; Expenses of Act.)

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 purposes, that is to say :—

1. To authorise and enable the Local Board for the District of Hornsey, in the county of Middlesex (hereinafter called "the Local Board"), for the purpose of enforcing the powers at any time vested in them in relation to drainage, new streets, and buildings to appoint one or more building inspectors as salaried officers of the Local Board, and to charge fees in respect of the duties or services performed by such building inspectors in inspecting and supervising the construction or alteration of drains, new streets, or buildings within their district, and to provide for the application of such fees, and to provide for the payment of such salaries, and for the payment by and recovery from the builder, owner, or occupier of such drains, new streets, and buildings, of such fees.

2. To enable the Local Board to exercise certain powers in respect of the sewerage, drainage, levelling, paving, flagging or channelling, making good, or lighting and improvement of the said district, and of the mode of raising or defraying the expenses thereof similar to powers granted by the several Acts relating to the Metropolis, passed in the years 1855, 1856, 1858, and 1862 respectively, or some or one of such Acts, and conferred on the Vestries or District Boards of Metropolitan parishes or districts.

3. To confer upon the Local Board further powers, that is to say :—

Power to prevent the erection of new buildings, or of their external fence or boundary within a certain distance of a road, passage way, or highway, and to enforce such regulations in a summary way.

To require the sanction of the Local Board to the plans of all new sewers, and of proposed abandonment or alterations of authorised sewers, and for limiting the period for the execution of such works when authorised without renewed sanction.

Power to require new sewers to be made sufficient for the drainage of contiguous property, and to charge any excess of the cost of making such sewer upon the owners or occupiers of such contiguous property.

Power to the Local Board to order any group or block of contiguous houses to be drained specially in combination with and in addition to the main drainage system of the district, and to apportion and recover the costs of the necessary works between and from the owners and occupiers of such houses.

To enable the Local Board to make bye-laws for providing for the construction of sewers in new streets, regulating the communication between new and existing streets, for laying down kerbs and constructing crossings, for regulating the mode of construction of new streets, as to the materials to be employed, the construction of sewers, man-holes and similar works, effecting kerbing and channelling, and laying down gas and water mains and other pipes or wires, for regulating the levels of ground-floors in new buildings, and the heights of rooms, and prescribing forms of notices.

The removal and prohibition of wooden buildings.

To enable the Local Board to define and regulate the building lines of existing streets and rows of houses and of new streets.

4. To provide for notification to the Local Board of the existence within the district of infectious or other diseases, and for certificates

and declarations by medical practitioners attending persons suffering therewith, and to empower the Local Board to remunerate any such medical practitioner for the same, and to make persons offending wilfully against the proposed enactment liable to a penalty.

5. To empower the Local Board 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.

6. To prohibit under a penalty the retention of bodies of persons dying of infectious diseases elsewhere than in a mortuary.

7. 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.

8. Power to the Local Board or to Justices to regulate the removal and the mode of conveyance for the purpose of interment, and the interment of the body of any person who has died of an infectious disease, or for the proper officer to carry out the same, and for the recovery of the expenses thereof.

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

10. To empower the Local Board to let for any period, and upon such terms as they may think proper, any portion of their present or future office or offices, building or buildings, for parochial or other purposes.

11. To enable the Local Board to provide temporary shelter or house accommodation for members of any family in which any infectious disease has appeared, and to provide nurses for attendance upon persons suffering therefrom, or upon children compelled to leave their dwellings, and to charge a reasonable sum for such services.

12. In the case of the outbreak or spread of infectious diseases, to enable the Local Board to compel cowkeepers and all others dealing in milk to furnish list of their customers, and also to compel persons engaged in washing or mangling clothes to furnish list of the owners of such clothes entrusted to them for such purposes or either of them.

13. To empower the Local Board to make bye-laws with reference to all or any of the foregoing matters, and to enforce the same by penalties or otherwise, and to extend the time for taking legal proceedings in relation to offences against the provisions of the intended Act or such bye-laws or any of them.

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

15. To incorporate with or to apply, amend, or alter all or some of the provisions of the Public Health Act, 1875, and any Act amending the same.

16. To provide for the payment of the costs, charges, and expenses preliminary to and of and incidental to the preparing and applying for and passing the Bill into law, and of obtaining all

the necessary resolutions in connection therewith.

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, 1888.

Alfred C. Tatham, Solicitor to the Hornsey Board, Library Chambers, Gray's-inn, W.C.

Edward Walmsley, 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1889.

Manchester Corporation.

(Deviations of Aqueduct authorised by the Manchester Corporation Waterworks Act, 1879; Amendment of Provisions of that Act as to Roads and Sinking Fund: New Water Main in Hyde; Additional Lands; Further Provisions as to Election of Aldermen; Amendment of Acts; and other matters.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Citizens of the city of Manchester, in the county of Lancaster (hereinafter called "the Corporation") for an Act for all or some of the following objects and purposes (that is to say):—

To empower the Corporation to make and maintain, in connection with the aqueduct, conduit, or line of pipes from Lake Thirlmere to Prestwich, hereinafter called "the said aqueduct" (being Work No. 9 authorised by the Manchester Corporation Waterworks Act, 1879, hereinafter referred to as the Act of 1879), the deviations and alterations in the line and levels thereof, and other works hereinafter described, with all necessary works and conveniences connected therewith (that is to say):—

In the County of Westmorland.

1. An alteration in level situated wholly in the township of Skelsmergh, in the parish of Kendal, commencing in the field numbered in the deposited plans referred to in the Act of 1879 252 in that parish, at a point marked by a post in the ground measured 70 yards or thereabouts in a straight line from the south-easterly side of the public road from Kendal to Shap, near Summerhowe, and terminating in the field numbered in the said deposited plans 253 in the said parish, at a point marked by a post in the ground 132 yards or thereabouts measured in a south-easterly direction from its point of commencement.

2. An alteration in level situated wholly in the township of Scalthwaiterigg Hay and Hutton-i'th'-Hay, in the parish of Kendal, commencing in the field on the north-west side of the building called Jenkinrag, numbered in the said deposited plans 276 in that parish, at a point marked by a post in the ground, and terminating in the field on the south-west side of the said building numbered in the said deposited plans 277 in that parish, at a point marked by a post in the ground.

3. An alteration in level situated wholly in the township of Preston Richard; in the parish of Heversham, commencing in the field numbered in the said deposited plans 17 in that parish, at a point marked by a post in the ground, and terminating in the field numbered in the said deposited plans 19 in that parish, at a point marked by a post in the ground 68 yards or thereabouts measured in a straight line in a north-westerly direction from the centre of the stream called Gate Beck.

In the County Palatine of Lancaster.

4. An alteration in level commencing in the

township of Dalton, in the parish of Burton, in the field numbered in the said deposited plans 28 in that parish, at a point marked by a post in the ground, and terminating in the township of Priest Hutton, in the parish of Warton, in the field numbered in the said deposited plans 1 in that parish, at a point marked by a post in the ground 572 yards or thereabouts measured in a straight line in a northerly direction from the centre of the bridge over the Carnforth and Wennington Railway at Keer Holme.

5. An alteration in level situated wholly in the township of Caton, in the parish of Lancaster, commencing in the wood numbered in the said deposited plans 60 in that parish, at a point marked by a post in the ground on the north side of Artle Beck, and near to the existing bridge over that stream, 570 yards or thereabouts measured in a straight line in an easterly direction from Grassyard Hall, and terminating in the wood numbered in the said deposited plans 60A in that parish, marked by a post in the ground on the south side of Artle Beck.

6. An alteration in level commencing in the township of Barnacre with Bonds, in the parish of Garstang, at the River Calder, numbered in the said deposited plans 109 in that parish, and 86 yards or thereabouts measured in a straight line in a south-westerly direction from the southerly end of Lower Calder Vale Factory, and terminating in the township of Claughton, in the said parish, on the easterly side of the River Calder, in the wood numbered in the said deposited plans 113 in that parish, at a point marked by a post in the ground.

7. An alteration in level situated wholly in the township of Samlesbury, in the parish of Blackburn, commencing in the field numbered in the said deposited plans 68 in that parish, at a point marked by a post in the ground measured 40 yards or thereabouts in a northerly direction from the centre of Coppice-lane, and about 100 yards or thereabouts measured in a straight line in a north-easterly direction from the building called Firwood, and terminating on the south side of Coppice-lane in the field numbered in the said deposited plans 75 in that parish, at a point marked by a post in the ground.

8. An alteration in level situated wholly in the township of Heath Charnock, in the parish of Standish, commencing in the waste land numbered in the said deposited plans 19 in that parish, at a point marked by a post in the ground 8 yards or thereabouts measured in a straight line in a northerly direction from the centre of the River Yarrow, and terminating in the field on the south side of the River Yarrow numbered in the said deposited plans 22 in that parish, at a point marked by a post in the ground.

9. A diversion and alteration in level situated wholly in the township of Horwich, in the parish of Dean, commencing at or about the stream called Pearl Brook, numbered in the said deposited plans 12 in that parish, and 240 yards or thereabouts measured in a straight line in a south-westerly direction from the Black Dog Inn on the public road from Chorley to Bolton, at Horwich, and terminating in the field numbered in the said deposited plans 30 in that parish, at a point marked by a post in the ground 130 yards or thereabouts measured in a straight line in a south-westerly direction from the mile post 5 miles from Bolton on the said public road.

10. An alteration in level situated wholly in the township of Middle Hulton, in the parish of Dean, commencing in the plantation in the field numbered in the said deposited plans 168 in that parish, marked by a post in the ground on the westerly side of Cut Acre Brook, and 200

yards or thereabouts measured in a straight line in a south-westerly direction from the buildings called Cat Row, situate in Highgate-lane, and terminating in the field on the easterly side of Cut Acre Brook numbered in the said deposited plans 170 in that parish, at a point marked by a post in the ground.

11. A diversion and alteration in level commencing in the township of Middle Hulton, in the parish of Dean, at the occupation road on the southerly side of the road called Highgate-lane, numbered in the said deposited plans 182, and 27 yards or thereabouts from the house called Gilded Hollins, and terminating in the township of Little Hulton, in that parish, in the field numbered in the said deposited plans 187, 170 yards or thereabouts measured in a straight line in a northerly direction from the centre of the public road at Green Heys, at a point marked by a post in the ground.

12. A diversion and alteration in level commencing in the township of Worsley, in the parish of Eccles, in the public road from Manchester to Worsley, numbered in the said deposited plans 18 in that parish, at a point measured 280 yards or thereabouts along such road in a north-westerly direction from the junction of the private road which passes on the west side of the Children's Hospital in Pendlebury with the said public road, and terminating in the township of Pendlebury, in the said parish, in the said private road numbered in the said deposited plans 20, measured 300 yards or thereabouts along such road in a northerly direction from its point of junction with the public road before referred to.

13. The portion of the said aqueduct in the township of Wheelton, in the parish of Leyland, commencing in the field numbered in the said deposited plans 144 in that parish at a point 140 yards or thereabouts measured in a straight line in an easterly direction from Prospect House at Wheelton, and terminating in the centre of the public highway numbered in the said deposited plans 162 in that parish.

To make further provision with reference to the diversion and alteration of the existing road on the easterly side of Lake Thirlmere, sixthly described in and authorised by the Act of 1879.

To alter and amend all or some of the provisions of the Act of 1879 with reference to the new roads in the township of St. John's, Castlerigg, and Wythburn, in the parish of Crosthwaite, in the county of Cumberland, being the works respectively seventhly and eighthly described in and authorised by the Act of 1879, and to relieve the Corporation from any obligation to construct or complete the said roads before raising the level of the water of Lake Thirlmere so as to overflow any part of the existing public road on the westerly side of the Lake, and to require and empower the Corporation to make in the said township and parish temporary roads or other temporary means of communication alongside of and across the Lake in respect of any part of any existing road or means of communication which may from time to time be or become overflowed, or liable to be overflowed by raising the level of the water of the said lake, and to provide that any such temporary communication across the lake may be by means of a bridge, boat, or ferry, and to make provision for the determination by the Board of Trade or other authority or person of any question as to roads or communications under the Act of 1879, or the intended Act inclusive of the times and terms and mode of user of any such boat or ferry.

To authorise the construction of and to em-

No. 25877.

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power the Corporation to maintain and use two lines of pipes in the county of Chester, commencing in or out of the 30-inch straining tank at the Godley Reservoir of the Corporation, in the township of Godley, in the parish of Mottram-in-Longdendale, passing through the township of Newton in the said parish, and terminating at or about the centre of the bridge over the River Tame known as Broomstair Bridge, in the township of Hyde, in the parish of Stockport, and to sanction and confirm the acquisition by the Corporation of any lands or easements in lands for the purposes of the said lines of pipes, and to confirm, or give effect to any agreements which have been or may be made with reference thereto.

To declare that the several works hereinbefore described shall for all purposes whatsoever, including the demanding and recovering of rents, rates, and charges, be deemed part of the water-works undertaking of the Corporation.

To empower the Corporation to stop up, alter, divert, or interfere with, temporarily or permanently, all highways, roads, paths, passages, brooks, streams, springs, bridges, sewers, mains, pipes, and works which it may be convenient so to stop up, alter, divert, or interfere with in the execution, or for the purposes of the intended Act; and to vary or extinguish all existing rights and privileges connected with any lands, buildings, highways, brooks, streams, springs, bridges, sewers, mains, pipes, waters, or works which would or might in any manner interfere with the construction, maintenance, enjoyment, or use of the said intended works or any of them, or impede or interfere with any of the objects or purposes of the intended Act, and to confer other rights and privileges.

To empower the Corporation to deviate from the lines and levels of the works shown on the plans and sections respectively referred to in the Act of 1879 and the intended Act, to such an extent as may be authorised by the intended Act.

To incorporate with the intended Act the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands.

To make further provision with reference to the Sinking Fund prescribed by the Act of 1879, and the date of commencement thereof, and to alter and amend the provisions of the said Act with reference thereto.

To empower the Corporation to purchase or acquire by compulsion or agreement, or to take on lease and to hold and use all such lands, houses, and other property, and any rights or easements in, over, or connected with any lands, houses, or other property as may be required for the purposes of the intended Act, and also the lands, houses, and buildings hereinafter described or referred to, or some of them, that is to say:—

(1.) The following lands situate in the township of St. John's, Castlerigg, and Wythburn, in the parish of Crosthwaite, in the county of Cumberland, viz.:—

(a) Certain lands known as Shoulthwaite, Shoulthwaite Moss, and High Rigg, lying on the south and south-westerly side and on the north and north-easterly side of the public road leading from Grasmere to Keswick, which said lands extend from and about the farm-house called Shoulthwaite on the west, and including the southern portion of High Rigg to Rigghouse wood, near St. John's Beck, on the east.

(b) Certain lands to the north of the mill called Legberthwaite Mill, and forming the north portion of the wood adjoining the said mill.

- (c) Certain lands on the westerly side of the road from Grasmere to Keswick, and lying between land called Snipe's How and St. John's Parsonage, near to Dale Bottoms.
- (d) Certain lands lying on the easterly side of the stream known as Naddle Beck, and adjoining thereto and extending from Naddle Beck to or about the building called Brownbeck.
- (e) Certain lands on the easterly side of the road from Grasmere to Keswick, and adjoining thereto and lying between the Wythburn Church Yard and Comb Gill.
- (f) Certain land on the easterly side of the road from Grasmere to Keswick, lying on the east side of the Wythburn Church Yard and to the south of the Schoolhouse at that place.
- (g) Certain lands on the westerly side of the road from Grasmere to Keswick, and adjoining thereto and to the south of and near to the new Parsonage at Wythburn.

(2.) Also certain lands situate in the township of Godley, in the parish of Mottram-in-Longdenale, in the county of Chester, situate on the west, north, and easterly sides of the Godley Reservoir of the Corporation, and adjoining thereto.

To confirm the purchase by the Corporation of lands acquired by agreement by them or on their behalf for any purpose connected with the waterworks undertaking of the Corporation, and to empower the Corporation to hold and use the said lands, and to make provisions with reference thereto, and to the acquisition and holding by the Corporation of manors and manorial rights.

To authorise the Corporation to hold any lands which they may acquire or may be empowered to hold under the authority of the intended Act, free from the provisions of the "Lands Clauses Consolidation Act, 1845," or of the existing Waterworks Acts of the Corporation with respect to superfluous lands and mines, and to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the "Waterworks Clauses Act, 1847," with respect to mines.

To make such provision as may have been or may be agreed upon, or as may be thought proper by Parliament, and as may be prescribed or authorised by the intended Act for the protection and benefit of any persons and bodies whose property, rights, or interests will or might be affected by the intended Act and all of their property, rights, and interests, and to authorise or confirm or give effect to any arrangements or agreements which may have been or may be entered into between the Corporation and such persons and bodies, or some or any of them.

To amend the provisions of the Waterworks Acts of the Corporation with reference to the proof of existence of grantees or nominees of life annuities, and also to amend Sections 42 and 46 of the "Manchester Corporation Waterworks Act, 1863," in reference to the unauthorised interference with the apparatus of the Corporation and the unauthorised use of water.

To make provision as regards the uneven number of Aldermen of the City, and as to the period of election and retirement of Aldermen, and the number to be elected on each recurring day of election, and for the several purposes aforesaid, and otherwise to amend or vary the provisions of the "Manchester City Extension Act, 1865," and of the "Municipal Corporations Act, 1882," respectively.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accom-

plishment of any of the objects of the intended Act, and to confer other rights and privileges.

And by the intended Act it is proposed, if need be, to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinbefore mentioned or referred to, and of any other Act or Acts relating to the City of Manchester, or to the Corporation, or their Waterworks Undertaking.

And notice is hereby further given, that on or before the 30th day of November, 1888, plans and sections of the works proposed to be authorised or sanctioned by the intended Act, and plans of the lands proposed to be acquired under the authority thereof, with books of reference to such plans and a copy of this Notice as published in the London Gazette will be deposited as follows, that is to say: As regards the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office at Carlisle; as regards the works and lands in the counties of Westmorland and Lancaster, with the Clerk of the Peace for those counties, at their offices at Kendal and Preston respectively; and as regards the works and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; and that 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 in or through which any of the said works are intended to be made or lands are situate, with a copy of this Notice published as aforesaid, will be deposited with the Parish Clerk of such parish at his residence.

And that on or before the 21st day of December, 1888, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1888.

Joseph Heron, Town Clerk, Manchester.
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

Board of Trade—Session 1888-9.

Electric Lighting Acts, 1882 and 1888.

Kensington Electric Lighting.

(Power to the Chelsea Electricity Supply Company (Limited) to Produce, Store, and Supply Electricity within the Parish of Kensington, in the County of Middlesex; to Construct Works; to Lay down Wires and other Apparatus, and Break up Streets therein; to Acquire Land; to Levy Rates and Exercise other Powers; Agreements with and Powers to Local Authorities; Incorporation of Acts; Power to Amalgamate, &c.)

NOTICE is hereby given, that application is intended to be made by the Chelsea Electricity Supply Company, Limited, of 37, Sloane-square, London, S.W. (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, or any modifications thereof for the time being subsisting, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, for all or some of the public and private purposes, as defined by the said Acts, within the area hereinafter mentioned, in the parish of Kensington, in the county of Middlesex, and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph and

telephone wires, within the said area, and to lay down, set up, maintain, renew, or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances, for the production, storage, and distribution of, and to produce, store, and distribute electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said order, and to acquire, work, and use patents and licences for patents, for the making, producing, controlling, and measuring, or otherwise relating to the supply of electricity.

To enable the Company on the one hand, and the Metropolitan Board of Works and the Vestry of the parish of Kensington, or either of those bodies on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and otherwise with respect to the objects of the order, and, if thought fit, to authorise such Board or Vestry to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To limit, if thought fit, the district within the area of supply within which the supply of electricity shall be compulsory, or, if thought fit, to provide for its being permissive throughout the whole area of supply.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is that part of the parish of St. Mary Abbots, Kensington, which lies south of the Brompton, and Old Brompton, and Richmond-roads, west of Ovington-gardens, and is bounded on the south by the northern boundary of the parish of Chelsea.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply.

And among such streets and places it is more particularly proposed to place electric lines and works in, over, and along the whole or portions of the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—Boltons, Brompton-crescent, Brompton-road (part of), Cathcart-road, Cranley-gardens, Cranley-place (1), Cranley-place (2), Drayton-gardens, Egerton-gardens, Egerton-gardens-mews, Exhibition-road (part of), Elm-place, Finborough-road, Foules-terrace, Fulham-road, Gilston-road, Harcourt-terrace, Harley-gardens, Highfield-road, Hollywood-grove, Michael's-grove, North-terrace, Old Brompton-road, Onslow-crescent, Onslow-gardens, Onslow-houses, Onslow-square, Ovington-gardens, Ovington-square, Pelham-crescent, Pelham-place, Redcliffe-gardens, Redcliffe-road, Redcliffe-square, Redcliffe-street, Richmond-road (part of), Roland-gardens, Roland-houses, Selwood-place, Seymour-place, Sumner-terrace, Sumner-place, Sydney-place, Thurloe-square, Tregunter-grove, Tregunter-road.

The streets, roads, or places not repairable by the Local Authority which the Company propose to take power to break up (but not to the exclusion of such other streets, roads, and places not repairable by the Local Authority, as are within the said area), are as follows:—Adrian-mews, Alveston-mews, Bolton-mews, S.K., Chelsea-grove, Cranley-mews, Egerton-gardens, Egerton-gardens-mews, Elm-mews, Evelyn-terrace, Evelyn-gardens, Fawcett-mews, Onslow-mews, Redcliffe-mews, Roland-gardens, Sydney-mews, Sumner-mews, Thurloe-mews.

The railway which the Company propose to take power to break up, pass, or cross over, or under is as follows:—

Metropolitan District Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order, when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of Mr. C. J. Doughty, 8, Fulham-road, S.W., of the Chelsea Electricity Supply Company (Limited), 37, Sloane-square, aforesaid, and at the office of Sydney Morse, of 4, Fenchurch-avenue, in the City of London, Solicitor. Every local or other public authority, company, 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 Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 1st of February, 1889.

Dated this 15th day of November, 1888.

S. J. Clier, 37, Sloane-square, London, S.W., Secretary to the Chelsea Electricity Supply Company (Limited).

In Parliament.—Session 1889.

Great Northern Railway.

(New Railways and Works in the Counties of Middlesex, Derby, Lincoln, and York (West Riding); Abandonment of portion of Beeston to Batley Railways; Widening of Railways in the West Riding; New Roads, New Bridges; Diversion of Roads, Abolition of Level Crossings, New Footbridges, and Stopping up of Existing Footpaths in the West Riding, and in the Counties of Lincoln, Nottingham, Leicester, Hertford, Bedford, and Cambridge; Abolition of Ferry at Kirkstead; Acquisition of Lands Compulsorily and by Agreement; Commonable Lands; Additional Lands in the Counties of Middlesex, Lincoln, Nottingham, and the West Riding of Yorkshire; Powers to Great Northern and Great Eastern Joint Committee, and to West Riding Railway Committee, and to Halifax and Ovenden Joint Committee, and to Great Eastern, Lancashire and Yorkshire, and Manchester, Sheffield, and Lincolnshire Railway Companies; Extension of Time for Purchase of Lands at Holloway; Extension of Time for Completion of Extension of Pudsey Railway, and Dudley Hill to Lowmoor Deviation Railways; Confirmation of Agreements with Nottingham Suburban Railway Company; Agreements with East and West Yorkshire Union Railways Company for Construction, Working and Transfer of some of their Railways; Sale, Covering over, and Narrowing a Bay of the Nottingham Canal; Retention of Superfluous Lands; Additional Capital; Repeal and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof, by the Great Northern Railway 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 enable the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them, or such part or parts thereof respectively, as the Bill shall define, with all needful stations, sidings, works, and conveniences connected therewith respectively, that is to say:—

Railway at King's Cross.—A Railway (No. 1), wholly in the parishes of St. Pancras and St. Mary, Islington, in the county of Middlesex, commencing in the said parish of St. Pancras by a junction with a siding of the Company about 35 yards north of the north face of the bridge carrying Congreve-street, over the railway of the Company, and terminating in the said parish of St. Mary, Islington, by a junction with the main line of the Company, at about 3 chains north of the north face of the present Maiden-lane Tunnel.

Railway to Mapperley Colliery.—A Railway (No. 2), wholly in Derbyshire, commencing in the township of Ilkeston, in the parish of Ilkeston, by a junction with the Company's authorised railway to Heanor, at a point about 160 yards north-west of the centre of the bridge carrying the said railway to Heanor over the Manners Colliery Railway, and terminating in the township of Mapperley, in the parish of Mapperley, by a junction with the Mapperley Branch of the Midland Railway, at a point about 170 yards north-west of the centre of the

bridge carrying the said Mapperley Branch over the Nutbrook Canal.

The said railway will pass from, through or into the townships and parishes of Ilkeston and Mapperley.

Railway at Woodhall Spa.—A Railway (No. 3), wholly in the parish of Woodhall, in the parts of Lindsey, in Lincolnshire, commencing by a junction with the Kirkstead and Horncastle Railway at a point about 82 yards measured in a south-westerly direction from the centre of the level crossing by that railway at Woodhall Spa Station of the public road from Kirkstead Ferry to Horncastle, and terminating by a junction with the same railway at a point about 256 yards measured in a north-easterly direction from the said level crossing.

Railway at Black Carr Junction.—A Railway (No. 4), wholly in the township of Cantley, in the parish of Cantley, in the West Riding of Yorkshire, commencing by a junction with the Company's up goods and coal line at a point about 200 yards east of the eastern end of the signal box at Black Carr Junction, and terminating by a junction with the said up line at a point about 160 yards westward of the western end of the said signal box.

Junction with East and West Yorkshire Union Railway at Lofthouse.—A railway (No. 5), wholly in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the West Riding of Yorkshire, commencing by a junction with the down line of the West Yorkshire Railway of the Company at a point about 100 yards north-west of the centre of the signal box at Lofthouse North Junction, and terminating by a junction with Railway No. 1c, authorised by the East and West Yorkshire Union Railway Act, 1886, and now in course of construction, at or near the point at which the said Railway No. 1c crosses the stream dividing the parishes of Wakefield and Rothwell.

Beeston to Batley Deviation Railways.—A Railway (No. 6), wholly in the West Riding of Yorkshire, commencing in the township of Beeston, in the parish of Leeds, by a junction with the down line of the West Yorkshire Railway of the Company at a point 56 yards north of the occupation bridge carrying the road from Stank Hall to Pit Hills over the said railway, and terminating in the township of Middleton, in the parish of Rothwell, by a junction with the authorised Railway No. 1 of the Beeston to Batley Railways of the Company at or about a point 3 furlongs 3 chains from the commencement of the said authorised Railway No. 1 marked on the plans deposited with the Clerk of the Peace for the said West Riding, in respect of the Great Northern Railway Act, 1881.

A Railway (No. 7), wholly in the West Riding of Yorkshire, commencing in the said township of Beeston, in the said parish of Leeds, by a junction with the up line of the said West Yorkshire Railway of the Company at a point about 56 yards north of the said occupation bridge, and terminating by a junction with the aforesaid authorised Railway No. 1 of the said Beeston to Batley Railways at or about the

point hereinbefore described at the termination of the proposed Railway No. 6.

And to abandon the construction of so much of the Beeston to Batley Railway (No. 1) authorised by the Great Northern Railway Act 1881, as lies between its commencement and the hereinbefore described termination of Railway No. 6.

Railway at Leeds.—A Railway (No. 8), wholly in the township of Wortley, in the parish of Leeds, in the West Riding of Yorkshire, commencing in the Company's Goods Yard on the south-west side of the River Aire at a distance of about 20 yards from the edge of the said river and about 10 yards from the wall dividing the said Goods Yard from Wellington-road, and terminating at the north side of Armley-road at its junction with Brunel-street.

Railway at Leeds.—A Railway (No. 9), wholly in the said township of Wortley, commencing by a junction with Railway No. 8, at a point about 55 yards measured in a south-westerly direction, from a point on the south-western edge of the Leeds and Liverpool Canal, 90 yards south-east of the centre of Spring-gardens Lock, and terminating at a point about 87 yards measured in a south-westerly direction from a point on the south-western edge of the said canal about 82 yards north-west of the centre of the said lock.

Junction with the Halifax High Level Railway at Holmfild.—To authorise the Company and the Lancashire and Yorkshire Railway Company or the Halifax and Ovenden Joint Committee to make and maintain the railway hereinafter described, or such part or parts thereof as the Bill shall define, with all needful stations, sidings, and works connected therewith respectively, that is to say:—A Railway (No. 10), wholly in the parish of Halifax, in the West Riding of Yorkshire, commencing in the township of Ovenden by a junction with the Halifax and Ovenden Junction Railway at a point about 130 yards south-west of the southern end of the platforms at Holmfild Station, and terminating in the said township by a junction with Railway No. 5, authorised by the Halifax High Level and North and South Junction Railways Act, 1884, and now in course of construction at the termination thereof.

This railway will pass from, in, through or into the townships of Ovenden and Northowram, in the parish of Halifax.

To enable the Company to widen and improve the following portions of their railway, and to lay down additional lines of railway thereon:—

Widening from Ardsley to Wortley Junction.—A widening of the West Yorkshire Railway of the Company on both sides thereof, wholly in the West Riding of Yorkshire, commencing in the township of West Ardsley, in the parish of Woodkirk, otherwise West Ardsley, by a junction with the said railway at a point about 220 yards east of the south-east face of Ardsley Tunnel, and terminating in the township of Wortley, in the said parish of Leeds, by a junction with the same railway near Wortley South Junction at a point about 92 yards north of the centre of the bridge carrying the Great Northern Railway over the London and North Western Railway.

This widening will pass from, in, through, or

into the townships and parishes of West Ardsley, Woodkirk, otherwise West Ardsley, Rothwell, Middleton, Beeston, Wortley and Leeds.

Widening from Stanningley to Wortley Junction.—A widening of the Company's Leeds, Bradford, and Halifax Junction Railway on the south side thereof, wholly in the West Riding of Yorkshire, commencing in the township of Pudsey, in the parish of Calverley, by a junction with the said railway at a point about 168 yards east of the centre of Stanningley east signal box, passing through the townships of Bramley and Armley, and terminating in the township of Wortley, in the said parish of Leeds, by a junction with the western curve at Wortley Junction at a point about 14 yards south-east of the centre of the bridge carrying the said curve over Oldfield-lane.

Alteration of Levels of "Extension of Pudsey Railway."—To alter wholly, in the West Riding of Yorkshire, in the parishes, townships, or places of Calverley, Tyersal, and Pudsey, the levels of so much of the authorised "Extension of Pudsey Railway" (being Railway No. 5), authorised by the Great Northern Railway (Various Powers) Act, 1885, as lies between a point about 4 furlongs 84 chains from the commencement of the said Railway No. 5, marked on the plans deposited with the Clerk of the Peace for the said West Riding in respect of the application to Parliament for that Act, and the termination of the said Railway No. 5; and also to alter wholly, in the aforesaid West Riding, parishes, townships, or places, the levels of the said authorised "Extension of Pudsey Railway" (being Railway No. 6), authorised by the said Act, between the commencement and termination of that railway, as marked on the said plans.

To enable the Company to construct the following works, or some part or parts thereof, and to exercise the following powers, that is to say:—

New Road and Abolition of Level Crossing at Wymondley.—To construct a new road in the parish of Little Wymondley, in Hertfordshire, commencing in the road leading to Wymondley Bury about 50 yards south of the centre of the site of the level crossing of that road by the Company's main line, and terminating in the public road leading from Hitchin to Stevenage, at a point about 20 yards west of the centre of the bridge carrying the said main line over the said public road, and the Bill will abolish the said level crossing.

Diversion of Footpath at Boston.—To construct a diversion in the parish of Skirbeck, in the parts of Holland, in Lincolnshire, of the footpath leading from Stell's-lane to Skirbeck Bank, commencing in that footpath at a point about 20 yards south of the bridge carrying that footpath over the loop line of the Company, and terminating at the north bank of the Redstone Gowt at a point about 63 yards, measured along the footpath on the north bank of that Gowt in a westerly direction, from the centre of the bridge carrying the passenger lines of the Company's loop line over that footpath; and the Bill will authorise the Company to stop up and discontinue as a public footpath so much of the said footpath from

Stell's-lane as lies between the commencement of the proposed footpath and the northern end of the bridge carrying the said existing footpath over the Redstone Gowt, and the Bill will vest in the Company the site and soil of the portion of the footpath so stopped up.

Diversion of Netherfield-lane, Colwick, and Abolition of Level Crossings.—A diversion in the township of Carlton, in the parish of Gedling, in Nottinghamshire, of Netherfield-lane, commencing at a point at or near the eastern end of Traffic-terrace, and terminating at the crossing of Netherfield-lane by Arthur-street; and the Bill will authorise the Company to abolish the level crossing of the said lane by the railway of the Company from Nottingham to Derby; and the Bill will also authorise the Company to abolish the level crossing of the road at the south-east end of Netherfield-lane by the railway of the Company at or near Colwick sidings signal box.

New Footpaths at Leicester.—To construct a new footpath in the parish of Belgrave, in Leicestershire, commencing at a point in the southern boundary of the property of the Company about 72 yards south-west of the west side of Forest-road, and terminating in the said southern boundary at the west side of that road also.

Another footpath, in the said parish of Belgrave, and the parish of Humberstone, in Leicestershire, commencing at or near the east side of the northern face of the bridge carrying the lines of the Company over Forest-road, and terminating at or near the northern boundary of the property of the Company at the fence dividing the lands numbered 2 and 3 in the said parish of Belgrave on sheet No. 3 of the plans deposited with the Clerk of the Peace for Leicestershire for the purposes of the Great Northern Railway (Further Powers) Act, 1878.

New Road and Abolition of Ferry at Kirkstead.—To construct a new road, commencing in the parish of Woodhall, in the parts of Lindsey, in Lincolnshire, in the public road leading from Kirkstead Ferry to Horncastle, at a point about 50 yards east of the level crossing of that road by the loop line of the Company, and crossing the River Witham by a bridge, and terminating in the parish of Martin, in the parts of Kesteven, in Lincolnshire, in the public road leading from Kirkstead Ferry to Martin at a point about 50 yards measured along that road in a westerly direction from the centre of the towing path on the west bank of the said river, and to alter the gradients of the said towing path on the west side of the River Witham for a distance of about 20 yards on either side of the crossing of the said towing path by the said new road; and the Bill will authorise the Company to abolish the Ferry over the River Witham, known as Kirkstead Ferry, and will extinguish all rights therein; and the Bill will or may repeal Section 138 of the Great Northern Railway Act, 1846, and the Bill will also authorise the Company to demand and take such tolls, rates, and charges for the use of the said road and the bridge over the River Witham as may be authorised and prescribed by the Bill.

Footbridge at Three Counties Station.—To

construct in the parish of Arlesey, in Bedfordshire, a bridge for foot passengers over the main line of the Company at the road crossing the said line on the level at the south end of the platforms at Three Counties Station, commencing in the said road at or near the south-east corner of the booking-office on the up side of the line, and terminating in the said road on the down side of the line at a point about 9 yards west of the south-west corner of the down platform; and to abolish the said level crossing as a crossing for foot passengers, and to extinguish all rights of footway thereover, and to authorise the Company to prevent the user of the said level crossing by foot passengers.

Footbridge at Meldreth.—To abolish, in the parish of Meldreth, in Cambridgeshire, the level crossing of their Cambridge Branch by the footpath at the north-east end of the platforms at Meldreth Station, and to substitute for the level crossing the footbridge already constructed; and the Bill will extinguish all rights of way over the said level crossing, and will vest in the Company the site and soil thereof, and to authorise the Company to prevent the user of the said level crossing by foot passengers.

Footbridge at Bingham.—To abolish, in the parish of Bingham, in Nottinghamshire, the level crossing immediately east of the east end of the platforms at Bingham Station as a crossing for foot passengers, and to extinguish all rights of footway thereover, and to authorise the Company to prevent the user of the said level crossing by foot passengers, and to substitute therefor the footbridge already constructed.

Footbridge at Willoughby.—To abolish, in the parish of Willoughby-with-Sloothby, in the parts of Lindsey, in Lincolnshire, the level crossing at Willoughby Station for foot passengers over the East Lincolnshire Railway of the public road leading from Claxby to Willoughby, and to extinguish all rights of footway thereover, and to authorise the Company to prevent the user of the said level crossing by foot passengers, and to substitute therefor the footbridge already constructed by the Company.

New Footpath at Horton Park.—To construct, in the township of Horton, in the parish of Bradford, in the West Riding of Yorkshire, a new footpath, commencing in All Saints-road at a point about 45 yards west of its junction with Dirkhill-road, and terminating in Horton Park-avenue opposite Cecil-avenue; and the Bill will abolish so much of the footpath leading from Laisteridge-road to Horton Park-avenue as lies between All Saints-road and Horton Park-avenue, and will vest in the Company the site and soil of the said last-mentioned footpath.

Additional Lands.—To enable the Company to acquire, by compulsion or agreement, the lands (in which term, where used in this notice, houses, buildings, and hereditaments are included) hereinafter described, in addition to those which are required for the specific purposes hereinbefore mentioned, and to vest in the Company all such of the said lands as may have been acquired by them previously to the passing of the Bill; and to extinguish all rights of way, commonable and other

rights in over, under, or in relation to the said lands, or any of them. The additional lands so intended to be acquired by the Company are:—

Additional Lands at Wood Green.—Certain lands in the parish of Tottenham, in the county of Middlesex, adjoining the main line of the Company on the east side thereof, and bounded on the south by the back walls of the gardens of "The Grove," on the north by Wood Green Common, and on the east by the footpath leading from Western-road to the said common.

Certain other lands in the said parish of Tottenham, forming part of Wood Green Common, and bounded on the west by property of the Company, on the south by the last-mentioned lands, on the north by property of the New River Company, and on the east by the other portion of the said Common.

The estimated quantity of the said common so proposed to be taken is 1 acre 2 roods and 4 perches.

Certain other lands in the said parish of Tottenham belonging to and in the occupation of the New River Company, bounded on the west by property of the Company, on the south by Wood Green Common, and on the north by other property of the Company and by Wood Green Common.

Certain other lands in the said parish of Tottenham, also forming part of Wood Green Common, and bounded on the west by property of the Company, on the south-east by property of the New River Company described in the next preceding paragraph, and on the north-east by Buckingham-road.

The estimated quantity of this piece of the said common so proposed to be taken is 36 perches.

The total estimated quantity of Wood Green Common proposed to be taken is 1 acre 3 roods.

Additional Lands at Boston.—Certain lands in the parish of Boston, in the parts of Holland, in Lincolnshire, adjoining the loop line of the Company on the west side thereof, bounded on the north and east by the property of the Company, and on the south by Broadfield-lane.

Additional Lands at Colwick.—Certain lands in the parish of Colwick, in Nottinghamshire, adjoining the Nottingham and Grantham Line of the Company on the north-east side thereof, about 30 chains north-west of Colwick East Junction Signal Box, and bounded on the north-east side by the parish boundary between Colwick and Gedling parishes.

Certain other lands, in the township of Carlton, in the said parish of Gedling, in Nottinghamshire, being glebe lands, bounded on the north-east by Stoke Dyke, and on the west and south-east by the property of the Company.

Additional Lands at Wakefield.—Certain lands in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the West Riding of Yorkshire, adjoining the West Yorkshire Railway of the Company on the south-west side thereof, and lying between Balne-lane and the Ossett Branch of the Company.

Additional Lands at Laister-Dyke.—Certain

lands in the township of Bradford, in the parish of Bradford, in the West Riding of Yorkshire, situated on the west side of the road leading from Birkenstlaw to Bradford, which said road crosses the Leeds, Bradford and Halifax Junction Railway of the Company at Laister-Dyke Station, and bounded on the south by the property of the Company.

Additional Lands at Dudley Hill.—Certain lands in the township of Tong, in the parish of Birstal, in the West Riding of Yorkshire, situated on the north-west side and extending for a distance of 1,100 yards alongside of the Gildersome Branch Railway of the Company, from the point marked 4 furlongs 4 chains on the plans deposited with the Clerk of the Peace for the said West Riding in respect of Railway No. 3 authorised by the Great Northern Railway Act, 1887, to and terminating at a point marked 1 mile 1 furlong 4 chains on those plans.

Powers to Great Northern and Great Eastern Joint Committee.

New Road and Abolition of Level Crossing at Ruskington.—To enable the Great Northern and Great Eastern Joint Committee, in the parish of Ruskington, in the parts of Kesteven, in Lincolnshire, to construct a new road, commencing in the public road leading from Anwick to Ruskington about 75 yards east of the centre of the bridge carrying the said road over the railway of the Joint Committee at the north end of Ruskington Station, and terminating in the occupation-road also leading from Anwick to Ruskington at a point about 60 yards east of the centre of the level crossing of the said railway by the said occupation road; and the Bill will abolish the said level crossing and will vest the site and soil thereof in the said Joint Committee.

To enable the Great Northern and Great Eastern Joint Committee to acquire by compulsion or agreement the lands next hereinafter described, and to vest in that Committee such of the said lands as may have been acquired by them previously to the passing of the Bill, and to extinguish all rights of way, commonable and other rights in, over, under, or in relation to the said lands, or any of them. The additional lands, so to be acquired by the said Committee, are certain lands in the township of Cantley, in the parish of Cantley, in the West Riding of Yorkshire, adjoining the Doncaster and Gainsborough Line of the Great Northern and Great Eastern Joint Committee on the north side thereof and lying immediately to the east of Black Carr Junction.

Powers to West Riding Railway Committee.

To enable the West Riding Railway Committee to acquire by compulsion or agreement, the lands next hereinafter described, and to vest in the said Committee all such of the said lands as may have been acquired by them previously to the passing of the Bill; and to extinguish all rights of way, commonable and other rights in, over, under, or in relation to the said lands, or any of them. The additional lands so intended to be acquired by the said Committee are certain lands, in the township of Hampole, in the parish of Adwick-le-Street, in the West Riding of Yorkshire, lying to the north of Hampole Station, and bounded on the south by Hampole Dyke, and on the north-west by the public road known as Ley's-lane.

To extend the period limited by the Great Northern Railway (Various Powers) Act, 1885, for the construction and completion of the "Extension of Pudsey Railway" described in and authorised by that Act.

Also to extend the period limited by the Great Northern Railway Act, 1887, for the construction and completion of the "Dudley Hill to Low Moor Deviation Railways" described in and authorised by that Act.

Also to extend the time limited by the said Great Northern Railway Act, 1887, for the compulsory purchase of lands required for the widening of the portion of the Company's railway at Holloway described in and authorised by that Act.

To repeal Section 49 of the Nottingham Suburban Railway Act, 1886, and to rescind the agreement between the promoters of the Nottingham Suburban Railway Company, and the Company therein referred to, and to confirm two other agreements respectively, made between the Nottingham Suburban Railway Company of the one part, and the Company of the other part, and bearing date respectively the 30th day of December, 1886, and the 26th day of May, 1887.

To authorise the Company and the East and West Yorkshire Union Railways Company to enter into and fulfil contracts and agreements for and in relation to the construction, use, working, and management of some of the East and West Yorkshire Union Railways, and the transfer to the Company of some of those railways, and to confirm, with or without alteration, any agreement already, or which during the progress of the Bill, may be made for or in relation to the matters aforesaid.

To authorise the sale by the Company and the Nottingham and Grantham Railway and Canal Company of a piece of land situate partly in the parish of Sneinton and partly in the parish of St. Mary, Nottingham, both in Nottinghamshire, bounded on the west by the London-road, on the north-east by the Nottingham Canal, and on the south-east by the Trent Bridge Works.

This land constitutes a bay of the said canal used as a water access to a basin belonging to the Company and the said Nottingham and Grantham Railway and Canal Company, and the Bill will take power to cover over the said bay and to narrow the waterway thereof, commencing at its junction with the said canal in the said parishes of Sneinton and St. Mary, Nottingham, and terminating in the same parishes at the said basin, or may take power to partially close a portion thereof.

To vest in the Company, and in the Company and the Lancashire and Yorkshire Railway Companies jointly, or in the Halifax and Ovenden Joint Committee and in the Great Northern and Great Eastern Joint Committee, as the case may require for the purposes of the Bill, 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 and the said Committees respectively, as the case may require, to deviate from the lines of the railways and other works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans to be deposited as hereinafter mentioned, or defined by the Bill, and to deviate from the levels shown upon the sections to be deposited as hereinafter mentioned to any

extent which may be defined by the Bill; and to enable the Company and the said Committees respectively, as the case may require, to levy tolls, rates, and charges in respect of the intended railways and works and to exercise other rights and privileges.

To empower the Company, and the Company and the Lancashire and Yorkshire Railway Companies jointly, or the Halifax and Ovenden Joint Committee and the Great Northern and Great Eastern Joint Committee, and the West Riding Railway Committee, as the case may require, to purchase lands compulsorily or by agreement for the purposes of the said intended railways, widenings, roads, and other works, and for any of the other purposes of the Bill; and the Bill will extinguish all rights of way over, and will empower the Company and the said Committees respectively, as the case may require, to stop up and appropriate the sites and soil of all level crossings abolished under the powers of the Bill, and of so much of any streets, roads, and footpaths, as will become unnecessary by reason of any of the foregoing works, or the abolition of any of the said level crossings, or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; and whensoever the Company and the said Committees respectively, as the case may require, shall have acquired under the powers of the Bill any lands or houses on both sides of any street, highway or footway shown on the said deposited plans and described in the deposited books of reference, the Bill will empower the Company and the said Committees, or the said several railway companies respectively, as the case may require, to stop up and appropriate the site and soil of and will extinguish all rights of way in or over so much of such street, highway, and footway as is conterminous with the lands or houses as required.

To enable the Company, and the Company and the Lancashire and Yorkshire Railway Companies jointly, or the Halifax and Ovenden Joint Committee and the Great Northern and Great Eastern Joint Committee, and the West Riding Railway Committee, as the case may require, to purchase so much of any house or other building or manufactory as they may require for the purposes of the Bill without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to appropriate any lands for the time being belonging to them for the erection thereon of and to erect dwellings for the labouring classes, and to appropriate for such dwellings any buildings for the time being belonging to them, and to sell or let such buildings.

To enable the Company with respect to lands acquired by them alone, and the Company and any other Company with whom they jointly hold any lands under the powers of any Act relating to the undertaking of the Company, or of such other Company or Companies, but not yet used or applied by them, to retain and hold such of those respective lands as are not yet used or applied by them respectively, for a term or terms to be prescribed by the Bill, and to enable the Company, or the Company and such other Company or Companies, to demise any of the said lands for building or other purposes,

notwithstanding anything contained in the 127th and subsequent sections of the Lands Clauses Consolidation Act, 1845.

The Bill will or may provide that all or some of the new roads, footpaths, and diversions of roads shall be maintained and repaired by the same bodies or persons who now maintain and repair the roads and footways for which the same will be respectively substituted.

To empower the Company, or the Company and the Lancashire and Yorkshire Railway Companies jointly, or the said Joint Committees respectively, as the case may be, on the one hand, and any municipal, sanitary, highway, or local authority, and any company, and the owners, lessees, and occupiers of any lands taken or affected by the Bill on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and the levying of rates, and to confirm any such agreements which have been or may be entered into for or in relation to any of the matters aforesaid.

The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stocks, or by any such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them or under the control of their directors.

The Bill will authorise the Lancashire and Yorkshire, the Manchester, Sheffield, and Lincolnshire, and the Great Eastern Railway Companies and the said Joint Committees respectively, for such of the purposes of the Bill as are to or will be carried into effect by them, to apply any capital or funds now belonging or hereafter to belong to them respectively, or now or hereafter under their control.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and it will or may enlarge or amend the powers and provisions of all or any of the Acts hereinbefore referred to and also of the following local Acts, viz.:—9 and 10 Vic., cap. 71, and any other Acts relating directly or indirectly to the Great Northern Railway Company or their undertaking; the Great Northern and Great Eastern Railway Companies Act, 1879, and any other Acts relating directly or indirectly to the Great Northern and Great Eastern Railway Companies jointly; or to the Great Northern and Great Eastern Joint Committee: the Halifax and Ovenden Junction Railway Act, 1870, and any other Acts relating directly or indirectly to the Company and the Lancashire and Yorkshire Railway Company jointly, or to the Halifax and Ovenden Joint Committee; the West Riding and Grimsby Railway (Transfer) Act, 1866, and any other Acts relating directly or indirectly to

the Company and the Manchester, Sheffield, and Lincolnshire Railway Company jointly, or to the West Riding Railway Committee; the East and West Yorkshire Union Railways Act, 1883, and the East and West Yorkshire Union Railways Act, 1886, and any other Acts relating directly or indirectly to the East and West Yorkshire Union Railways Company; the Nottinghamshire Suburban Railway Act, 1886, and any other Acts relating directly or indirectly to the Nottingham Suburban Railway Company, and the Ambergate, Nottingham, and Boston and Eastern Junction Railway Act, 1846, and any other Acts relating directly or indirectly to the Nottingham and Grantham Railway and Canal Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and other works, and the lands and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes 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 and other property, and also an ordnance map with the lines of railway delineated thereon so as to show their course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection, as regards the works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices also hereinafter mentioned, that is to say:—For the county of Middlesex, at Clerkenwell; the county of Derby, at Derby; the West Riding of the county of York, at Wakefield; the county of Hertford, at St. Albans; the county of Cambridge, at Royston; the county of Bedford, at Bedford; the county of Nottingham, at Newark; the county of Leicester, at Leicester; the parts of Lindsey, in Lincolnshire, at Lincoln; the parts of Kesteven, in Lincolnshire, at Stamford; and the parts of Holland, in Lincolnshire, at Boston; 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 are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode. Excepting that with respect to the lands to be taken in the parishes of St. Pancras and St. Mary, Islington, the deposits for each such parish will be made with the respective vestry clerks of such parishes at the Vestry Halls.

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 13th day of November, 1888.

Nelson, Barr and Nelson, 29, Abingdon-street, Westminster, S.W., and 4, South Parade, Leeds, Solicitors to the Great Northern Railway Company.

Dyson and Co., 24, Parliament-street, Westminster, S.W.; Parliamentary Agents.

In Parliament.—Session 1889.

Kingston-upon-Hull Dock Company.

(New Railways in and adjacent to Town of Kingston-upon-Hull, connecting the Docks of the Company with the Undertaking of The Hull Barnsley and West Riding Junction Railway and Dock Company (hereinafter called "the Barnsley Company"); New Entrance to Albert Dock; River Wall and Embankment; Conservancy Line; Acquisition of Lands and Foreshore compulsorily and by Agreement; Compulsory Acquisition of North Eastern Railway Company's Interest in all Lines laid on Dock Company's Estate; Power to Dock Company to levy Tolls and use Steam on all Lines on Dock Estate; Tolls, Rates, and Charges on Lighters and on overside Goods; Penalties under Hull Docks Act, 1883; Altering Compulsory Pilotage; Working Agreements, and Traffic Arrangements with North-Eastern Railway and Barnsley Companies; Sale or Lease to North-Eastern Company; Amalgamation or Working Union with Barnsley Company; Joint Committees; Powers as to Directors; Contribution by North Eastern Company and Corporation of Kingston-upon-Hull, and Power to them, the Barnsley Company and the Dock Company to raise Capital and borrow; Compulsory Arrangements as to Capital of Dock Company; Levying and Alteration of Tolls, Rates, and Charges; Agreements with said Companies and Corporation; Incorporation, Repeal, and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the Dock Company at Kingston-upon-Hull (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):—

1. To empower the Company to make and maintain, wholly in the East Riding of Yorkshire, the following works, or some or one of them, or some part or parts thereof respectively, as the Bill may define (that is to say):—

No. 1. A Railway (No. 1) wholly situate in the parish of Drypool (a parish in the town and county of the town of Kingston-upon-Hull), commencing in the township of Southcoates by a junction with the Branch Railway to the works of Earle's Shipbuilding and Engineering Company, Limited, from the Quays of the Alexandra Dock of the Hull, Barnsley and West Riding Junction Railway and Dock Company (hereinafter called "the Barnsley Company"), at a point in that railway about 380 yards southwards of the Hedon-road, and about 310 yards westwards of the western side of the said Alexandra Dock, and terminating in the township of Drypool by a junction with the railways laid on the land of the Company at a point on the north side of and about 147 yards westward from the western end of their No. 2 Timber Pond Extension.

The said railway will be situate wholly in the townships of Southcoates and Drypool, in the parish of Drypool.

No. 2. A Railway (No. 2) wholly situate in the said townships of Southcoates and Drypool, in the said parish of Drypool, commencing in the said township of Southcoates by a junction with the railway laid on the land of the Company, on the north side of their No. 2 Timber Pond Extension, at a point about 140 yards eastwards from the western side of the said Timber Pond Extension, and terminating in the said township of Drypool by a junction with the railways laid on the land of the Company at

a point about 60 yards north of the north-east corner of the Victoria Dock of the Company.

No. 3. A Railway (No. 3) wholly in the township of Drypool, in the said parish of Drypool, commencing by a junction with the intended Railway (No. 2) at a point about 125 yards from the commencement of that railway, and terminating by a junction with the railways laid on the land of the Company at a point about 36 yards north of the north-east corner of the entrance channel from the said Victoria Dock to the No. 2 Timber Pond of the Company.

No. 4. A Railway (No. 4) wholly in the parish of Newington and the township of Hessle, in the parish of Hessle (both being parishes in the town and county of the town of Kingston-upon-Hull), commencing in the parish of Newington by a junction with the main line of the Barnsley Company at a point about 405 yards north of Hessle-road, and terminating in the township of Hessle, in the parish of Hessle, on the foreshore of the River Humber at the boundary of the property of the Company.

No. 5. In connection with and for the purposes of Railway (No. 4), a river wall or embankment wholly in the said township and parish of Hessle, and on the foreshore of the River Humber, commencing at the western extremity of the property of the Company, and continuing westward in a straight line on the said foreshore for about 464 yards, and thence in a straight line in a northerly direction for about 190 yards, and terminating at the river bank.

No. 6. A new deep water entrance and lock to the Albert Dock of the Company, to commence in and out of the basin or entrance of that dock, at a point about 25 yards south of the centre line of the existing entrance thereto, and about 224 yards east of the eastern end of that dock, and terminating about 60 yards to the west of the south-eastern corner of that dock.

The said new entrance and lock will be constructed wholly in the parish of Holy Trinity (a parish in the town and county of the town of Kingston-upon-Hull), partly on the quays of the Company and partly in the River Humber and the foreshore thereof.

No. 7. In connection with Work (No. 6), a river wall or embankment, wholly in the said parish of Holy Trinity, and on the foreshore of the River Humber, commencing at the south-eastern corner of the said intended new entrance, and terminating at a point in the existing river wall or embankment about 16 yards west of a line drawn in a southerly direction from the western end of the Company's No. 1 Graving Dock.

2. To enable the Company wholly in the said parish of the Holy Trinity, and in connection also with Work (No. 6), to strengthen and support by piling, underpinning, or otherwise, the wharf commonly known as the Island Wharf or Island Pier.

3. To enable the Company from time to time to make and maintain all such stations, sidings, junctions, turntables, wharves, approaches, roads, gates, locks, walls, embankments, groynes, arches, piling, coffer-dams, sluices, watercourses, sewers, drains, opening-bridges, hydraulic and other apparatus, dolphins, buoys, posts and other works, buildings and conveniences, as may be deemed necessary or expedient for or incidental to the said several works or either of them.

4. To authorise the Company to divert into

the said Work (No. 6) the waters of the River Humber and of the said Albert Dock.

5. To authorise the Company to deepen, dredge, scour, alter, and improve the bed, shore, and channel of the River Humber adjoining or near to the said proposed new entrance to the Albert Dock.

6. To empower the Humber Conservancy Commissioners between the termination of Work (No. 7) and a point about 600 yards eastward of the eastern pier of the outer basin of the Victoria Dock of the Company, and the eastern Boundary of the works of Earle's Shipbuilding and Engineering Company (Limited), to prescribe the lines beyond which no work shall be constructed on the bed or foreshore of the River Humber.

7. To authorise and require the Barnsley Company to alter the position or levels of, and to extend and to rearrange their rails, sidings, and works, so as to admit of the free passage and interchange of traffic between the railways of the Company and the said rails, sidings, and works, and to provide for the settlement by arbitration or otherwise of the mode in, and the terms and conditions upon which any such alteration and extension or rearrangement shall be carried out.

8. To authorise the Company, for the purposes of or in connection with the construction and maintenance of the several before-mentioned works, to exercise the powers usually conferred on railway companies for the construction and maintenance of railways, and especially the powers granted by Section 16 of the Railways Clauses Consolidation Act, 1845, and to cross, open, break up, cut through, divert, raise, lower, or alter, stop up, or interfere with, temporarily or permanently, streets, roads, railways, tramways, quays, wharves, piers, landing stages, rivers, water-courses, sewers, drains, pipes, electric apparatus, and other works, and to deviate laterally and vertically to any extent from the lines and levels of the several works as shown on the plans and sections to be deposited as hereinafter mentioned.

9. To authorise the Company for any of the purposes of the said Bill to purchase or acquire compulsorily, or by agreement lands, foreshore, houses, buildings, and other property, and so to purchase or acquire so much of any house, manufactory, or building as they may require for the purposes of the said Bill without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

10. The Bill will or may provide for the transfer to the North Eastern Railway Company (hereinafter called "the North Eastern Company"), or to the Barnsley Company, and for the execution by the transferees of the powers of the Bill for and in relation to the construction and maintenance of all or some of the hereinbefore described works, and for the said two Companies, or either of them, contributing to the cost of the construction and maintenance of the several works, or some or one of them.

11. To transfer to, and vest in, or to provide for the transfer to and vesting in the Company all the estate, rights, and interest of the North Eastern Company in the railways, tramways, sidings, turntables, and works connected therewith, belonging to the North Eastern Company and the Company jointly, or to the North Eastern Company solely, where constructed or laid on or within the curtilage of, or along or across any highway within the curtilage of the property of the Company, upon such terms as may be agreed on between the Company and the North Eastern Company, or as in default of agreement may be settled by arbitration, or otherwise as may be

defined in the Bill, and the Bill will or may contain all such powers and provisions as may be expedient or necessary for enabling the Company to acquire compulsorily or otherwise the said estate, rights, and interest, or any part or parts thereof.

12. To authorise the Company, and any Company lawfully using any of the railways of the Company, to levy tolls, rates and charges for the use of the intended railways and for the use of all or any of the Dock Railways (including in that expression all the railways, tramways and sidings laid on or within the curtilage of or along or across any highway within the curtilage of any of the property of the Company), notwithstanding anything contained in Section 53 of the Hull Docks Act, 1861.

13. To repeal the proviso to Section 186 of the Kingston-upon-Hull Dock Act, 1844, and the proviso to Section 22 of the Kingston-upon-Hull Dock Act, 1845, so far as may be necessary in order to authorise the use of steam and mechanical power on the Dock Railways, except where they cross any public highway.

14. To empower the Company to demand and take tolls, dues, rates, and duties for or in respect of lighters, barges, and keels coming from any place outside any of the docks of the Company (including in the expression "the docks," where used in this Notice, the docks, basins, ponds, and waters for the time being belonging to the Company) and entering any of the docks, or going from any of the docks to any place outside the docks, or using the docks or any of them as a means of transit to or from the River Hull and the River Humber respectively.

15. To empower the Company to demand and take tolls, rates, and duties for or in respect of all animals, goods, merchandise, and things which may be discharged, from or loaded on board of any vessel or craft being in any of the docks, but which are not landed on or delivered from any property belonging to the Company.

16. To provide for the enforcing of penalties imposed by Section 6 of the Hull Docks Act, 1883.

17. To make further provision to prevent the defrauding of the Company by evading or attempting to evade the payment of tolls, dues, rates, or charges.

18. To alter Sections 40 and 41 of the Act intitled "An Act for better regulating the pilotage of the port of Kingston-upon-Hull, and of the River Humber, and for other purposes relating thereto" (2 and 3 William IV, cap. 105, hereinafter referred to as "the Humber Pilotage Act"), so as to provide that pilotage shall cease to be compulsory at the entrance of any of the docks.

19. To empower the Company to demand and take additional dues, rents, and charges for vessels remaining in any of the docks of the Company beyond four weeks, or such other time as may be defined in the Bill or prescribed by Parliament, and to remit a portion of the dues in respect of vessels entering any such dock at regular intervals for the purpose of repairing, refitting, or lying up.

20. To empower the Company and the North Eastern Company, from time to time, to enter into and fulfil contracts, agreements, and arrangements for the working, use, management, and maintenance of the Undertaking of the Company or any part or parts thereof, and to confirm and if thought fit, to vary any such agreement as may have been or which during the progress of the Bill may be entered into.

21. To empower the Company and the Barnsley Company from time to time to enter into and fulfil contracts, agreements, and arrangements

for the construction, use, working, management, and maintenance of their respective Undertakings or either of them, or any part or parts thereof respectively.

22. To empower the contracting Companies in the event of any and every such agreement, contract, or arrangement being so entered into, to provide thereby for the management, regulation, interchange, collection, and delivery of traffic upon, or coming from or destined for their respective Undertakings or either of them, or any part or parts thereof respectively, and for the supply of engines, stock, and plant for such working and using, and for the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, dues, charges, income, revenues, and profits arising from the undertakings of the contracting Companies, or any of them, and the rebates and allowances to be made by any of them to any other of them, and the employment of officers and servants for the conduct of such traffic or any of it.

23. To empower the Company to lease in perpetuity or for a limited period or periods, or to sell and transfer their Undertaking to the North Eastern Company, and the North Eastern Company to accept such lease, sale or transfer, or to work the said Undertaking in consideration of such sum or sums in gross, perpetual or terminable annuities, rent, annual or other payment, fixed or contingent, or partly fixed and partly contingent, or by all or any one or more of such modes, and generally for such consideration and upon such terms and conditions as may be agreed on between the Company and the North Eastern Company, or as may be contained in the Bill or prescribed by Parliament; and upon any such sale, transfer, lease, or working, to enable the North Eastern Company (in perpetuity, in the case of a sale or transfer, and in the case of a working agreement or a lease or leases during the continuance thereof) to exercise, enjoy, perform, fulfil and discharge (subject to any modifications which may be contained in the Bill, or prescribed by Parliament) all or some of the rights, powers, privileges, authorities, obligations, debts, liabilities, claims, and demands of the Company, whether in relation to their own or any other undertaking, or the purchase or sale of lands and other property, the execution of works, the levying of tolls, rates, dues and charges, the running over, user, and working of other undertakings, the raising of money, or any other matters whatsoever.

24. To empower the Company and the Barnsley Company to mutually agree for the merging, union, consolidation, and amalgamation or working as one undertaking, from and after such period, and upon such terms and conditions, and for such considerations as they may in any such agreement determine, of the undertakings, railways, docks, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Company and of the Barnsley Company, or any part or parts thereof respectively.

25. To provide for the constitution, appointment, and, if thought fit, for the incorporation of a joint committee or committees for all or any of the purposes of any agreement in this Notice specified or of the intended Act, and for the execution of all or any of such purposes, and to make provision for the meetings, expenses, and funds of, and the transaction of business by such committee or committees.

26. To make provision for and as to the receipt, payment, recovery, distribution, and application of the purchase-money, rents, or other consideration payable upon or by reason of any such lease,

sale, purchase, transfer, merger, amalgamation, or union as aforesaid.

27. To make provision for the increase or reduction of the number of the directors of the Company and of the Barnsley Company or either of them, and the appointment of directors or additional directors to those Companies, or either of them.

28. In case of a transfer of the undertaking of the Company to make provision for the winding up of the affairs, the discharge or satisfaction of the debts, obligations and liabilities, and the dissolution of the Company.

29. To alter the tolls, rates and duties which the several Companies mentioned in this Notice are now respectively authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties respectively.

30. To authorise the North Eastern Company to contribute further towards the undertaking of the Company, and to take and hold additional shares and stock in the capital of the Company, and to provide for the ranking of such shares and stock, and for the voting by the North Eastern Company in respect thereof.

31. To empower the said several Companies, or any one or more of them, for all or any of the purposes of the Bill relating to such Companies or Company (and in the case of the Company for the general purposes of their undertaking), to raise additional capital by the creation and issue of new shares or stock in their respective undertakings with or without preference, priority, or guarantee, or contingency in payment of interest or dividend, or other rights and privileges, and by borrowing, and by the creation and issue of debenture stock, 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 respectively, or which they may have power to raise, and to empower any such Company to grant and issue in their name, and under their seal, and upon the security of their undertaking or any part thereof, mortgages, bonds, debentures, or debenture or preference stock in renewal of, or in exchange, substitution, or satisfaction for mortgages, debentures, bonds and preference stock of any other Company whose undertaking is vested in, leased to, or worked by, or is otherwise under the management or control of such Company, either alone or in conjunction with any other Company or Companies, and to require the holders of such mortgages, debentures, bonds, or stock, to accept the substituted security or stock.

32. To enable trustees, and executors, and administrators, holding any shares, stock, or obligation of the Company, to accept therefor and hold any money, shares, or stock, to which they may be entitled, as part of the consideration, on any sale, transfer, or lease of the undertaking of the Company.

33. To authorise the Mayor, Aldermen, and Burgesses of the borough of Kingston-upon-Hull (hereinafter called "the Corporation") to contribute towards the undertaking, and to hold shares or stock in the capital of the Company, or to contribute towards the cost of the said works, or any of them, and for those purposes, or either of them, to expend their funds, rates, and revenues, and to borrow money on the security thereof by mortgage or by the creation and issue of Corporation Stock, and to enable the Corporation, in the event of their so contributing to vote at meetings of the Company, and to nominate and appoint a director or directors thereof.

34. To empower the Company on the one hand, and the North Eastern Company and the Barnsley Company and the Corporation respec-

tively, for and in relation to any matters specified in this Notice in any way affecting such Companies or Corporation, on the other hand, from time to time to enter into and fulfil contracts and agreements for and in relation to such matters, and to confirm and, if thought fit, to vary any such contracts or agreements as may have been or as during the progress of the Bill may be entered into touching such matters.

35. And the Bill will vary or extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will repeal, alter, and amend and extend the necessary provisions of the following, among other, local and personal Acts, that is to say, the Kingston-upon-Hull Dock Act, 1774; the Kingston-upon-Hull Dock Act, 1802; the Kingston-upon-Hull Dock Act, 1805; the Kingston-upon-Hull Dock Act, 1844; the Kingston-upon-Hull Dock Act, 1845; the Kingston-upon-Hull Dock Act, 1847; the Kingston-upon-Hull Dock Act, 1849; the Hull Dues Act, 1852; the Kingston-upon-Hull Dock (Amendment) Act, 1854; Hull Docks Act, 1861; Hull Docks Act, 1864; Hull Docks Act, 1866; Hull Docks Act, 1867; Hull Docks Act, 1873; the Hull Docks Act, 1877; and the Hull Docks Act, 1883; and all other Acts relating directly or indirectly to the Company; the Humber Pilotage Act 2 & 3 Wm. IV, cap. 105; 43 & 44 Vict., cap. 199, and the Agreement set forth in Schedule D to that Act, and all other Acts relating directly or indirectly to the Barnsley Company; and 17 and 18 Vict., cap. 211; the North Eastern Railway Company's (Pelaw and other Branches) Act, 1865, and all other Acts relating directly or indirectly to the North Eastern Company; the Humber Conservancy Act, 1852; and all other Acts relating directly or indirectly to The River Humber Conservancy Commissioners; 1 and 2 Wm. IV, cap. 60, and all other Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company; 12 and 13 Vict., cap. 81, and all other Acts relating directly or indirectly to the Manchester, Sheffield and Lincolnshire Railway Company; and "The Hull Corporation Loans Act, 1881," and all other Acts relating directly or indirectly to the Corporation; and will or may incorporate with itself, with or without variation, all or some of the provisions of The Railways Clauses Consolidation Act, 1845, The Railways Clauses Act, 1863, The Lands Clauses Acts, 1845, 1860, and 1869, The Harbours, Docks, and Piers Clauses Act, 1847; and The Companies Clauses Consolidation Acts, 1845, 1863, and 1869.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, foreshore, 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, also an Ordnance Map, with the lines of the proposed railways delineated thereon, so as to show their general course and direction, 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 East Riding of the county of York at his office at Beverley, and with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull at his office at Hull, 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, and a copy of this Notice 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 clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 19th day of November, 1888.

Thos. Holden, Solicitor, Hull.

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

In Parliament.—Session 1889.

Golden Valley Extension Railway.

(New Railways to Monmouth to be made by Golden Valley Railway Company or new Company to be incorporated; separate Undertaking and Capital; Running Powers; Additional Capital; Agreements with the Great Western, the London and North Western, Midland, Ross and Monmouth, Mid-Wales, and the Severn and Wye, and Severn Bridge Railway Companies; Widening of Ross and Monmouth Railway; Payment of Interest out of Capital.)

A PPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, namely:—

To authorise the construction and maintenance of the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, roads, depôts, warehouses, works, and conveniences connected therewith (that is to say):—

Railway No. 1, commencing by a junction with the Hereford, Abergavenny, and Newport Railway of the Great Western Railway Company, in the parish of Ewyas Harold, in the county of Hereford, at a point upon that railway, situate 100 yards, or thereabouts, measured in a southerly direction along the said railway, from the bridge carrying that railway over the River Dore to the southward of Pontrilas Station, and terminating in the parish of Monmouth, in the county of Monmouth, in a field numbered 430 upon the $\frac{1}{2500}$ scale Ordnance Map for that parish, at a point upon the western boundary of such field, situate 70 yards, or thereabouts, measured in a southerly direction, along such western boundary from the fence dividing the said field from the field in the said parish numbered 422 upon the same Ordnance Map.

Railway No. 2, commencing by a junction with the said intended Railway No. 1, at or near the termination thereof, as above described, and terminating in the parish of Dixton, or Dixton Newton, in the county of Monmouth, by a junction with the Ross and Monmouth Railway, at or near the northern end of the platform of May Hill Station.

Railway No. 3, wholly situate in the said parish of Dixton, or Dixton Newton, commencing by a junction with the Ross and Monmouth Railway, at or near the southern end of the platform at May Hill Station, and terminating in a field numbered upon the $\frac{1}{2500}$ scale Ordnance Map 142 in that parish, at or near the south eastern corner of the said field,

which said intended railways will pass through or into the parishes and places following, or some of them, namely:—Ewyas Harold, Rowllstone, Abbey Dore, Wormbridge, Kentchurch, Kenderchurch, Kilpeck, Garway, and Llanrothal, in the county of Hereford; Llangau, Grosmont, Skenfrith, Rockfield, St. Maughans, Monmouth, and

Dixton, or Dixton Newton, in the county of Monmouth.

To confer the powers usually conferred on railway companies, and especially power to cross, alter, and divert roads, and the powers of Section 16 of the Railway Clauses Consolidation Act, 1845.

To authorise deviation from the lines and levels of railway as shown on the deposited plans and sections, the purchase of land, houses, and other property compulsorily, the levying of tolls, rates, and charges, and the exercise of other rights and privileges.

To authorise the purchase of part of any property without the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

The powers hereinbefore mentioned may be conferred on the Golden Valley Railway Company, or on a new company to be incorporated by the intended Act (hereinafter called the New Company).

To enable the Golden Valley Railway Company or the new Company (as the case may be), and all companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, the portions of railway hereinafter described, viz., the Golden Valley Railway; so much of the Hereford, Hay, and Brecon Railway, and the Mid-Wales Railway as lies between the junction of the Golden Valley Railway at Hay, and Three Cocks Station on the Mid-Wales Railway; so much of the Newport, Abergavenny, and Hereford line of the Great Western Railway Company as lies between the commencement of the intended Railway No. 1 above described and the Golden Valley Railway; so much of the Ross and Monmouth Railway as lies between the termination of that Railway at Monmouth and the Station at Lydbrook Junction; so much of the Severn and Wye and Severn Bridge Railway as lies between the junction therewith of the Ross and Monmouth Railway and the station at Lydbrook Junction; and so much of the Great Western Railway as lies between the Ross and Monmouth Railway at Monmouth and the Troy Station at Monmouth, together with the said stations respectively, and all other stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said portions of railway and stations.

To enable the Golden Valley Railway Company and the New Company from time to time to enter into, and carry into effect, agreements with respect to the working, use, management, and maintenance of the said intended railways, and the Golden Valley Railway, or any part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of the traffic coming from, or destined for, the respective undertakings of the contracting Companies, the division and appropriation of the revenue arising from that traffic, and to provide for like agreements between the Golden Valley Railway Company and the New Company, or either of them, on the one hand, and the Great Western, London and North Western, Midland, Ross and Monmouth, Mid-Wales, Cambrian and Severn and Wye, and Severn Bridge

Railway Companies, or either of them on the other hand, and to confirm any such agreements.

To enable the Golden Valley Railway Company or the new Company, as the case may be, and the Ross and Monmouth Railway Company, to enter into and carry into effect any agreements as to widening or laying an additional line of rail along so much of the Ross and Monmouth Railway as lies between the termination of the said railway at Monmouth and the Station at Lydbrook Junction, or any part or parts thereof; and as to the payments to be made, or other consideration to be given by the Golden Valley Railway Company, or the new Company, to the Ross and Monmouth Railway Company for the use of their land for the purpose of such widening or additional line of rail; and as to the terms and conditions for running over and using the said portion of railway.

To enable the Golden Valley Railway Company to purchase by compulsion or agreement for providing yards, engine-sheds, or other purposes of their undertaking, certain land in the parish of Ewyas Harold, in the county of Hereford, adjoining and on the western side of the Company's Railway, between the engine-shed on the said Railway, near the junction at Poutrilas, and the said junction.

To authorise the Golden Valley Railway Company to apply any moneys which they have still power to raise to the purposes of the said railways and works, and, for the same purposes and the general purposes of their undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend; to provide for charging to capital account interest on capital during the construction of the works, and for the payment of such interest out of capital.

To constitute the said intended railways and works, or some part thereof, if made by the Golden Valley Railway Company, an undertaking separate from the rest of the undertaking of the Golden Valley Railway Company, and to provide that the capital necessary for the construction thereof shall be a separate capital, distinct from the general capital of the Golden Valley Railway Company, and to make provision as to the payments to be made or secured to the holders of the said separate capital out of the gross revenue arising from the traffic upon the separate undertaking and the general undertaking of the Golden Valley Railway Company, or to secure or guarantee to the holders of such separate capital payment of interest thereon, and to authorise the Golden Valley Railway Company by resolution to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital, and to give the holders of the separate capital a lien or charge on the revenue of the separate undertaking, and to make such other provisions with respect thereto as the said Company may deem proper.

To change the name of the Golden Valley Railway Company.

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 will amend, so far as incidentally necessary for the purposes aforesaid, the following local and personal Acts (that is to say):—The 39 and 40 Vic., cap. 141, and any other Act or Acts relating to the Golden Valley Railway Com-

pany; the 5 and 6 Wm. 4, cap. 107; 18 and 19 Vic., cap. 98; 46 and 47 Vic., cap. 193, and any other Act or Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 22 and 23 Vic., cap. 63, and any other Act or Acts relating to the Mid-Wales Railway Company; and 42 and 43 Vic., cap. 163, and any other Act or Acts relating to the Severn and Wye and Severn Bridge Railway Company, and the Coleford, Monmouth, Usk, and Pontypool (lease, &c.) Act, 1861, and the 28 and 29 Vic., cap. 312, and any other Act and Acts relating to the Ross and Monmouth Railway Company.

Duplicate plans and sections describing the line and level of the proposed railways and works, and the lands through which they will be made, also a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees and the occupiers of such lands, also an Ordnance map with the lines of railway delineated thereon so as to show their general course and direction, and a copy of this notice 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 Hereford, at his office at Hereford, and with the Clerk of the Peace for the county of Monmouth, at his office at Usk, 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, and a copy of this notice 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 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 14th day of November, 1888.

Read and Cripps, 45, Parliament-street, Westminster, Solicitors;

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

In Parliament—Session 1889.

Bury Corporation.

(Power to the Corporation to Construct New Waterworks; Diversion of Roads and Foot-paths; Compulsory Purchase of Lands; Diversion of Streams and Waters; Provisions as to Compensation; Construction of Water-pipes through Streets, Lands, and Premises, and Compulsory Easements therefor; Increase of Water Rates, Rents, and other Charges within Limits of Supply; Application of Funds; Levying of Rates; Further Money Powers; Repeal of a portion of Section 129 and Section 131 of Bury Improvement Act, 1885, as to Sinking Funds, and Further Provision with respect thereto; Amendment and Incorporation of Acts, and other Powers.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Bury, in the County Palatine of Lancaster, being also the Urban Sanitary Authority for the Borough (hereinafter in their joint capacity called "the Corporation"), intend to apply to Parliament in the Session of 1889 for leave to bring in a Bill (hereinafter called "the Bill"),

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

To enable the Corporation to make, construct, and maintain the following waterworks, and all other works as may be necessary connected therewith (that is to say):—

1. A reservoir to be called "Clough Bottom" Reservoir, in the townships of Higher Booths and Cliviger, in the parish of Whalley, to be situate on a stream known as the Whitewell Brook, the embankment of which reservoir will be placed 46 chains or thereabouts measured in a straight line in a north-easterly direction up the said stream from the centre of the bridge known as Springside Bridge, across the said brook on the Burnley-road, leading from Waterfoot to Burnley by way of a place called "Water," at which embankment the reservoir will commence, and thence extend up such stream in a north-easterly direction for a distance of 25 chains or thereabouts measured in a straight line, and will there terminate.

2. A catch-water drain or conduit to be situate wholly in the said township of Higher Booths and parish of Whalley, commencing in the intended reservoir 52 chains or thereabouts measured in a straight line in a north-easterly direction from the centre of the said bridge known as Springside Bridge, and terminating in a stream one of the tributaries of the Whitewell Brook, 45 chains or thereabouts measured in a straight line in a north-westerly direction from the same point.

3. A diversion and alteration of the public road, known as the Burnley-road, leading from Waterfoot to Burnley by way of a place called "Water," to commence 38 chains or thereabouts measured in a straight line in a north-easterly direction from the centre of the said bridge known as Springside Bridge, and to terminate 58 chains or thereabouts measured in a straight line in a north-easterly direction from the same point, all which diversion and alteration will be situate wholly in the said township of Higher Booths and parish of Whalley.

4. A diversion and alteration wholly in the said township of Higher Booths and parish of Whalley, of the occupation road known as Windy Bank-lane to commence 1 chain, or thereabouts, measured in a straight line in a north-easterly direction from the north-east gable of the farmhouse at Windy Bank, and to terminate 6 chains, or thereabouts, measured in a straight line in the same direction from the aforesaid gable of the farmhouse at Windy Bank.

5. An aqueduct, tunnel, conduit, or line of pipes, to commence in the said township of Higher Booths, in the parish of Whalley, in the intended reservoir, at a point 49 chains, or thereabouts, measured in a straight line in a north-easterly direction up the Whitewell Brook from the centre of the said bridge, known as Springside Bridge, and to terminate by a junction with an existing conduit or pipe of the Corporation in the Burnley-road, at or near the Queen's Hotel, Rawtenstall, in the township of Lower Booths, in the parish of Whalley.

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, embankments, bridges, roads, approaches, telegraphic and telephonic apparatus, engines, machinery, and appliances, as may be necessary or convenient in connec-

tion with the before-mentioned works or any of them.

All which said intended works will be made and situate within the several townships of Cliviger, Higher Booths, Lower Booths, New Church, Cowpe Lench, New Hall Hey, and Hall Carr, in the parishes of Whalley and Bury, all in the county of Lancaster.

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.

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 defined upon the plans and sections to be deposited as hereinafter mentioned or specified in the Bill.

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 electrical apparatus, or other works within the townships, parishes, and places aforesaid.

To empower the Corporation to purchase and acquire, compulsorily or by agreement, and to hold lands, houses, buildings, rights of water and other hereditaments, together with any mines or minerals under any of such lands 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.

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 waters of the Whitewell Brook and its tributaries, some of which are known as Old Jem Clough, Ash Clough, Little-lane Brook, Bankes Clough, Night Hill Clough, and Spring Well, and which now flow into the River Irvell and the River Mersey, and thence into the Irish Sea.

To make provision with respect to the quantity or amount of compensation (in water or otherwise) to be given by the Corporation in respect of 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.

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 water into, through, or under any roads, streets, lands, and premises within the district of the Corporation, for the supply of 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.

To provide that the proposed new works shall, for all purposes whatsoever, including the levying, demanding, and recovering of rates, rents, and charges, unless otherwise provided by the intended Act, form part of the waterworks undertaking of the Corporation.

To make further and better provision for preventing the pollution of any streams or waters from which the Corporation derive any portion of their water supply.

To alter and amend Section 55 of the Bury and Radcliffe Waterworks Act, 1853, and Section 33 of the Haslingden and Rawtenstall Waterworks Act, 1853, and to empower the Corporation to increase, vary, and amend the scale of charges for water supplied by them within their water limits, and to make provision by additional water rates or rents for any deficiency of revenue.

To authorise the Corporation, for the purposes of the proposed works, and for all or any of the purposes of the Bill, 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 Corporation stock, debentures, debenture stock, and annuities or otherwise, and to charge the same on all or any of the following securities (that is to say): the Borough Fund, Borough Rate, General District Rate, the water undertaking of the Corporation, and other rates, tolls, revenues, estates, lands, undertakings, and property of the Corporation.

To repeal so much of Section 129 of the Bury Improvement Act, 1885, as relates to the repayment of moneys borrowed for waterworks, and Section 131 of the said Act, and to make further and other provisions for the repayment of moneys borrowed by the Corporation in respect of their waterworks undertaking, and the payment off of the annuities created for waterworks purposes under the Bury Improvement Act, 1872.

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.

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 Lands Clauses (Umpire) Act, 1883; The Railways Clauses Consolidation Act, 1845; with respect to the temporary occupation of land, The Waterworks Clauses Acts, 1847 and 1863, and the Public Health Act, 1875, and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of The Bury Improvement Act, 1846; The Bury Waterworks Act, 1846; The Bury and Radcliffe Waterworks Act, 1853; The Bury and Radcliffe Waterworks Act, 1858; The Haslingden and Rawtenstall Waterworks Act, 1853; The Haslingden and Rawtenstall Waterworks Act, 1856; The Haslingden and Rawtenstall Waterworks Act, 1858; The Haslingden and Rawtenstall Waterworks Act, 1864; The Bury Improvement Act, 1872; The Local Government Board's Provisional Orders Confirmatio

(No. 5) Act, 1882; The Bury Improvement Act, 1885, and 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.

And notice is hereby further given, that plans and sections describing the said intended works, and the lands, houses, and property in, through, or under which they will be respectively made, or which may be taken therefor, together with 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, houses, and property, 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, 1888, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same date, a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place in or through which the works will be respectively made, or in which any lands to be taken are situate, and a copy of this Notice, published as aforesaid, will be deposited, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 14th day of November, 1888.

John Haslam, Town Clerk, Bury, Lancashire.

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

In Parliament—Session 1889.

Southport and Cheshire Lines Extension Railway.

(Consolidation, re-arrangement, and conversion of Debenture, Preference, and Ordinary Capital of Company, and Reduction of Ordinary Capital; Guarantee by Cheshire Lines Committee, and Great Northern, Midland, and Manchester, Sheffield, and Lincolnshire Railway Companies, and further powers to the said Committee and Companies with reference thereto; Agreements with the said Committee and Companies for Sale, Lease, Working, or Use of undertaking of Company and for other purposes; Confirmation of Agreement with said Committee and Companies and other Companies; Alteration of Provisions as to Bridge at Carr Lane, Altcar; Further Provisions as to Birkdale Recreation Ground, and Agreements with Birkdale Local Board; Amendment of Acts.)

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

1. To provide for the consolidation, redemption, and cancellation of the existing debenture stocks, mortgages, and other borrowed capital of the Company, or of part thereof, or for the conversion thereof into debenture stock of one and the same class, or of several classes, bearing such rate or rates of dividend, upon such terms

and conditions, and subject to such restrictions as may be prescribed by the intended Act, and to empower the Company to create and issue a new debenture stock or new debenture stocks, and to attach thereto such rate or rates of dividend, and such rights, privileges, and priorities as may be thought desirable, and to provide for the application and acceptance of such new debenture stock or stocks, or the moneys to be raised thereby in exchange for, or in or towards the redemption of the said existing debenture stocks, mortgages, and borrowed capital, or some of them, or some part or parts thereof.

2. To make provision for the conversion at such times, upon such terms and conditions, and subject to such restrictions as may be agreed between the holders of such preference capital and the Company, or as may be prescribed or provided for by the intended Act, of the preference capital of the Company into ordinary capital or into preference capital of the same or another class, or partly into ordinary capital and partly into preference capital and to attach to such preference capital such priorities, rights, and privileges and such rates of interest or dividend as may be agreed or prescribed or provided for as aforesaid, and for the purposes aforesaid to empower the Company to create and issue ordinary or preference shares or stock to such an amount as may be found necessary or desirable, and to provide for the application and acceptance of such last mentioned shares or stock in exchange for or in lieu in whole or in part of the preference capital so converted.

3. To provide for the cancellation and extinguishment of a portion of the capital of the Company, including any part thereof which may have been applied in payment of interest upon the debenture or mortgage debt of the Company, and also any shares held by the Company, in respect of the contractor's liabilities to them, and, if thought fit, to reduce the capital of the Company, and generally to declare, define, and re-arrange the capital of the Company, to vary the rights and privileges of the share and stockholders, and mortgagees, and to confer other rights and privileges in lieu thereof.

4. To empower the Cheshire Lines Committee (hereinafter called "the Committee") and the Great Northern Railway Company, the Midland Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter referred to as "the three Companies"), or any or either of them, and either jointly or severally to guarantee or take upon themselves the debenture and mortgage debt of the Company, or any debenture stock to be created and issued under the powers of the intended Act, or any part thereof respectively, or to pay or contribute towards the interest thereon, or on any part thereof, and to enable the Committee and the three Companies, or any or either of them, and either jointly or severally, to redeem and pay off the existing debenture debt and mortgages of the Company upon such terms as may be agreed upon or as may be prescribed or authorised by the intended Act, and to empower the Committee and the three Companies, or any or either of them, and either jointly or severally, and the Company and the holders of the share capital and debenture stocks and mortgages of the Company, or any of them, to enter into and carry into effect agreements with respect to the matters afore-

said, or any of them, and to sanction and confirm any agreement with reference thereto which may have been made, or which may be made prior to the passing of the intended Act, and to empower the Committee and the three Companies, or any or either of them, and either jointly or severally, to apply their capital and funds, and to create and issue further capital and debenture stock, and to raise further moneys to or for all or any of the purposes aforesaid.

5. To empower the Committee and the three Companies, or any or either of them, on the one hand, and the Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the Committee and the three Companies, or any or either of them, of the railways, undertakings, and works of the Company, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the undertakings of the contracting Committee and 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 Committee and 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 Committee or Companies to the other or others 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 intended Act, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

6. To empower the Company, on the one hand, and the Committee and the three Companies or any or either of them on the other hand, to enter into and carry into effect agreements, contracts, or arrangements for or with respect to the transfer, sale or lease to or vesting in the Committee and the three Companies, or any or either of them, of the undertaking, powers, rights, privileges, and liabilities of the Company, including the power of taking and holding lands and other property, and of demanding and recovering tolls, rates, and charges, and all or any other rights, powers, interests, agreements, and benefits of agreements of the Company, and to confirm and give effect to any agreement or agreements which may have been or may be entered into in that behalf and to enable any Committee, Company, or Companies with whom any such agreement may be entered into, to exercise all or some of such powers, rights, and privileges, and to confer upon them all other powers necessary for the purpose of giving effect to such agreement, including the raising of money by shares or stock, ordinary or preference, or both, and by borrowing and debenture stock.

7. To confirm and give effect to an agreement made the 27th day of April, 1888, between the Liverpool Southport and Preston Junction Railway Company of the first part, the West Lancashire Railway Company of the second part, the Cheshire Lines Committee of the third part, the Manchester, Sheffield, and Lincolnshire

Railway Company of the fourth part, the Great Northern Railway Company of the fifth part, the Midland Railway Company of the sixth part, and the Company of the seventh part, with respect to the payments to be made to the Company for the use of their railway, and to the other relative matters therein contained, with such alterations or modifications (if any) as may be deemed desirable, or as Parliament may prescribe or require.

8. To sanction and confirm the level crossing of the Company's railway referred to in sub-section 2 of section 33 of the Southport and Cheshire Lines Extension Railway Act, 1881, and to repeal or alter so much of sub-section 1 of section 38 of the same Act as relates to Carr Lane, and to relieve the Company from any obligation to construct a bridge over the said lane at Altcar, and to authorise and empower the Company and the Southport District Highway Board to make and carry into effect agreements with respect to the matters aforesaid, and to confirm and give effect to any such agreement which may have been, or which may be entered into prior to the passing of the intended Act.

9. To alter, amend, extend, or repeal section 23 of the Southport and Cheshire Lines Extension Railway Act, 1882, and to empower the Company and the Birkdale Local Board to make and carry into effect agreements with regard to the laying out and maintenance either by the Company or the Local Board of the recreation grounds referred to in that section, and to extinguish the liability of the Company (if any) in respect thereof upon such terms and subject to such conditions (if any) as may be agreed upon, or as may be prescribed or provided for by the intended Act, and to confirm and give effect to any such agreement which may have been, or may be, entered into prior to the passing of the intended Act, and to enable the Company to make and enforce by penalties and otherwise bye-laws or regulations as to the use of the said recreation grounds or otherwise with reference thereto.

10. To confer upon trustees and other persons all necessary powers to enable them to acquiesce in and to carry into effect the objects and purposes of the intended Act.

11. To confer upon the Company and the holders of their existing shares, stocks, and mortgages all necessary powers for the creation and issue and acceptance of new shares and stocks, and the raising and application of money by borrowing, or by debenture stock or stocks, and with respect to the consolidation, conversion, surrender, and exchange thereof, and otherwise in relation thereto, and to empower the Company and the holders of such existing shares, stocks, and mortgages to enter into and carry into effect agreements with reference to the matters aforesaid or any of them.

12. To empower the Company to apply to any of the purposes of the intended Act any capital or funds belonging to them.

13. To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

14. To alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the several Acts, local and personal, following, that is to say:—

The Southport and Cheshire Lines Extension Railway Acts, 1881, 1882, and 1885, and all other Acts relating to the Company;

The Acts 23 Vic., caps. 60 and 90, and all

other Acts relating to the Cheshire Lines Committee;

The Act 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company;

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company.

The Act 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company;

15. 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 next.

Dated this 12th day of November, 1888.

Mayhew, Son, and Peck, Southport,
Solicitors.

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

In Parliament.—Session 1889.

Rastrick Water.

(Dissolution of the Rastrick Waterworks Company, Limited; Incorporation of New Company, with additional capital powers; Power to supply Water in the Township of Rastrick, in the Parish of Halifax and West Riding of the County of York; Construction of Works; Compulsory Purchase of Lands; Confirmation of Agreement with the Halifax Corporation; Levying of Rates, &c.; Agreements with the Halifax Corporation and other Sanitary Authorities, Bodies, and persons; Repeal of Halifax Corporation Waterworks Acts relating to the supply of Water by that Corporation to the Township of Rastrick; Incorporation and Amendment or Repeal of other Acts, and for 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 for all or some of the following among other purposes (that is to say):—

To dissolve the Rastrick Waterworks 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, reservoirs, tanks, mains, pipes, meters, valves, sluice cocks, hydrants, 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.

To declare, define and regulate the undertaking, capital, and borrowing powers of the Company, and to make provisions 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.

To confer upon the Company the powers, and to enable them to execute the works and to carry into effect the objects following, or some of them (that is to say):—

To supply with water for public and private purposes the whole or any part of the Township of Rastrick, in the Parish of Halifax, in the West Riding of the County of York.

To authorise the Company to maintain the existing works of the Limited Company as part of their undertaking, which existing works are situate in the West Riding of the County of York, and are as follows:—

Firstly, the existing service reservoir, together with the manager's house, office, sheds, store-rooms, cisterns, valves, and appurtenances belonging to the Limited Company, situate at Lands, in the Township of Rastrick, in the Parish of Halifax.

Secondly, the existing conduit main or line of pipes, commencing at the Meter, under the Lancashire and Yorkshire Railway Arch, at Bridge End, in the Township of Rastrick, and Parish of Halifax, and terminating in the said existing service reservoir of the Limited Company, in the said township and parish.

Thirdly, the existing conduit or main pipe, commencing in the said existing service reservoir, in the Township of Rastrick, in the Parish of Halifax, and terminating in the existing break tank, at Crowtrees, in the said township and parish; and

Fourthly, the said Break Tank, building, and premises, situate at Crowtrees aforesaid.

To confer on the Company power to make and maintain the waterworks, and other works and conveniences, following, or some of them (that is to say):—

A reservoir, situate wholly in the Township of Fixby, in the Parish of Halifax, in parts of three fields, called the "Tongue," the "Leys," and the "Sour Ing," the property of William Capel Clarke-Thornhill, and now in the occupation of Henry Holmes, which fields adjoin the existing service reservoir and waterworks premises, at Lands aforesaid, the property of the Limited Company.

A main or inlet pipe, commencing in the Township of Rastrick, and Parish of Halifax aforesaid, by a junction with the existing main, belonging to the Limited Company, at a point in the New Hey Road, opposite the said service reservoir, 32 yards or thereabouts, measured in a straight line in a north-westerly direction from the coping of the existing service reservoir, and terminating in the Township of Fixby, in the Parish of Halifax aforesaid, in the intended reservoir at a point in the said field, called the "Sour Ing," 118 yards or thereabouts, measured in a straight line in a south-westerly direction from the north-west corner of the existing service reservoir.

A main or outlet pipe, situate wholly in the Township of Fixby, and Parish of Halifax, commencing in the said field, called the "Tongue," at a point 60 yards or thereabouts, measured in a straight line in a south-westerly direction from the south-west corner of the said existing service reservoir, and terminating in the existing service reservoir at the south-west corner thereof.

The before mentioned reservoir, mains, or line of pipes will pass from, through, or into, or be situate in the several Townships of Rastrick and Fixby, in the said Parish of Halifax, in the West Riding of the County of York.

To make and maintain in the townships and parish aforesaid, and in connection with the intended waterworks, or any of them, all necessary and proper embankments, walls, drains, sluices, channels, weirs, wells, tanks, engines, pipes, buildings, machinery, roads, approaches, and other works and conveniences connected therewith or incidental thereto.

To empower the Company to take, collect, and divert into the intended reservoir and works aforesaid, and therein impound, and thence distribute all the waters (except such water as is by deed reserved to Badger Hill Mill) of the spring or stream of water now running and flowing into a

stone cistern fixed in the field called "Tongue," adjoining the eastern side of the fence wall dividing the said "Tongue" field from the "Sour Ing," at a point 51 yards from the New Hey Road, measured along the said fence wall; in the Township of Fixby, and thence flowing into, or upon a certain close of land called "Common Close," in the said Township of Rastrick, in the Parish of Halifax, now occupied by Joseph Garside, at "Lands," in the said Township of Rastrick, and the waters purchased, or to be purchased by the Company from the Mayor, Aldermen, and Burgesses of the Borough of Halifax (hereinafter called the "Corporation of Halifax"), and any waters which are now obtained, or which may be obtainable by the Company from the works hereinbefore described, as well as any springs or waters on or near the site of the existing and 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 Company.

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.

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.

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 townships and parish 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.

To confirm and make binding upon the several parties thereto, and all other persons affected thereby or interested therein, an agreement between the Corporation of Halifax of the one part, and the Limited Company of the other part, or any additional or substituted agreement or agreements between the same parties for the supply of water in bulk to the Company, and all and every other deed, agreement, contract, or other instrument at any time heretofore made or entered into, or to be made or entered into at any time before the passing of the Bill.

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.

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.

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 the parish before-mentioned, so far as may be

necessary or convenient for all or any of the purposes of the Bill.

To enable the Company to take and the Corporation of Halifax to supply water to the Company in bulk, and also 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.

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.

To repeal so much of section nine of "The Halifax Corporation Waterworks and Improvement Act, 1868," as authorises the Corporation of Halifax to supply water in the township of Rastrick, in the parish of Halifax, and West Riding of the county of York, and all other provisions of that Act and any other Act of the said Corporation relating directly or indirectly to the supply of water to that township by the said Corporation.

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 Lands Clauses (Umpire) Act, 1883," and "The Waterworks Clauses Acts, 1847 and 1863."

And notice is hereby further given, that on or before the 30th day of November instant, plans of the line and situation of the existing works of the Limited Company, and plans and sections of the works proposed to be authorised by the Bill, and the lands 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 or reputed owners, lessees or reputed lessees, and occupiers of those lands 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 West Riding of the county of York, at his office at Wakefield, in that Riding, and on or before the same day a copy of the said plans, 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 Halifax at his residence.

And on or before the 21st day of December, 1888, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated the 15th day of November, 1888.

Barber and Oliver, Solicitors, Brighouse, Yorkshire.

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

In Parliament.—Session 1889.

Yeadon Water.

(New Reservoir and Works; Extension of Limits of Supply; Acquisition of Lands Compulsorily and by Agreement; Commonable Lands; Diversion of Streams; Breaking up Roads; Levying of Rates and Charges; Alteration of Existing Rates and Charges, and the Basis thereof; Agreements with Local Authorities; Provisions against Fouling Water; Additional Capital; Incorporation of Acts; Amendment and Repeal of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the Yeadon 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 (that is to say):—

1. To authorise the Company to make and maintain, wholly in the West Riding of the county of York, the following works or some of them, or some part or parts thereof (that is to say):—

No. 1. An aqueduct, conduit, or Line of Pipes (No. 1), wholly in the township of Hawksworth, in the parish of Otley, commencing on a stream known as Middle Beck at a point therein situate 23 yards (measured along the Beck) north of its junction with Horncliff Beck, and terminating in the reservoir hereinafter described at a point 100 yards or thereabouts east of the point of commencement of the embankment of the said reservoir.

No. 2. A storage reservoir to be formed by means of a curved embankment, 682 yards or thereabouts in length, commencing at a point 136 yards or thereabouts south-east of the south-eastern corner of a farmhouse known by the name of the "Gaping Goose," and terminating at a point 77 yards or thereabouts measured in a south-westerly direction from the south-western corner of the farm buildings known by the name of "Reva Side."

The reservoir will be situate in lands in the said township of Hawksworth, in the said parish of Otley, belonging to Ayscough Fawkes, Esq., and occupied as to part by Ann Wild, as to other

part by George Ramsden, and as to the remainder by Albert Holmes, and will extend in a northerly direction for 202 yards or thereabouts from the centre of the said embankment.

No. 3. An aqueduct, conduit, or Line of Pipes (No. 2), commencing in the said township of Hawksworth, in the said parish of Otley, at a point near the foot of the inner slope of the embankment of Work No. 2, 193 yards or thereabouts south-west of the said termination thereof, and terminating in the township of Yeadon, in the parish of Guiseley, at a point in the road leading from Guiseley to Yeadon, about 10 yards east of the point where the same is crossed by the "Nun Royd Beck." This work will be made, or pass from, in, through, or into the parishes, townships, and extra-parochial places of Hawksworth, Esholt, Otley, Guiseley, and Yeadon.

No. 4. A waste water conduit or Line of Pipes (No. 3) wholly in the said township of Hawksworth, in the said parish of Otley, commencing in and out of the said reservoir (Work No. 2) at a point about 28 yards east of the commencement of the said embankment thereof, and terminating at a point in Hawksworth Beck about 67 yards north of the north-eastern corner of the farm buildings of "Intake Head Farm."

No. 5. The diversion wholly in the said township of Hawksworth, in the said parish of Otley, of the drain which crosses the road leading from Eldwick to Menston at a point about 390 yards measured along that road in an easterly direction from the south-western corner of the farmhouse called "The Gaping Goose," the said diversion to commence at a point in the said drain 168 yards south-east of the said point where it crosses the said road, and terminating at a point in the goit leading from Hawksworth Beck to "The New Dam," about 521 yards therefrom measured along the course of the said goit in a north-westerly direction.

It is proposed to take, for the purposes of Works Nos. 1 and 4, certain lands being or reputed to be common or commonable, of which the following are the particulars:—

Number of work for which lands are required.	Name by which the lands are known.	Parish and township in which situate.	Quantity within limits of deviation.			Estimated quantity to be taken.		
			A.	R.	P.	A.	R.	P.
1	The part of Rumbles Moor which is commonly known as Hawksworth Moor.	Township of Hawksworth, parish of Otley.	8	3	0	0	2	0
4			0	1	0	0	0	4

2. To empower the Company from time to time to make and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, by-washes, weirs, gauges, reservoirs, filter beds, wells, tanks, banks, walls, roads, embankments, approaches, engines, pumps, machinery, and appliances, as may be necessary or expedient in connection with the foregoing works, or for enabling the Company to impound, collect, and utilise the waters hereinafter referred to as to be taken under the powers of the intended Act, or for any purposes of their Undertaking.

3. To enable the Company to deviate from the lines and levels of the proposed works to any

extent defined by the Bill, or prescribed by Parliament.

4. To enable the Company, subject to the provisions of the Bill, and except as will be therein expressed and excepted, to collect, impound, take, use, divert and appropriate for the purposes of the said proposed new works and of their undertaking, all such springs, streams, and waters as will or may be intercepted by the proposed works, or as may be found in, on, or under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following streams and waters (that is to say): Black Beck and Middle Beck,

which flow into Hawksworth Beck, which flows into the River Aire, which flows into the navigation of the Rivers Aire and Calder, and thence into the River Humber, and so to the sea.

5. 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, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus.

6. To enable the Company to acquire compulsorily and by agreement, and to hold lands, buildings, casements, waters and property for the purposes of the Bill and of their undertaking, and to extinguish all rights over any such lands, buildings and property, and to sell and dispose of lands and buildings, and to exempt the Company from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

7. To extend the limits within which the Company may supply water, and to enable them to supply with water for all or any purposes the whole of the township of Rawden, in the said parish of Guiseley, or some part or parts thereof, and to extend and apply thereto all or some of the powers and provisions of the existing Acts of or relating to the Company, "The Waterworks Clauses Acts, 1847 and 1863," subject to such variations as the Bill may contain, and other the powers of the Company and of the Bill, and with respect to the extended limits the Bill will or may contain such provisions as shall or may be deemed expedient for defining the distances from the said lines of pipes to which the supply of any dwelling houses may be demanded, and for defining the height to which such supply shall be afforded.

8. To enable the Company to levy and recover rates and charges for and in relation to a supply of water within their limits of supply as proposed to be extended, and to alter existing rates and charges, and to alter and define the basis on which they shall in the future be made, and to confer, vary, and extinguish exemptions from rates and charges, and to authorise the Company to supply water by meter, and to manufacture, sell and let meters and water fittings, and any apparatus used for the supply or consumption of water.

9. To enable the Company on the one hand, and any corporation, local board, sanitary or other local authority or any Company or Companies, person or persons whether within or beyond the limits of the Acts of the Company on the other hand, to enter into and fulfil contracts and agreements for the supply by the Company of water in bulk or otherwise to such corporations, local boards, sanitary or other local authorities, companies, or persons respectively, and to confer upon them respectively all necessary powers for the purposes aforesaid, and to enable such corporations, local boards, sanitary and public authorities to borrow money and to levy rates for those purposes.

10. To extend the powers of the Company for the prevention of the fouling or contamination of any streams, springs, or waters forming directly or indirectly any portion of their water supply, and if thought fit to confer on the Company the powers of a sanitary authority in that behalf, subject to such variations as the Bill may contain.

11. To enable the Company to apply their existing funds and any moneys which they have still power to raise to 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, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

12. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will enable the Company, and any local authorities, bodies, companies, or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of "The Yeadon Waterworks Act, 1870," and any other Act relating directly or indirectly to the Company.

13. The Bill will incorporate with itself, with or without variation, the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses 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 showing 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 West Riding of the county of York, at his office at Wakefield, 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, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 17th day of November, 1888.

Watson, Dickson, and Watson, Solicitors,
Bradford.

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

In Parliament.—Session 1889.

Woodhall Spa Company.

(Incorporation of Company; Waterworks; Gas Works; Purchase of Land, &c.; Supply of Water and Gas; Rates and Charges; Laying of Pipes; Sewers and Drainage Works; Levying of Rates; Agreements with Proprietors of Woodhall Spa).

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes, hereinafter mentioned:—

To incorporate a Company, hereinafter called

'the Company,' and to confer on the Company powers to make and maintain the waterworks in the parts of Lindsey, in the County of Lincoln, hereinafter described, namely:—

A reservoir or tank and pumping station in a field, in the parish of Tattershall Thorpe, belonging or reputed to belong to the Right Honorable Earl Fortescue, and to be situate at a point 16 chains or thereabouts, measured in a south-easterly direction, from the south-east corner of Ostler's Plantation.

A line of pipes commencing at the said last-mentioned pumping station, and terminating at the service reservoir next hereafter described.

A service reservoir to be situate in the parish of Kirkby-on-Bain, on a piece of moorland lying to the eastward of Ostler's Plantation, near Fox-hill, such reservoir to be situate to the south of the road known as Moor Lane, which leads from Kirkby-on-Bain to the main road from Kirkstead to Horncastle, at a point about 17 chains, measured in a southward direction, from the junction with Moor Lane of the road leading from Moor Lane by Wellsyke Wood to Roughton.

An aqueduct, conduit, or line of pipes commencing at the last-mentioned service reservoir, and terminating in Moor Lane aforesaid, at the junction therewith of the said road to Roughton. Together with all necessary and proper tanks, wells, dams, valves, pipes, culverts, works, and conveniences for the collection, storage, and distribution of water.

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 streams, springs, and waters as can be collected or obtained by the proposed works, or as may be found in or under any of the lands belonging to or to be acquired by the Company.

To enable the Company to make regulations for the protection of the waterworks of the Company, and for preventing the waste, fouling, and misuse of gas and water.

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

To empower the Company to hold and use for the manufacture and storage of gas and residual products, the pieces of land hereinafter described, or one of them, viz.—

(a) A piece of land in the parish of Woodhall or Kirkstead, adjoining the Great Northern Railway at the junction therewith of the Horncastle Railway at Kirkstead station, situate between the said railways and the road from Kirkstead Ferry to Horncastle, and extending about 10 chains eastward of the centre of the Great Northern Railway.

(b) A piece of land in the parish of Woodhall, situate in the park adjoining and on the eastern side of the Stixwold-road, and extending from a point 30 chains or thereabouts northward of the junction of Station-road therewith for about seven chains in a northward direction.

To enable the Company to supply water and gas for domestic and other purposes within the parishes of Woodhall, Kirkstead, Langton, Kirkby-on-Bain, Thornton, Roughton, and Martin, or some part or parts thereof, and to levy and collect rates, rents, and charges in respect of the supply of gas and water and meters, &c

To empower the Company by compulsion or

agreement to purchase and acquire land, springs, streams, and water which may be required for the purposes of the intended water and gas works and easements.

To authorise the Company to lay down, maintain, take up, alter, and repair mains, pipes, culverts, drains, and other works in streets and roads, and to cross, break-up, and open and interfere with roads and highways so far as may be necessary or convenient for the supply of gas and water, or for all or any of the purposes of the Bill.

To confer upon the Company powers to acquire and take over and to maintain, extend, and improve the sewers and works for the disposal of sewage belonging to the owners of the Woodhall Spa Estate, and to confer on the Company powers as to sewerage and drainage within the parishes of Woodhall, Kirkstead, Kirkby-on-Bain, Thornton, Roughton, and Martin, or some parts thereof, respectively, and to exempt such parishes or parts from the jurisdiction of the Sanitary Authority within whose area they are included, and to empower the Company to levy rates in respect of sewers and sewage works within the said parishes.

To confer upon the Company all powers, rights, and authorities necessary for carrying into effect the powers and objects of the Bill or usually conferred on gas and water companies.

To enable the Company, on the one hand, and the owners of Woodhall Spa, hereinafter called "the Proprietors," on the other hand, to enter into and carry into effect any agreement with reference to the supply of water and gas to Woodhall Spa and to any houses and property of the proprietors, and as to transferring to the Company all or any part of the Estate and interest of the proprietors in Woodhall Spa and property in the neighbourhood.

The Bill will vary and extinguish all rights which would be inconsistent or interfere with the attainment of any of the objects aforesaid, and will or may incorporate, with such modifications as may be thought necessary, some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Gas Works Clauses Acts, 1847 and 1871, and the Water Works Clauses Acts, 1847 and 1863.

On or before the 30th day of November instant duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and plans showing the lands to be taken compulsorily for the purposes of the intended Act, together 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 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 Lincoln, and a copy of so much of the said plans, sections, and book of reference as relates to each parish in which any work may be made or land taken will be deposited with the Parish Clerk of each such parish at his residence.

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

Dated this 17th day of November, 1888.

Caprons, Daltons, Hitchins, and Brabant,
Savile Place, Conduit Street, London,
W.,

J. and A. Burton and Scorer, Lincoln,
Solicitors,

Dyson & Co., 24, Parliament Street, West-
minster, Parliamentary Agents.

In Parliament.—Session 1889.

Bristol Water.

(New Works in the County of Somerset; Additional Water; Abandonment of Certain Works authorized by "The Bristol Waterworks Act 1888"; Breaking-up of Public and Private Roads; Power to Lay Pipes; Purchase of Lands Mines and Minerals and Easements Compulsorily and by Agreement; Additional Lands; Superfluous Lands; Agreements with Land Mill and Mine Owners and Public Authorities; Powers to Prevent Contamination of Water of the Company; Additional Capital; Incorporation Repeal and Amendment of Acts.)

NOTICE is hereby given that the Bristol Waterworks Company (hereinafter referred to as "the Company") 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 (that is to say):—

1. To authorize the Company to make and maintain wholly in the county of Somerset the following works or some of them or some part or parts thereof (that is to say):—

- (a.) A reservoir (to be called the Yeo Reservoir) to be formed by means of an embankment across the valley of the river Yeo extending from the said river 12 chains or thereabouts in a northerly direction in the parish of Butcombe and 10 chains or thereabouts in a southerly direction in the parish of Blagdon and at a distance where it crosses the said river of 5 chains or thereabouts measured in a westerly direction from Park Bridge. The said reservoir to extend from the said embankment in an easterly direction to a point at or about 10 chains to the westward of Ubley Mill in the parish of Ubley which said reservoir will be situated in the parishes of Butcombe, Blagdon, Nempnett-Thrubwell, and Ubley;
- (b.) A diversion (No. 1) wholly in the parishes of Blagdon and Butcombe of the existing road leading from Blagdon to Butcombe by way of Westend Town commencing in the said parish of Blagdon at a point 26 chains or thereabouts measured along such road in a southerly direction from Park Bridge and terminating in the parish of Butcombe at a point 27 chains or thereabouts measured along such road in a northerly direction from the said bridge;
- (c.) A diversion (No. 2) wholly in the parish of Blagdon of the existing road leading from Blagdon by way of Eastend Town into the before-mentioned road leading from Blagdon to Butcombe commencing at a point 3 chains or thereabouts north of Dark-lane and terminating by a junction with a diverted road No. 1 at a point 11 chains or thereabouts measured in a southerly direction from the said point on the river Yeo situate 5 chains or thereabouts west of Park Bridge;
- (d.) A diversion (No. 3) wholly in the said parish of Nempnett-Thrubwell of the road leading from Ubley by way of Rugmoor Farm to West Town such diversion to commence at a point about 34 chains (measured along the said road in a westerly direction) from Ubley Mill and to terminate at a point about 54 chains (measured along the said road in the same direction) from the said Mill;
- (e.) A conduit or line of pipes (No. 1) commencing in the parish of Churchill by a

junction with the conduit or line of pipes No. 2 authorized by "The Bristol Waterworks Act 1888" (hereinafter referred to as the "Act of 1888") at a point at Lower Langford at which such last-mentioned conduit or line of pipes crosses the road leading from Churchill to Bristol by way of Red Hill and terminating in the parish of Blagdon in the pumping station hereafter described; which conduit or line of pipes will pass from through or into the several parishes townships or extra-parochial or other places or some of them that is to say Churchill, Burrington, Wrington, Blagdon and Butcombe;

- (f.) A conduit or line of pipes (No. 2) commencing in the parish of Burrington by a junction with the conduit or line of pipes No. 1 authorized by the Act of 1888 at or near the junction of Ashley-lane with Emley-lane and terminating in the parish of Blagdon in the said pumping station; which said conduit or line of pipes will pass from through or into the several parishes of Burrington, Blagdon and Butcombe or some of them;
 - (g.) A branch pipe (No. 3) wholly in the said parish of Blagdon commencing by a junction with the last-mentioned line of pipes at a point about two chains west of its aforesaid termination and terminating in the said reservoir near the south end of the said embankment;
 - (h.) A conduit or lines of pipes (No. 4) wholly in the parish of Blagdon commencing in the said intended reservoir near the centre of the embankment thereof and terminating in the said pumping station;
 - (j.) A double conduit or lines of pipes (No. 5) commencing in the said parish of Blagdon at or in the said pumping station and terminating in the parish of Chew Stoke by a junction with the existing North Hill Tunnel of the Company at the southern end thereof; which double conduit or lines of pipes (No. 5) will be situate in the parishes of Blagdon, Ubley, Compton Martin and Chew Stoke;
 - (k.) A pumping station and other works connected therewith to be situated near to and on the west side of the said embankment partly in the parish of Blagdon in the field numbered 147 on the ~~2500~~ ordnance survey sheet of that parish and belonging or reputed to belong to Benjamin Panes and in the occupation of John Davis and partly in the parish of Butcombe in the field numbered 300 on the same sheet and belonging to or reputed to belong to and in the occupation of Samuel Edward Baker.
2. To enable the Company from time to time to construct and maintain all such cuts channels adits catchwaters aqueducts culverts tunnels drains sluices bywashes weirs gauges reservoirs wells (but not for taking underground waters) water-towers 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.
3. To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill or prescribed by Parliament.
4. To enable the Company by means of the said culverts or lines of pipes reservoir pumping station and other works hereinbefore described to take collect divert impound appropriate and

use the waters of the river Yeo and also the waters of the Upper Langford Spring and of the Rickford Stream and Spring as and so far as those waters are already authorized by the said Act of 1888 to be taken by the Company.

5. To authorize the Company to abandon certain of the works in the county of Somerset authorized by the Act of 1888 (that is to say):—

That part of the conduit or line of pipes No. 1 authorized by the Act of 1888 and shown on the plans deposited with the Clerk of the Peace for the said County of Somerset in November 1887 for the purpose of obtaining that Act (which plans are hereinafter referred to as the plans of 1888) as conduit or line of pipes (No. 1) which is between the commencement of the intended conduit (No. 2) described in this Notice and the termination of the said authorized conduit;

That part of the conduit or line of pipes (No. 2) authorized by the Act of 1888 and shown on the plans of 1888 as conduit or line of pipes (No. 2) which is between the commencement of the intended conduit (No. 1) described in this Notice and the termination of the said authorized conduit;

The pumping station authorized by the Act of 1888 and shown on the plans of 1888 as pumping station (No. 2);

That part of the line of pipes (No. 5) authorized by the Act of 1888 and shown on the plans of 1888 as line of pipes (No. 5) which is between its authorized commencement and the authorized junction therewith of line of pipes (No. 6) authorized by the Act of 1888 and shown on the plans of 1888 as line of pipes (No. 6);

subject to the retention by the Company of all powers conferred on them by the Act of 1888 for the taking diverting appropriating and using the waters of the Rickford Stream and Spring and of the Upper Langford Spring to the extent authorized by that Act.

6. To empower the Company upon the completion of the intended road diversions respectively to stop up and extinguish all rights of way over the portion of any existing road in respect of which such diversion shall have been made and thereupon to appropriate to and for their own use and as their own property the site and soil of so much of any such road so stopped up as shall be upon or adjoin any lands to be acquired by the Company for the purposes of the intended Act and to make provision with reference to the repair and maintenance of the intended road diversions.

7. To empower the Company to purchase or acquire by compulsion or agreement or to take on lease any lands (including in the word "lands" where used in this Notice houses and buildings) streams and mills in or near the several parishes and places aforesaid and any rights or easements (including the right of discharging water into any stream with which any of the intended aqueducts conduits or waste watercourses may communicate) in over or connected with any lands streams or mills which they may require for the purposes of the proposed works or other purposes of the intended Act or their undertaking. And the Bill will or may enable the Company to acquire compulsorily easements or wayleaves in through under or over lands in lieu of so acquiring those lands.

8. To enable the Company to purchase and hold compulsorily or by agreement in addition to the land required for the before-mentioned works

the following lands in the county of Somerset that is to say:—

Certain lands in the parish of Barrow Gurney of or reputed to belong to Sir John Henry Greville Smyth bounded on the north-west and north and north-east by the northern limits of deviation of "the Barrow Store Reservoir No. 3" authorized by the Bristol Waterworks Act 1882 and shown on the plans deposited in the month of November 1881 with the Clerk of the Peace for the County of Somerset for the purpose of obtaining that Act, and bounded on the south and south-east partly by that reservoir as now being constructed and partly by land adjoining thereto and authorized to be purchased by the Company by the Bristol Waterworks Act 1888 which said lands are numbered on the $\frac{1}{2500}$ ordnance map of that parish 106, 296 and 410.

Certain lands in the parish of Long Ashton belonging or reputed to belong to the said Sir John Henry Greville Smyth and bounded on the north-west by the boundary between the said parishes of Barrow Gurney and Long Ashton, on the south-west by the said reservoir, and on the north-east by the north-eastern limits of deviation of that reservoir as shown on the said plans, being part of the wood numbered 275 on the $\frac{1}{2500}$ ordnance map of that parish.

9. To empower the Company to stop up alter divert or interfere with temporarily or permanently all highways roads paths passages brooks streams springs bridges sewers mains pipes and works which it may be convenient so to stop up alter divert or interfere with in the execution or for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any lands highways brooks streams springs bridges sewers mains pipes waters or works which would or might in any manner interfere with the construction maintenance enjoyment or use of the said intended works or any of them or impede or interfere with any of the objects or purposes of the intended Act and to confer other rights and privileges.

10. To authorize the Company to hold any lands which they may acquire under the authority of the intended Act free from the provisions of "The Lands Clauses Consolidation Act 1845" or of the existing Acts of the Company with respect to superfluous lands, and to acquire by compulsion or agreement any mines or minerals under any such lands notwithstanding the provisions of the "The Waterworks Clauses Act 1847" with respect to mines.

11. To make such provisions as may have been or may be agreed upon or as may be contained in the Bill or prescribed by Parliament for the protection and benefit of the landowners millowners and mineowners and any other persons or Bodies whose property rights powers or interests will or might be affected by the exercise of the powers of the intended Act and of their property rights and interests and to authorize or confirm or give effect to any arrangements or agreements which may have been or may be entered into between the Company and such landowners millowners and mineowners and other persons and Bodies or some or any of them.

12. To empower the Company to make and carry into effect agreements with any owners lessees or occupiers of any lands or public authorities within the drainage area of the intended reservoir and works with reference to the execution by the Company or such owners lessees or occupiers or public authorities of such

works as may be necessary for the purpose of draining such lands or any of them or for more effectually collecting conveying and preserving the purity of the waters flowing to upon or from such lands directly or derivatively into such reservoirs and works and generally to extend the powers of the Company for the prevention of the fouling or contamination of any springs rivers streams brooks and waters from which the Company do or may derive any of their water supply.

13. To enable the Company to make compensation to any parties injuriously affected by the exercise of the powers conferred by the Bill or prescribed by Parliament either in money or water as the circumstances of the case may require.

14. To enable the Company to apply their existing funds and any moneys which they have power to raise to 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 and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

15. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill and will enable the Company and any public authorities bodies companies or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill and will so far as may be deemed necessary amend enlarge and repeal the powers and provisions of "The Bristol Waterworks Act 1846" "The Bristol Waterworks Act Amendment 1850" "The Bristol Waterworks Acts Amendment Act 1853" "The Bristol Waterworks Act 1862" "The Bristol Waterworks Amendment Act 1865" "The Bristol Waterworks Act 1872" "The Bristol Waterworks Act 1882" "The Bristol Waterworks Act 1888" and any other Act relating directly or indirectly to the Company.

16. The Bill will incorporate with itself with or without variation the necessary provisions of "The Companies Clauses Consolidation Act 1845" "The Companies Clauses Act 1863" "The Companies Clauses Act 1869" "The Lands Clauses Consolidation Acts 1845 1860 and 1869" "The Waterworks Clauses 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 showing the lines situation and levels of the proposed 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 other property intended to be compulsorily taken for other purposes 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 Somerset at his office at Frome 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 and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 15th day of November 1888.

Fussell and Co., Solicitors, Bristol.

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

In Parliament.—Session 1889.

Barnsley Town Railway.

(Incorporation of Company; Power to make Railways at and near Barnsley, with Junctions with the Hull, Barnsley and West Riding Junction and Lancashire and Yorkshire and Midland Railways; Compulsory Purchase of Lands, &c.; Closing and Interfering with Roads, Streets, &c.; Underpinning, &c., of Houses, &c.; Tolls; Working and other Agreements with other Companies; 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 (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):

(1) A Railway (No. 1) commencing in the township of Monk Bretton, in the parish of Royston, in the West Riding of the county of York, by a junction with the Railway No. 1, authorised by the Hull Barnsley and West Riding Junction Railway and Dock Act 1880, at a point about 16 chains measured in a northerly direction from the bridge carrying the Barnsley branch of the Midland Railway over the Barnsley Canal near Monk Bretton Station, and terminating in the township of Barnsley, in the parish of Silkstone, in the said West Riding, on the east side of Eldon-street North at a point about 2½ chains north-eastward from the entrance from that street to the goods yard of the Lancashire and Yorkshire Railway.

(2) A Railway (No. 2) wholly situate in the township of Barnsley, and parish of Silkstone aforesaid, commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating by a junction with the Barnsley branch of the Lancashire and Yorkshire Railway, at or near the southern abutment of the bridge carrying that railway over Old Mill-lane.

(3) A Railway (No. 3) wholly situate in the township of Monk Bretton, and parish of Royston aforesaid, commencing by a junction with the said Barnsley branch of the Midland Railway, at a point about 14 chains, measured in a northerly direction along the said branch from the point at which the said branch crosses Cliff-lane, and

terminating by a junction with the intended Railway (No. 1), to be authorised by the Bill at a point in Cliff Wood on the north side of the Barnsley Canal, and about $1\frac{1}{2}$ chains from the north side thereof, measured at right angles to the said canal from a point on the north side thereof distant 20 chains, measured along the said canal from the centre of the Barnsley branch of the Midland Railway, where it crosses the said canal.

2. To authorise the Company to cross, open, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, all or any roads, streets, passages, alleys, courts, squares, highways, footpaths, or places, railways, tramways, rivers, canals, tunnels, bridges, wharves, quays, landing-places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphic, telephonic, pneumatic and electric tubes, pipes, wires, and apparatus, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and places, or any of them, and to vest in the Company the site and soil of any streets, roads, highways, or thoroughfares to be stopped up under the powers of the Bill, and to authorise the Company to appropriate and use for the purposes of the intended works or of the Bill the subsoil and under surface of any lands, streets, roads, highways, or thoroughfares under, along or across which any of the proposed works are intended to be made.

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

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

5. To authorise the Company to purchase and take by compulsion and also by agreement lands, houses and other property for the purposes of the intended railways and works and of the Bill, and easements or rights in, over, or affecting lands, houses, and other property, and notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment, to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices, or parts of or attached to or belonging to any house, building, manufactory or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory or premises; and to take and acquire easements for carrying the intended railways and works under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions or the site thereof, and to vary and extinguish all rights and privileges

connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

6. To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and other works and conveniences, and to confer, vary or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

7. To empower the Company on the one hand and the Hull, Barnsley and West Riding Junction Railway and Dock Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the London and North Western Railway Company, and the Hull and North Western Junction Railway 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 and works, or any part or parts thereof, respectively, and the management, regulation, interchange, collection, transmission and delivery of traffic upon, or coming from, or destined for the railways of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, plant, and machinery, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees 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.

8. To empower the Company on the one hand, and the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the Lancashire and Yorkshire Railway Company, and the Midland Railway Company, or either of those Companies, on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):

The point at which the mode in which and the terms and conditions upon which any junction or junctions of the intended railways, or any of them, with the railways, or any of the railways of the said several Companies, or any of them, shall be made.

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

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

And the Bill will or may provide for the settlement by arbitration or otherwise of any difference which may from time to time arise between the Company and the aforesaid several Companies, or any or either of them touching any such matters.

9. 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 stock of the Company.

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

11. 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): 43 and 44 Vict., cap. 199, and any other Act or Acts relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company, or their undertaking; 7 and 8, Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company, or their undertaking; 6 and 7 Wm. IV., cap. 111, and 10 and 11 Vict., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company, or their undertaking; 3 and 4 Will IV., cap. 36, and 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company, or their undertaking; and 50 and 51 Vict., cap. 62, and any other Act or Acts relating to the Hull and North Western Junction Railway Company, or their undertaking.

12. 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 situation, lines, 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; 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 West Riding of the county of York, at his office at Wakefield, and that 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 railways and 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.

13. 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 16th day of November, 1888.

Cope and Co., 3, Great George-street,
Westminster, Solicitors for the Bill;

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

Warminster Gas (Provisional Order).

(Application to the Board of Trade 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 Parishes of Warminster and Bishopstrow in the county of Wilts; Additional Lands; Supply of Gas in bulk; Extension of Mains, &c.; Breaking up &c., Streets; Patent Rights; Rates and Charges; Increase of Capital; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade by the Warminster Gas and Coke Company (hereinafter called "the Company") for a Provisional Order under the Gas and Water Works

Facilities Act, 1870 (to be confirmed by Parliament in the ensuing Session), for the following or some of the following amongst other purposes, that is to say:—

1. To authorise the Company to maintain and continue, and from time to time to repair, improve, alter, enlarge, pull down, and re-erect their existing gasworks, retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, 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 parish of Warminster, in the county of Wilts, containing 4,300 square yards or thereabouts, and bounded as follows, that is to say:—On the north, east and south by lands belonging to Thomas Charles Millard, Esq., and on the west by Furnax-lane.

2. To empower the Company to make and store gas in and upon the said lands, and to supply and sell gas within the parishes of Warminster and Bishopstrow, in the county of Wilts, 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 or elsewhere.

3. To authorise the Company to enter into and fulfil contracts and agreements with all companies, corporations, local boards, sanitary authorities, public bodies, commissioners, and other authorities, and all persons whomsoever for the supply of gas in bulk or otherwise upon such terms and conditions as they shall think fit; and to confirm any such contract or agreement already made or which prior to the obtaining of the said Provisional Order by the Company may be made with respect to the matters aforesaid.

4. To make from time to time such extension of their mains, pipes, and works within the proposed limits of supply as may in the opinion of the Company be necessary, and for that purpose to open and break up the soil and pavement of any streets, roads, highways, railways, tramways, bridges, or other passages or places within the limits of supply.

5. To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom or the production by any means of artificial light.

6. 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, and to alter, amend, or repeal any Acts or Orders that may interfere with the objects of the proposed Order.

7. To enable the Company to apply to the purposes of the intended Order their existing funds, and for those purposes and for the general purposes of their undertaking to raise additional capital by shares or stock and by borrowing or by any of those means, and to attach to any such shares and stock a preference or priority of dividend or interest or any other advantage which the Provisional Order may define or Parliament may prescribe.

8. 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 gas works or with the supply of gas.

9. To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

10. To purchase by agreement, or to take on lease, or otherwise acquire for the general purposes of the undertaking other than the manufacturing and storing of gas, such other lands as may hereafter be required, subject to such regulations and conditions as may be defined by the said Order.

11. To incorporate with the intended Order, so far as the same are applicable, all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement.

12. To vary and extinguish all existing rights and privileges which would interfere with the objects or purposes of the Provisional Order, and to confer other rights and privileges.

13. 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, 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 county of Wilts, at his office at Marlborough, in the said county, and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December, 1888, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade aforesaid, and on and after that date copies will be furnished to all persons applying for the same at the price of one shilling each, at the offices of the undersigned.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the said Clerk of the Peace, at his office at Marlborough aforesaid, and copies will be supplied to all persons applying for the same at the offices of the undersigned on payment of one shilling for each copy.

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 this application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1889; and that copies of such objections must at the same time be sent to the offices of either of the undersigned; 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 this 15th day of November, 1888.

F. W. Bayly, Warminster, Solicitor;
Dyson and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1889.

South Staffordshire Mines Drainage.

(Amendment and enlargement of existing Acts, and further provisions with reference to constitution and appointment of Commissioners and District and Executive Committees and Arbitrators, and to the powers, rights, and procedure of such Commissioners, Committees, and Arbitrators; Amendment of Section 13 of the Act of 1873, and of the provisions of the Act of 1873 as to separate Drainage Districts; Further powers and provisions as to the levying, charging, and recovering of rates and exemptions therefrom, and from other powers and provisions of Act; Insurance Rate; Further provisions as to returns and the verification thereof; Power to raise further moneys and consolidation of existing debt, investment of trust funds; Appointment of a receiver and provisions with reference to the powers of receiver; Purchase and sale of lands and plant, construction and protection of works, and prevention of floods; Bye-laws, penalties, repeal, and re-enactment of existing Acts.)

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):

1. To alter, amend, extend, consolidate, enlarge, or repeal some or all of the provisions of the South Staffordshire Mines Drainage Act, 1873, the South Staffordshire Mines Drainage Act, 1878, and the South Staffordshire Mines Drainage Act, 1892 (which Acts are hereinafter respectively referred to as the Act of 1873, the Act of 1878, and the Act of 1892, and collectively as the existing Acts).

2. To make further provision with reference to the constitution and appointment of the South Staffordshire Mines Drainage Commissioners, acting under the existing Acts, and if deemed necessary or desirable to continue or to dissolve and reincorporate the said Commissioners, and to confer upon the existing or the new Commissioners, as the case may be (all of whom are hereinafter, unless the context otherwise requires, included in the expression "the Commissioners"); some or all of the powers, rights, privileges, duties, and liabilities now vested in or imposed or conferred upon the existing Commissioners, with such variations, additions, and limitations as may be prescribed or provided for by the intended Act.

3. To make further provision with respect to and to alter the mode of appointment and constitution of District Committees under the existing Acts, and with respect to the payment of expenses of the Commissioners, or any of them.

4. To make provision for the constitution and appointment for the purposes hereinafter mentioned of a Committee (hereinafter called the "Executive Committee"), and to confer upon the Board of Trade or other public authority, and upon creditors and persons holding mortgages or other securities of the Commissioners, power to elect and appoint some person or persons to be a Member or Members of the Executive Committee, and to make provision for the election, qualification, appointment, removal, and remuneration of members of the Executive Committee, and for the procedure of such Committee.

5. To define and prescribe the powers, rights,

privileges, duties, and obligations of the Executive Committee, and confer upon or vest in or transfer to them some or all of the powers, rights, privileges, duties, and obligations of the Commissioners, and to empower the Executive Committee (either subject to or freed from any control or interference of the Commissioners, and in the name of the Commissioners or otherwise) to do and perform all or some of the acts and things, and exercise the powers with reference to the assessment and levying of rates, the protection of works, the construction of works and the acquisition of lands, the issuing of bonds and other securities for loans and giving receipts and discharges, and all such powers and authorities, acts, and things ministerial, executive, or otherwise, as the Commissioners are or may be required or authorised to do and exercise by the existing Acts or the intended Act, and may be delegated to or conferred upon the Executive Committee by or under the authority of the intended Act.

6. To make provision for the continuation in office, and with respect to the retirement and removal of the Arbitrators under the existing Acts, and to the filling up of vacancies in the office of Arbitrator, and for continuing the provisions of the said Acts with respect to Arbitrators, with such variations, additions, or limitations as may be prescribed or provided for by the intended Act.

7. To confer upon the Arbitrators further powers with respect to their judicial functions and particularly to confer upon them all such powers with respect to the insurance rate to be provided for by the intended Act, as hereinafter mentioned, as are now vested in them with respect to the general drainage rate and the mines drainage rate, under the existing Acts, or such of them as are applicable thereto, with such variations or extensions as may be prescribed or provided for by the intended Act.

8. To vary or repeal so much of section 13 of the Act of 1878 as relates to reports with respect to the relief of mines in the Oldbury District from underground water.

9. To alter, vary, or repeal Sections 27, 28, and 29 of the Act of 1873, with respect to the formation of certain districts in the drainage area into separate drainage districts, and to make further or other provisions with reference thereto, and to constitute the drainage area one district for rating and borrowing purposes.

10. To vary, alter, amend, or repeal the provisions of the existing Acts with respect to the mines in respect of which any rate is payable, and to the graduation of rates, and to the exemption of mines from rates, and to confer further powers upon the Commissioners and the Executive Committee, and upon the Arbitrators with reference thereto.

11. To vary the mode of procedure with respect to the awards of the Arbitrators, and the hearing and deciding upon appeals with reference thereto, or with reference to any assessment to any rate, and to confer further powers upon the Arbitrators for all or any of the purposes of the intended Act with respect to the receiving and taking of evidence and the examination of witnesses upon oath or otherwise, the production, inspection, and verification of documents, and the awarding of costs.

12. To enable the Commissioners or the Executive Committee to make and levy all such rates, and to exercise all such powers with respect to the charging, apportionment, and recovery thereof as the Commissioners may now exercise under the existing Acts, and in addition thereto to authorise the Commissioners or the

Executive Committee to make and levy an insurance rate as hereinafter mentioned, and to extend to such insurance rate some or all of the provisions of the said Acts with respect to the general drainage rates and the mines drainage rates.

13. To make further provision with respect to the exemption of districts from the powers and provisions of the existing Acts or the intended Act, and to the abolition of such exemption, and to confer further powers upon the Commissioners and the Executive Committee and the Arbitrators with reference thereto.

14. To provide for the assessment, levying, and recovery of a rate or contribution (in this Notice referred to as an insurance rate) in respect of mines lying within a mines drainage district which may have exempted itself under the powers of the existing Acts or the intended Act from the operation thereof in respect of benefit derived from any mines drainage works of the Commissioners, or lying within a mines drainage district or part of a district, which may never have been subject to a mines drainage rate.

15. To make provision for the assessment and levying of rates upon occupiers of mines commencing occupation after the general yearly assessment shall have been made, or otherwise omitted from such assessment.

16. To provide for the payment of rates pending, and notwithstanding any appeal in respect thereof, and for the collection of rates by instalments.

17. To provide that rates shall be a first charge upon the mines or minerals on which they are or may be assessed as against the owner, lessor, landlord and other persons, and to make the goods of such lessor and landlord liable to distress, notwithstanding anything contained in Section 23 of the Act of 1878.

18. To make further and better provision for obtaining returns of the quantities of minerals from time to time raised by the occupiers of mines within the drainage area, and of the extent of such mines, and for the confirmation and verification thereof, and for the appointment, removal and payment of inspectors, and to confer upon such inspectors, and upon the Commissioners and the Executive Committee and the Arbitrators, or any of them, all such powers of entering and inspecting mines, and compelling occupiers of mines, canal companies and others to give facilities therefor as may be deemed necessary or expedient for the purposes aforesaid, or may be prescribed or provided for by the intended Act, and to enforce by penalties or otherwise compliance with such provisions or requirements.

19. To provide for the consolidation of the existing or any future mortgages, debts and annuities of the Commissioners, and for charging the same upon the whole of the said rates, or upon such part or parts thereof as the Commissioners may determine, or as may be prescribed or provided for by the intended Act, and to vary the rights and privileges of the mortgagees, creditors and annuitants, and confer other rights and privileges.

20. To empower the Commissioners to raise further moneys upon the security of the whole of the said rates, or any of them, or any part thereof, and to confer further powers upon them with respect to the mode of borrowing under the Local Loans Act, 1875, and otherwise, and to the repayment and application of moneys borrowed, and to make further provision for the payment of commissions and of costs, charges and expenses in relation thereto, and for issuing mortgages or other securities at a discount, and for issuing mortgages or other securities as security for and

in discharge of existing and future debts, and to confirm any payments which have been so made and any mortgages or other securities which may have been so issued prior to the passing of the intended Act, and to make provision for the redemption of mortgages or other securities issued by the Commissioners or the Executive Committee.

21. To authorise the investment of trust funds on the mortgages, annuities, or other securities of the Commissioners, and to exempt the Commissioners from liability in respect of notice of any trust affecting money advanced to them.

22. To make further provision as to the appointment of a receiver, and to define the powers and duties of such receiver, and to confer upon such receiver some or all of the powers vested in the Commissioners or the Executive Committee.

23. To empower the Commissioners to purchase, acquire, and take on lease compulsorily or by agreement, and to sell lease, exchange and dispose of lands, easements, and pumping, and other plant, and to extend and make applicable the provisions of the Lands Clauses Consolidation Acts, or some of them, and to continue the powers of the existing Acts with reference thereto.

24. To make further and better provision for the protection of the works and property of the Commissioners, and for restraining injury thereto by injunction or otherwise, and to enable the Commissioners or the Executive Committee, without notice or otherwise, to repair and reinstate the same, and to recover the cost thereof from the person injuring the same, or such other person or persons, and in such manner as may be prescribed by the intended Act; and to extend such provisions to the acts and works of the Corporations of Walsall and Wolverhampton, and to repeal so much of Section 31 of the Act of 1878 as relates to those Corporations.

25. To make provision for preventing the flow of water on to any land from which it might percolate into any mines within the drainage area, and for prohibiting obstructions to water-courses within the said area; and for imposing penalties and recovering expenses in respect of the matters aforesaid.

26. To enable the Commissioners and the Executive Committee to make, alter, vary, and enforce bye-laws, and to attach penalties to the breach or non-observance of any such bye-laws or of the provisions of the existing Acts or the intended Act, and to provide for the recovery and application of such penalties.

27. To vary or extinguish all existing rights and privileges which would in any manner prejudice or interfere with or be inconsistent with the objects of the intended Act, and to confer other rights and privileges, and to incorporate with the intended Act some or all of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Commissioners Clauses Act, 1847, the Land Drainage Act, 1861, and any Acts amending the same or incorporated therewith; and also the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway.

28. The objects of the intended Act will or may be effected by the repeal in whole or in part of the existing Acts, and by the re-enactment of some or all of the provisions thereof, or such of such provisions as it is intended or may be deemed expedient to continue with such variations, additions, extensions or limitations, and such new clauses or provisions as may be proper

or necessary for giving effect to the objects aforesaid.

29. And notice is hereby also given that 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 next.

Dated this 19th day of November, 1888.

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

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

In Parliament.—Session 1889.

Barrow Hæmatite Steel Company, Limited.
Water Supply.

(Construction of Works; Compulsory Purchase of Lands and Water Rights; Diversion and Use of Waters; Application and Raising of Moneys; Provisions for Vesting Powers and Works in Corporation of Barrow-in-Furness, and Powers to Corporation to apply and raise Moneys; Incorporation of Acts; Other Powers; Amendment or Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Barrow Hæmatite Steel Company, Limited (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following among other purposes, that is to say:—

1. To authorise the Company to make and maintain the works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or some of the powers hereinafter mentioned, that is to say—

(a) A dam or weir across the river called or known as the Duddon River, at or near a point thereon, six chains or thereabouts measured up the river, from the junction therewith of the stream called or known as Crosby Gill, and which dam or weir will commence on the north side of the river, in the township of Ulpha, in the parish of Millom, in the county of Cumberland, in a wood or coppice numbered 505 on the Ordnance map of that parish, scale $\frac{1}{2500}$ (sheet lxxxiii-16), at or near the fence forming the boundary between the said wood or coppice and the field numbered 501 on the said Ordnance map, and terminate on the south side of the said river, in the township of Dunnerdale-cum-Seathwaite in the parish of Kirkby Ireleth, in the county of Lancaster, at a point opposite to, and thirty yards or thereabouts, from the point of commencement, which said intended dam or weir will be wholly made or situate in the said township of Ulpha, and parish of Millom, in the county of Cumberland, and the township of Dunnerdale-cum-Seathwaite and parish of Kirkby Ireleth, in the county of Lancaster.

(b) A line of pipes commencing in the said township of Ulpha, and parish of Millom, at or near the said intended dam or weir and terminating in the parish of Barrow-in-Furness, in the said county of Lancaster, in the northernmost of the two reservoirs called the Ormsgill Reservoirs, belonging to and in the occupation of the Company, which said intended line of pipes will be made or pass from, in, through, or into the parishes, townships extra parochial, and other places following, or some of them, that is to say, Millom, Ulpha, and Thwaites, in the county of

Cumberland, and Kirkby Ireleth, Dunnerdale-cum-Seathwaite, Broughton West, otherwise Broughton-in-Furness, Angerton, Kirkby Ireleth, Low Quarter, Ireleth Above Town, Dalton, Dalton proper, Hawcoat, and Barrow-in-Furness, all in the county of Lancaster.

- (c) A dam or weir across the said stream called Crosby Gill, at or near a point thereon, five chains or thereabouts measured up the stream from the junction thereof with the said River Duddon, and which dam or weir will be wholly situate in the said township of Ulpha, in the parish of Millom, in the county of Cumberland, and will commence on the west side of the stream, in a wood known as Great Calf Haw, and numbered 414 on the said Ordnance map (sheet lxxxiii-15), and terminate on the east side of the said stream, at or near a point opposite to and fourteen yards or thereabouts from the point of commencement.
- (d) A line of pipes to be wholly situate in the said township of Ulpha, and parish of Millom, commencing in the said stream called Crosby Gill, at or near the said intended dam or weir across that stream, and terminating at or near the commencement of the intended dam or weir (a) across the River Duddon.
- (e) All necessary and proper embankments, walls, dams, weirs, cuts, channels, aqueducts, catchwaters, culverts, bridges, tunnels, drains, sluices, by-washes, gauges, wells, tanks, engines, buildings, mains, pipes, machinery, appliances, roads, approaches, and other works and conveniences.

2. To purchase, by compulsion or agreement, and hold and to take on lease, and to take grants of easements over, through, or under lands, buildings, springs, streams, waters, and other hereditaments and property which may be required for the purposes of the intended works or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

3. To take, collect, divert, impound, appropriate, and use all such rivers, streams, springs, and waters as can be diverted and abstracted, or as will or may be intercepted by the proposed works, or which may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they may acquire easements or rights, and especially the following rivers, streams, and waters, that is to say:--Crosby Gill, the waters of which flow into the River Duddon, the River Duddon, the waters of which flow into the sea.

4. To deviate from the lines and levels of the intended works to such extent as may be defined by the Bill or prescribed by Parliament.

5. To lay down, maintain, alter, remove, and renew mains, pipes, and other apparatus, works, and conveniences in, over, under, or across, and for that purpose to 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, telegraphs, telephones, pipes, sewers, drains, rivers, streams, brooks, or water-courses, in the parishes, townships, and places before mentioned, so far as may be necessary or convenient for any of the purposes of the Bill.

6. To apply to the purposes of the Bill any capital or funds now belonging to them or which they have power to raise, and for such purposes

to increase their capital, and to raise further moneys by shares, stocks, debenture stock, or by borrowing with such preference, priority, or other rights or privileges as may be provided by the Bill.

7. To transfer to and vest, or to provide for the transfer to and vesting in the Mayor, Aldermen, and Burgesses of the borough of Barrow-in-Furness, in the county of Lancaster (hereinafter called "the Corporation"), of all or some of the powers to be conferred by the Bill, and of all works constructed, and lands, waters, easements, and other hereditaments and property purchased or acquired by the Company in the exercise of such powers, on such terms and conditions (and subject to such reservations in favour of the Company of the use of the water to be taken under the powers of the Bill) as may be agreed on or determined by arbitration, or fixed, prescribed, or defined by or under the provisions of the Bill, and to confer on the Corporation all necessary powers in that behalf.

8. To authorise the Company and the Corporation from time to time to enter into and carry into effect contracts, agreements, and arrangements with reference to all or any of the objects and purposes of the Bill, and all matters incidental thereto, and to sanction and confirm any such contract, agreement, or arrangement made, or to be made prior to the passing of the Bill.

9. To authorise the Corporation for all or any of the purposes of the Bill, or any such contract, agreement, or arrangement, to apply their corporate funds and revenues, and to raise further moneys by borrowing, or by the creation and issue of stock (redeemable or irredeemable), or otherwise, as shall be provided by the Bill or sanctioned by Parliament.

10. To incorporate with the Bill with such variations, modifications and exceptions, as may be deemed expedient, the provisions, or some of the provisions, and to confer on the Company all or some of the powers of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Waterworks Clauses Acts, 1847 and 1853, 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, the provisions, or some of the provisions of the Memorandum of Association and Articles of Association, Rules and Regulations of the Company, The Barrow-in-Furness Corporation Act, 1868, The Barrow-in-Furness Corporation Extension and Amendment Act, 1872, The Barrow-in-Furness Corporation Act, 1873, The Barrow-in-Furness Corporation Act, 1875, The Barrow-in-Furness Corporation Act, 1881, and of the several other Acts and Orders relating to the Corporation and the Borough of Barrow-in-Furness, and of all other Acts which may relate to, or be in any way affected by any of the objects and purposes of the Bill.

12. The Bill will confer on the Company and the Corporation all powers, rights, authorities, and privileges which are or may become necessary for carrying it into execution, will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, and will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

And Notice is hereby 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 Cumberland, at his office at Carlisle, and with the Clerk of the Peace for the County of Lancaster at his office at Preston, 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 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 13th day of November, 1888.

Currey, Holland, and Currey, 14, Great George Street, Westminster, Solicitors.
John Charles Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1889.

Coventry Corporation Water.

(Construction of New Waterworks; Power to take and impound Waters; Purchase of Lands by compulsion or agreement; 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; Levy tolls, Rates, and Charges; Power to Borrow Money; Repeal Amendment and Incorporation 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 Coventry (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 well with drifts and pumping station (No. 1) to be wholly situate in the Parish of St. Michael (Coventry), in a certain field belonging to the Corporation, and in the occupation of Alfred James Schwabe, which said well and pumping station are intended to be placed about 15 chains directly north of Willenhall bridge, on the road leading from Coventry to Dunchurch.

2. A line of main pipes (No. 1) commencing in the said parish of St. Michael, and leading from the said well and pumping station to, and terminating in the service reservoirs next, hereinafter described in the parish of The Holy Trinity (Coventry), which said line of main pipes (No. 1) will pass in, into, or through the parishes of St. Michael and The Holy Trinity.

3. Two service reservoirs to be wholly situate in the parish of The Holy Trinity in a certain field adjoining to and on the east side of a lane leading out of Barker's Butts-lane, into a road leading from Radford to Brownhill-green, the said field belonging to the trustees of Sir Thomas White's Charity Estates, in the occupation of Joseph Liggins, which said reservoirs are intended to be placed at a distance of about 15 chains to the north-east of a farmhouse in the hamlet of Coundon, in the parish of The Holy Trinity, known as the Hill Farm.

4. A well with drifts and pumping station (No. 2) to be wholly situate in the said parish of

The Holy Trinity in certain fields near to the village of Radford, belonging respectively to the representatives of the late William Lynes, deceased, and the trustees of Sir Thomas White's Charity Estates, and in the respective occupations of Richard Caldicott and Joseph Warden. The said well and pumping station are intended to be placed about 15 chains to the north-east of Radford Church.

5. A line of main pipes (No. 2) commencing in the parish of The Holy Trinity at and leading from the last-mentioned well and pumping station to and terminating in the circular tank of the existing pumping station of the Corporation, situate at or near to Spon-end, in the parish of St. Michael, which said line of main pipes (No. 2) will pass in, into, or through the several parishes of The Holy Trinity and St. Michael. Together with all proper approaches, embankments, wells, tanks, basins, 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 pumping, collecting, filtering, storing, and distributing water, and for carrying into effect the objects of the intended Act.

All which works so proposed to be authorised will be wholly situate in the county of Warwick.

To empower the Corporation to deviate in the construction of the intended works laterally to the extent to be shown on the plans to be deposited as hereinafter mentioned, or to be defined in the intended Act, and vertically to the extent to be defined in such Act.

To empower the Corporation to take, collect, divert, impound, appropriate, and use for the purposes of their water undertaking, all or any of the waters to be found in, or by means of, the said wells and drifts, and pumping stations, or either of them, and also so much of the waters of the Radford springs, and the stream formed by or issuing therefrom, as shall be found upon the lands to be acquired for, or in connection with, the said well and pumping station No. 2.

To empower the Corporation to purchase and take compulsorily or by agreement, lands, waters 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, waters, and hereditaments.

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 within the parishes and county aforesaid, and also for the purposes of the intended Act, and within the parishes and county aforesaid, 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, water-courses, pipes, and telegraph wires.

To extend the limits within which the Corporation may supply water, so that the same shall include the City of Coventry and the parishes of Foleshill, Allesley, Stoke, and Stivichall, or some of them, or some part or parts thereof, all within the county of Warwick.

To consolidate the waterworks proposed to be authorised by the intended Act, with the existing water undertaking of the Corporation, and to extend and apply all or some of the enactments in force in relation to the existing waterworks

of the Corporation to the waterworks so proposed to be authorised.

To make further provisions 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 provisions for or with respect to the waste, misuse, undue consumption, or contamination of the water 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, any highway board, or surveyors of highways, and any railway company or 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 authorise the Corporation to levy rates, rents, and charges; to increase or vary existing rates, rents, and charges; and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges; and to empower the Corporation to demand and recover water rates or rents half-yearly in advance.

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 rates, the water undertaking of the Corporation, the estates, rates, 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, alter, or amend all or some of the provisions of the following Local Acts, viz., the 7 & 8 Vic., cap. 56, and to incorporate with or without alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses (Umpire) Act, 1883; the Waterworks Clauses Acts, 1847 and 1863; the Public Health Act, 1875; 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 the 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 Warwick, at his office at Leamington, 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, on or before the 30th day of November instant, 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 15th day of November, 1888.

Thomas Browett, Town Clerk, Coventry.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge Street, Westminster, Parliamentary Agents.

In Parliament—Session 1889.

Midland and Lincolnshire Coast Railway.

(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Running Powers to Company over portions of Railways of other Companies; Working and other Agreements with the London and North Western and Midland Railway Companies; Traffic Facilities with Great Northern Railway Company; Power to raise Capital by Instalments; Payment of Interest during Construction; Amendment of Acts, &c.)

A PPLICATION is intended to be made to Parliament, in the Session of 1889, for the purpose of bringing in a Bill for effecting the purposes, or some of the purposes following (that is to say):

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the Railways hereinafter mentioned, or some part or parts thereof, together with all necessary junctions, stations, approaches, roads, and other works and conveniences connected therewith (that is to say):

Railway No. 1, commencing in the parish of Saxby, in the county of Leicester, by a junction with the Midland Railway Company's railway, at a point opposite a mile post marked 14½ miles from Syston, and 34 miles from Peterboro', and terminating at a fence on the south side of the Skirbeck-road, at a point 25 yards or thereabouts from the western boundary of Boston Union, in the borough of Boston, in the parts of Holland, in the county of Lincoln.

Railway No. 2, commencing by a junction with Railway No. 1, at its point of termination, and terminating at a point 60 yards or thereabouts, measured in a northerly direction from the north-west corner of the Vine Hotel, at Chapel St. Leonards, on the road leading from Chapel St. Leonards to Hogsthorpe.

Railway No. 3, commencing in the parish of Burgh-le-Marsh, in the parts of Lindsey, in the county of Lincoln, by a junction with Railway No. 2, at a point on a fence 100 yards or thereabouts from the north-west corner of a field belonging or reputed to belong to Sir Charles Crawford, Baronet, and in the occupation of George Raithby, situate on the south side of the public road known as Billgate-lane, in the parish of Burgh-le-Marsh, and terminating at a fence east of the sand-hills belonging or reputed to belong to the Right Honorable the Earl of Scarborough, at a point 19¼ chains or thereabouts north of the north-east corner of the Pier Hotel,

at Skegness, in the parts of Lindsey, in the county of Lincoln.

The intended Railways will pass from, in, through, or into, and will be situate within the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):

Saxby, Garthorpe, Coston, Buckminster, and Sevstern, in the county of Leicester.

Stainby, Colsterworth, Woolsthorpe, Easton, Burton-Coggles, Bassingthorpe, Bitchfield, Ingoldsby, Lenton, Pickworth, Fellingham, Sempringham, Walcot, Birthorpe, Billingborough, and Horbling, in the parts of Kesteven, in the county of Lincoln.

Donnington, Bicker, Swineshead, Wigtoft, Kirton, Frampton, Wyberton, Skirbeck quarter, Skirbeck, Boston, Fishtoft, Prieston, Butterwick, Bennington, Leverton, Leake, and Wrangle, in the parts of Holland, in the said county of Lincoln, and

Friskney, Wainfleet St. Mary, Wainfleet Al Saints, Thorpe St. Peter, Bratoft, Burgh le Marsh, Orby, Winthorpe, Ingoldmells, Addlethorpe, Hogsthorpe, Chapel St. Leonards, Mumby-cum-Chapel, and Skegness, in the parts of Lindsey, in the said county of Lincoln.

To authorise the Company to deviate laterally from the lines of the intended works, to the extent shewn on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shewn in the sections hereinafter mentioned.

To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works or any of them or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon, or in respect of the intended railways and works, and upon the portions of railways, stations and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways hereinafter mentioned (that is to say):

So much of the railway of the Midland Railway Company as lies between Saxby and the junction of that railway with the railway of the London and North Western Railway Company near Wigston.

So much of the Railway of the London and North Western Railway Company as lies between that junction and the junction of the London and North Western Company's railway with the railway of the Midland Railway Company near Nuneaton.

And so much of the railway of the Midland Railway Company as lies between the last-mentioned junction and Birmingham, 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 and portions of railways.

To empower the Company on the one hand, and the London and North Western and Midland Railway Companies (hereinafter called the two Companies), or either of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, stations, and works, or any part or parts thereof, respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways and stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the intended railways, and the railways of the Great Northern Railway Company.

To authorise the Company to raise their capital by instalments, and to borrow by instalments in respect of such capital.

To enable the Company to pay interest during the construction of the intended works.

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

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following (that is to say): 7 & 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; and 9 & 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company.

Notice is hereby also given that, on or before the 30th day of November, 1888, 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 County of Leicester, at his office at Leicester; with

the Clerk of the Peace of the parts of Holland, in the County of Lincoln, at his office at Boston; with the Clerk of the Peace for the parts of Lindsey, in the said County of Lincoln, at his office at Lincoln; and with the Clerk of the Peace for the parts of Kesteven, in the said County of Lincoln, at his office at Stamford; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra-parochial place in, or through, which the said railways and works or any part thereof are, or is, intended to be made, or will be situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1888.

Rhodes and Carnley, Alford, Lincolnshire,

Solicitors for the Bill.

Roberts and Chubb, 6, Queen Anne's Gate, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1889.

Kensington and Knightsbridge Electric Lighting.

(Electric Lighting in the Parish of St. Mary Abbots, Kensington, and in the United Parishes of St. Margaret and St. John, Westminster, in the County of Middlesex; Production and Supply of Electricity; Acquisition of Lands; Construction of Works; Breaking up and other Interference with Streets; Arrangements with Local Authorities; Levying of Rates and Charges; and other purposes.)

NOTICE is hereby given, that application will be made by the Kensington and Knightsbridge Electric Lighting Company, Limited, whose registered office is situate at the Kensington Court Electric Lighting Station, High-street, in the parish of St. Mary Abbots, Kensington, in the county of Middlesex, or by the Kensington Court Electric Lighting Company, Limited, whose registered office is situate at the same place, or by both the said Companies either jointly or severally, to the Board of Trade on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for the following purposes, or some of them (that is to say):

1 To authorise and empower the Company (in which expression as hereinafter used it is intended to include, both or either of the above-mentioned Companies, as the case may be,) to produce, store, supply and sell; electricity, electric current, and other like agency (all in this Notice called electricity) for public and private purposes, as defined by the Electric Lighting Acts, 1882 and 1888, within the area of supply hereinafter mentioned (that is to say): The parish of Saint Mary Abbots, Kensington, in the county of Middlesex, and so much of the parish of Saint Margaret, Westminster, in the said county of Middlesex, as lies to the west of the parish of St. George, Hanover-square.

2. To authorise the Company to acquire, construct, and use, and from time to time to sell, let, and otherwise dispose of machinery, plant, and apparatus for the production, storage, regulation, measurement, distribution, and supply of electricity, and also to acquire, construct, main-

tain, and enlarge, and to discontinue, sell, or otherwise dispose of all such lands, buildings, machinery, appliances, and other property as shall be required for the purpose of containing, manufacturing, and working the machinery, plant, and apparatus to be so used for the production, storage, regulation, measurement, distribution, and supply of electricity.

3. The works proposed to be constructed, used, and maintained may be described generally as follows:—A central station or central stations at which electricity will be generated or collected, and a system of mains by which electricity will be conveyed and distributed from the central station or stations throughout the area of supply.

4. To authorise the Company to acquire, place, maintain, and use, and to take up, sell, and otherwise dispose of electric and other mains, storage and other batteries, accumulators, cables, conductors, services, wires, tubes, pipes, insulators, meters, reservoirs, distributing, cut-out and other boxes, switches, transformers, and other apparatus for transmitting, storing, measuring, regulating, and distributing electricity for lighting and other purposes, public and private, and any pipes, conduits, or other channels of water supply for feed or condensing purposes, or otherwise to be used for the purposes of, or in connection with, the works and lines to be erected, used, or maintained under such Order (all in this Notice called "Electric Lines") in, through, under, over, along, and across, and either above or beneath the surface of, and for that purpose to cross, open, break up, divert, alter, stop up, or otherwise interfere with, whether temporarily or permanently, all roads, streets, footpaths, and other public places, and all railways, tramways, canals, rivers, watercourses, bridges, sewers, drains, gas, water, and other pipes, telegraphic, telephonic, and electric posts, wires, and pipes, pneumatic tubes and apparatus, and works of every description within the area of supply.

5. To authorise the Company on the one hand, and any Corporation, Vestry, District Board, or other Local, or Sanitary, or Road Authority, and any Railway, Dock, Canal or other Company, on the other hand, to enter into and carry into effect, and rescind and renew contracts for empowering the Company to enter upon and break up the streets, roads and other places and things before mentioned, and, if thought expedient, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things before mentioned, proposed by the Order to be conferred upon the Company.

6. To authorise the Company on the one hand, and any Corporation, Vestry, District Board, or other Local, or Sanitary Authority, on the other hand, to make and carry into effect, and rescind and renew contracts for the supply of electricity, and to authorise such Corporation, Vestry, District Board, or other Authority, to buy and sell electricity under such contracts, and to apply for the purposes of any such contracts their respective funds, revenues, and rates, and to borrow money for such purposes.

7. To empower the Company to place electric lines as defined in this Notice, in, through, under, over, or along, and either above or beneath the surface of the streets and other places following (that is to say):—All or any of the streets, roads, lanes, alleys, courts, squares, passages, thoroughfares, and footways, included within the area of supply, as hereinbefore defined.

8. The applicants propose to take powers by this Order to break up the following streets which are not repairable by a local authority (that is to say):—Adam and Eve-mews, Adrian-

mews, Albert-mews, Alveston-mews, Ashburn-mews, Atherstone-mews, The Avenue, Barkstone-gardens, Bolton-mews, Bolton Studios, Bramham-gardens, Brenmer-road, Chelsea-grove, Cleveland Terrace-gardens, Cluny-mews, Courtfield-mews, Craley-mews, De Vere-mews, Egerton-gardens, Farnell-mews, Fawcett-mews, Gaspar-mews, Grenville-mews, Harrington-mews, Holmes-place, Jay-mews, Kendrick-mews, Kramer-mews, Kensington-crescent, Kensington-gate, Lexham-mews, Ligon-mews, Neven-square, Old Manoryard, Onslow-mews, Ovington-mews, Pennant-mews, Philbeach-gardens Warwick-road, Queensberry-mews, Queensberry-place, Radley-mews, Redcliffe-mews, Roland-gardens, Shaftesbury-mews, Sumner Place-mews, Sydney-mews, Tarn-mews, Victoria Grove-mews, Wynnstay-gardens, and South-place; and also the railways following (that is to say):—The Metropolitan Railway, the Metropolitan District Railway, the West London Extension Railway.

9. To authorise the Company to levy, make, and recover rates, rents, and charges, in respect of electricity supplied by them, and in respect of the sale and hire of machinery, plant, apparatus, and instruments, and to confer, vary, and alter exemptions from the payment of such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

10. To empower the Company from time to time to make, alter, and rescind regulations and bye-laws for, or relating to the use, misuse, or waste of electricity, or electric lines, or apparatus connected therewith, and to impose and recover penalties for the breach of such regulations or bye-laws, and to authorise the Company, their officers, servants, and workmen, to enter upon lands, buildings, or other premises, and to examine any machinery, plant, apparatus or instruments supplied by the Company, or used in connection with their lines or works, and to execute such works and to do such things as shall be necessary for the regulation or prevention of such use, misuse, or waste, and to impose and recover penalties for the tampering or fraudulently interfering with any such machines and things aforesaid.

11. To confer upon the Company all the powers and privileges, exemptions, and rights given, or proposed to be given, to Undertakers by the Electric Lighting Acts, 1882 and 1888, and to authorise and enable them to exercise and enjoy the same throughout the said area of supply.

On or before the 30th day of November instant a map or plan showing the boundaries of the proposed area of supply, and the streets and places in, over, or along which it is proposed to place any electric lines or other works, 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 Middlesex, at his office at the Sessions House, Clerkenwell-green, in that county; with the Vestry Clerk of the united parishes of St. Margaret and St. John, Westminster, at his office, Town Hall, Westminster, S.W.; and with the Clerk to the Vestry of the parish of St. Mary Abbots, Kensington, at his office, Town Hall, Kensington, W.; and with the Clerk of the Metropolitan Board of Works, at his office in Spring-gardens, S.W.; and also at the office of the Board of Trade, Whitehall-gardens, London; and also at the Parliament Office of the House of Lords; and at the Private Bill Office of the House of Commons.

On or before the 21st day of December next printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that day copies

may be obtained at the office of the Company situate as aforesaid, and at the office of the undersigned, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at the office of the Company as aforesaid, and at the office of the undersigned, on payment of one shilling, or of such other sum as the Board of Trade may direct.

Every Local or other Public Authority, Company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 1st day of February, 1889; and they must, within the same time, deliver copies of any clause or amendment they desire to have inserted in the Order to the Board of Trade, and to the undersigned Parliamentary Agents for the Order; and it is desirable they should at the same time send copies of the objections and representations to the undersigned.

Dated the 17th day of November, 1888.

Deacon, Gibson, and Medcal; 4, St. Mary Axe, London, E.C., Parliamentary Agents for the Order.

In Parliament—Session 1889.

Didcot, Newbury, and Southampton Railway.

(Extension of Time for Compulsory Purchase of Lands and Construction of Aldermaston Branch Railway; Abandonment of Portions of Authorised Lines, and Release of Deposit and Application thereof; Cancelling Agreements with the Corporation of Southampton, and the Southampton Harbour Board Scheduled to the Company's Act of 1882; Reduction and Re-arrangement of Capital, Working, and other Agreements with the London and South-Western Railway Company; Reciprocal Facilities for Forwarding and Interchange of Traffic with the London and South-Western Railway Company; Power to Re-sell Properties Purchased for Railways and other Works Proposed to be Abandoned, and Application of Receipts; Cancelling Agreements for Purchase of Lands and Notices to Treat; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Didcot, Newbury, and Southampton Railway 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 extend the time limited by the Didcot, Newbury, and Southampton Railway (Extension of Time) Act, 1887, for the compulsory purchase of lands and the completion of the works of the Railway No. 5, authorised by the Didcot, Newbury, and Southampton Junction Railway Act, 1882 (hereinafter called "the Act of 1882").

To authorise the abandonment and relinquishment of so much of the Railways and Works authorised by the Act of 1882 as are hereinafter described, or some part or parts thereof (that is to say):—

(1) So much of the Railway No. 1 authorised by and described in Section 4 of the Act of 1882 as lies between the commencement of the Railway authorised by the Didcot, Newbury, and Southampton Railway Act, 1888, and the authorised termination at Southampton of the said Railway No. 1.

- (2) The whole of Railways Nos. 2, 3, and 4 described in Section 4 of the Act of 1882.
- (3) The whole of the river-wall or embankment and roadway sixthly described in Section 4 of the Act of 1882.
- (4) The street or road in continuation of the Western Shore Road seventhly described in Section 4 of the Act of 1882.
- (5) The widening and reconstruction of Bargate-street eighthly described in Section 4 of the Act of 1882.
- (6) The roadway from Four Posts-hill to the proposed river-wall or embankment described in Section 5 of the Act of 1882.
- (7) The station-roads and other works described in Section 6 of the Act of 1882.

To release the Company from all liabilities, penalties, and obligations for the non-completion of such railways and works; 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 said railways and works, or the lands required for the purposes thereof respectively.

To provide for the release and the application primarily towards the construction of the railway authorised by the Act of 1888 of the money or stock deposited with or transferred to the Supreme Court of Judicature, in respect of the application to Parliament for the Act of 1882, and now remaining in the name and custody of Her Majesty's Paymaster-General as security for the completion of the said railways and works, together with all interests or dividends which may have become due thereon.

To repeal, cancel, or rescind the agreement dated the 8th day of November, 1881, between the Corporation of Southampton and the Company, and also the agreement dated the 10th day of May, 1882, between the Company and the Southampton Harbour Board, forming the first and second schedules annexed to the Act of 1882, and confirmed by that Act.

To make provision for the reduction, re-arrangement, and application of the capital of the Company.

To enable the Company, on the one hand, and the London and South-Western Railway Company, on the other hand, from time to time, to enter into and carry into effect contracts, agreements, and arrangements for and with respect to the construction, working, and use of so much of the authorised railways and works of the Company as lies between the Winchester Station of the Company and the junction with the London and South-Western Railway authorised by the Act of 1888, including the said station and junction and any alteration or extension thereof, and to confirm any agreements which may have been, or may be entered into between the Company and the said other Company, and, if need be, to alter, modify, or rescind existing agreements entered into between the Company and the London and South-Western Railway Company.

To extend and apply the powers and provisions contained in the Didcot, Newbury, and Southampton Junction Railway Act, 1880, and the Act of 1882, with respect to the interchange, transmission, and accommodation of traffic with and over and under the London and South-Western Railway Company, and their railways, and to make further provisions in relation hereto.

To enable the Company to apply to the purposes of their undertaking generally, or any

part thereof, all capital or funds now, or hereafter belonging to them, or under their control, whether the same are by any Acts relating to the Company specially applied to particular objects or otherwise.

To empower the Company to re-sell and dispose of all or any lands or other property purchased for the purposes of the railways and works now proposed to be abandoned and to provide for the application of the receipts.

To vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

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 local and personal Acts following, or some of them (that is to say):—The Didcot, Newbury, and Southampton Junction Railway Acts, 1873, to 1888, and any other Acts relating to or affecting the Didcot, Newbury, and Southampton Railway Company; the Act 4 and 5 Will. IV., cap. 88, and any other 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 16th day of November, 1888.

Lake, Beaumont, and Lake, 10, New-square, Lincoln's-inn, London;
Alear. Paris, Southampton;

Solicitors for the Bill.

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

In Parliament.—Session 1889.

Wallasey Embankment.

(Enlarging Powers and increasing Number of Wallasey Embankment Commissioners; Power to construct Embankments or Sea-walls and other Works; Powers of Deviation; Acquisition of Lands; Provisions for Payment of Cost and Maintenance of intended Works; Powers to Owners of adjacent Lands in regard to Construction of Works and Contributions to Expenses; Powers to Wallasey Embankment Commissioners and Wallasey Local Board and other Local Authorities to borrow Money and levy Tolls, Rates, and Duties; Repeal of Section 23 of the Wallasey Inclosure Act, 1814; also Section 47 of Wallasey Embankment Act, 1829; also Section 85 of the Wallasey Improvement Act, 1845; also the Public Health Supplemental Act, 1853, No. 1, and the Provisional Order relative to Wallasey scheduled to that Act; Power to take Common Lands; Powers to Owners of enclosed and adjoining Lands; Provisions as to Payment of Costs of Act and carrying same into effect; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act"), for the following or some of the following among other purposes (that is to say):—

To amend, extend, and enlarge and if need be to repeal all or some of the provisions of the Wallasey Embankment Act, 1829, and the Wallasey Embankment Act, 1864.

To enlarge and extend the powers of the

Wallasey Embankment Commissioners, and to increase the number of the Commissioners, in such way and manner as may be prescribed by the intended Act, all which existing Commissioners and new Commissioners, as the same may be determined by the intended Act, are hereinafter referred to as "the Commissioners."

To provide that the landowners who will be subject to the payment of rates under the provisions of the intended Act shall have the privilege of voting at the election of Commissioners.

To authorise and require the Commissioners to make and maintain the works hereinafter described, wholly situate within the county of Chester (that is to say):—

1. An embankment or sea-wall in continuation of the existing embankment authorised by the Wallasey Embankment Act, 1829, on the north-west side of the Leasoves in the townships of Wallasey and Great Meolse, in the county of Chester (hereinafter called "the Wallasey Embankment") commencing at the north-east end of that embankment, and thence extending in a north-easterly direction for a distance of 1000 yards, or thereabouts, and there terminating:

2. An embankment or sea-wall in continuation of the Wallasey Embankment, commencing at the south-west end of that embankment, and thence extending in a south-westerly direction for a distance of 1175 yards, or thereabouts, and there terminating at Dove Point.

To authorise and empower the owners of lands on the foreshore of the Irish Sea to make the works hereinafter described, wholly situate in the townships of Wallasey, Liscard, and Great Meolse, or one of them (that is to say):—

3. An embankment or sea-wall commencing at the termination of the said intended embankment or sea-wall firstly above described, thence proceeding in a north-easterly direction for 3250 yards, or thereabouts, and there terminating at the rocks called the "Red Noses":

4. An embankment or sea-wall commencing at the termination of the said intended embankment or sea-wall secondly above described, thence proceeding in a south-westerly direction for 950 yards or thereabouts, and there terminating in the embankment of Sandhey, in the township of Great Meolse, belonging to or reputed to belong to William Ongo Nicholson Shaw.

The said Works No. 3 and No. 4 to be executed to the satisfaction of the Commissioners and to be maintained in manner to be provided by the intended Act.

To provide that a strip of land shown on the plans, to be deposited as hereinafter mentioned, adjoining the south side of the Wallasey Embankment, and of the said intended Works Nos 1, 2, 3, and 4, shall be set out and kept for public purposes, and to require the Commissioners to level and maintain such land in a level state, of the width of 50 yards or thereabouts, in the township of Wallasey, and of the width of 30 yards or thereabouts in the township of Great Meolse.

The said several intended works above described will be situate in the parishes, townships, and places of Wallasey, Liscard, West Kirby, and Great Meolse, and on the foreshore of the Irish Sea, all in the county of Chester.

To authorise the Commissioners and landowners to deviate laterally from the lines of the

intended works to the extent shown on the plans, to be deposited as hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections, to be deposited as hereinafter mentioned.

To provide for the making and maintaining from time to time of all necessary and convenient roads, approaches, and conveniences connected with the proposed works or any of them, and over and upon such strip of land.

To cross, stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses which it may be necessary to cross, stop up, alter, or divert for the purposes of the intended Act.

To purchase by compulsion or agreement lands, buildings, and other property for the purposes of the intended Act, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges, and to confirm any agreements already made for the purchase of lands.

To provide that the Commissioners shall not be required to pay compensation for any land taken for the purposes of the intended works, or for sand and materials used for any of such works, on the condition that the surface of the land adjoining such intended embankments or sea-walls respectively, shall not be made lower than the level of such intended embankments or sea-walls.

To authorise and empower the Commissioners, the Wallasey Local Board, the local authority or the highway authority for the townships of Hoose, Great Meolse, and Little Meolse, and the owners of land adjoining the intended works or whose lands will be benefited thereby, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of such works respectively, upon such terms and conditions, and the cost to be provided for by such means and in such proportions, as may be agreed on or as may be provided by the intended Act.

To provide that the aforesaid strip of land shall at all times be kept open as a public highway and maintained in a level state as follows, or as may be prescribed in the intended Act: The cost of so much thereof as adjoins the Wallasey Embankment, in the townships of Wallasey and Great Meolse, to be paid as part of the expenses of that embankment, and the cost of so much thereof as may adjoin the said intended Works No. 1, No. 2, No. 3, and No. 4, to be paid as part of the expenses of those works respectively.

To authorise for the purposes of the intended works, or any of them, the rating of lands and property in the townships of Wallasey, Liscard, Great Meolse, Little Meolse, and Hoose, not at present within the rateable area of the Wallasey Embankment Acts.

To make provisions for the appointment of valuers, referees, or arbitrators, or otherwise as may be provided by the intended Act, to ascertain the value of the lands added to the rateable area, and to determine the rate or rates to be levied over the whole area thereby charged, and to extend and apply the provisions of the existing Acts for making and collecting the rates applicable thereto.

To provide that after the completion of any

part of the Work No. 3 such part, together with the corresponding portion of the said strip of land adjoining thereto or adjoining the Wallasey Embankment, shall be vested in the Wallasey Local Board, and be thereafter maintained by them and be kept open and unbuilt upon for public use and recreation, under such bye-laws and regulations as may from time to time be prescribed or provided by the intended Act.

To authorise and empower the Wallasey Local Board at any time hereafter to make and maintain parapets or fences on such embankments, together with footpaths, promenades, roads, rides, and drains, and to plant trees and maintain the turf on such embankments and strip of land.

To authorise the Commissioners to maintain the Work No. 4 and the said strip of land adjoining thereto, by means of a rate to be levied upon the lands and hereditaments situate within the township of Great Meolse, above the 25 feet tide level, with all necessary powers with regard thereto, until the same is taken over by the local authority.

To empower the Commissioners to transfer the maintenance of Work No. 4 to the local authority within which the same may be situate, and to confer on such authority similar duties and powers over the said strip of land 30 yards wide as are to be conferred on the Wallasey Local Board with regard to the said strip of land 50 yards wide.

To authorise the Commissioners or the Wallasey Local Board, or other local authority for all or any of the purposes of the intended Act, to apply their funds and revenues and any rates, dues, or other revenues which they are already authorised or may be authorised to raise, and also to borrow money from time to time on the security of any corporate property belonging to them respectively, or on the security of any such rates, dues, or revenues, and on mortgage or bond, debenture stock or otherwise, and to pay off such loans by means of a sinking fund or otherwise, as may be provided by the intended Act.

To enable the Commissioners, the Wallasey Local Board, and other local authority or any of them to charge, levy, and recover rates or other payments for or in respect of the construction and maintenance of the said embankments or sea-walls and works.

To repeal Section 23 of the Wallasey Inclosure Act, 1814 (54 Geo. 3, cap. 87), and the award following on that Act; also Section 47 of the Wallasey Embankment Act, 1829; also Section 85 of the Wallasey Improvement Act, 1845; also the Public Health Supplemental Act, 1853 (No. 1), and the Provisional Order relating to Wallasey, set forth in the Schedule to that Act, so far as the same respectively relate to or affect the lands covered with sand-hills and the 100 yards of sand-hills left undivided and uninclosed for protection from the encroachment of the sea.

To authorise and empower the Commissioners to take any part of the said 100 yards limit of sand-hills for the purposes of the said embankments or sea-walls, and also for the strip of land 50 yards wide adjoining, and in substitution for the rights and privileges of the Wallasey Local Board over such sand-hills.

On the completion of the Works No. 1 and No. 3, to authorise and empower the owners of the lands adjoining thereto, to take possession of the remainder of the 100 yards limit of sand-hills according to the extent of the respective frontage to such embankments, and to appro-

priate the same for their own use by way of compensation for the cost of the sea-wall erected or to be erected in front thereof.

For the purposes of the proposed Works No. 2 and No. 4, or some part or parts thereof, situate in the township of Great Meolse, in the parish of West Kirby, it is intended to take 27 acres or thereabouts of the common or commonable land called or known as "Great Meolse Common."

To vary or extinguish the rights, powers, and privileges of the Commissioners under the Wallasey Embankment Acts over or in the commons, leasowes, and lands in the said Acts mentioned, and to empower the owners of enclosed lands, subject to the aforesaid rights, powers, and privileges, to make agreements with the Commissioners and to set out in lieu thereof a strip of land alongside the embankment, and dedicate the same to the same uses and purposes as the aforesaid strip of land 50 yards wide, and to make similar provisions with regard thereto.

To vary, extinguish, exclude, or modify upon or over the said sand-hills or any common waste or other lands to be taken and used for the purposes of the intended Act, all or any rights and privileges of the foreshore or frontage, and all rights of anchoring and beaching, and other rights, powers, privileges, franchises, and jurisdictions which might impede or interfere with or are inconsistent with the objects and purposes of the intended Act.

To make provisions with reference to the payment of the costs and expenses of and incident to the preparing for, obtaining, and passing of the intended Act, or otherwise in relation thereto, and of carrying the same into effect.

To amend, extend, and enlarge, or if need be to repeal, so far as may be necessary, all or some of the provisions of the local and personal Acts, 8 Vic., cap. 6, 21 and 22 Vic., cap. 43, and any other Acts relating to or affecting the Local Board of Health for the district of Wallasey, in this notice called the Wallasey Local Board.

The intended Act will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Commissioners Clauses Act, 1847.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

And notice is hereby also given, that a plan and section in duplicate of the intended embankments or sea-walls and works, and of the lands which may be taken under the powers of the intended Act, together with a book of reference to such plan, will be deposited with the Clerk of the Peace for the county of Chester at his office at Chester, 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, 1888, 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 16th day of November, 1888.

Birch, Cullimore, and Douglas, Chester;
Keightley, Banning, and Crewe, Liverpool;
Solicitors for the Bill.

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

In Parliament.—Session 1889.

Liverpool Tramways.

Further Powers to the Liverpool United Tramways and Omnibus Company with reference to Construction, Selling, Leasing, Taking on Lease, and Working of New Tramways and Disuse and Alteration of Existing Tramways, Gauge and Motive Power, Levying of Tolls, Rates, and Charges, and to Alter and Regulate Existing Tolls, Fares, and Charges, Agreements with Local Authorities, and other matters; Additional Capital; Amendment and Incorporation of Acts, and for other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Liverpool United Tramways and Omnibus Company (hereinafter called the Company) for an Act for all or some of the following purposes, that is to say:—

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

Tramway No. 1, a single line, wholly in the parish of Liverpool, commencing in Dale-street by a junction with the existing tramway in that street, at a point 10 yards west of the north-west corner of North John-street, and continuing in a south-easterly direction along North John-street, and terminating by a junction with the existing tramway in that street, at a point 16 feet south of the south-eastern corner of Cook-street.

Tramway No. 1A, wholly in the parish of Liverpool, being a short junction curve, commencing in North John-street by a junction with Tramway No. 1, at a point 7 yards north of the north-east corner of Cook-street, and terminating in Victoria-street by a junction with the existing tramway in that street, at a point 10 yards east of the north-west corner of that street.

Tramway No. 2, a single line, wholly in the parish of Liverpool, commencing in North John-street by a junction with the existing tramway in that street, at a point 3 yards north of the south-east corner of North John-street, and continuing into and along Lord-street and Church-street in an easterly direction parallel to and to the north of the existing tramway in those streets, and terminating in Church-street at a point 30 yards east of the south-east corner of Basnett-street.

Tramway No. 2A, wholly in the parish of Liverpool, being a short junction curve commencing in North John-street by a junction with the existing tramway in that street, at a point 6 yards north of the south-east corner of North John-street, and terminating in Lord-street by a junction with the existing line in that street at a point 15 yards west of the south-west corner of North John-street.

Tramway No. 3, a single line wholly in the parish of Liverpool, commencing in James-street by a junction with the existing tramway in that street, at a point 25 yards north-east of the north-west corner of Preeson's-row, and from thence proceeding in a northerly direction into and along Fenwick-street, and thence in an easterly direction into and along Bruuswick-street, and thence into Castle-street, crossing the existing tramway line there in an easterly

direction, and thence continuing along the east side of Castle-street in a southerly direction, parallel to and on the east side of the said existing tramway, and thence along St. George's-crescent into Lord-street, and continuing in an easterly direction along the north side of that street, parallel to and to the north of the existing tramway in that street, and terminating in that street by a junction with the intended Tramway No. 2 at a point 7 yards east of the south-east corner of North John-street.

Tramway No. 4, wholly in the parish of Liverpool, commencing in Ranelagh-place by a junction with the westerly of the two existing tramways there at the point of junction of that tramway with the southern of the two existing tramways from Mount-pleasant, and continuing into and along Ranelagh-street and Church-street, and terminating in Church-street by a junction with the existing tramway there at a point 32 yards east of the south-east corner of Basnett-street.

Tramway No. 4 will be laid as a single line throughout, except in the following instance, where it will be laid as a double line:—In Ranelagh-street, between points respectively 17 yards and 69 yards south-west of the south-west corner of Deane-street.

Tramway No. 4A, wholly in the parish of Liverpool, commencing in Lime-street by a junction with the easterly of the two existing tramway lines in that street, at a point 17 yards north of the north-west corner of Copperas-hill, from thence crossing the westerly of the two existing tramway lines in Lime-street, and continuing into and along Ranelagh-street, and terminating in that street at a point opposite the centre line of Great Charlotte-street at its junction with Ranelagh-street.

Tramway No. 5, a double line wholly in the parish of Liverpool, commencing by junctions with the existing tramways in Lime-street, at points respectively 27 yards south-west of the refuge lamp-post at the south end of Commutation-row, and continuing into and along Commutation-row into Islington, and terminating in Islington at a point 7 yards north of the corner of Commutation-row and Islington.

Tramway No. 6, wholly in the parish of Liverpool, commencing in Islington, at the termination of Tramway No. 5, and proceeding along Islington in a north-easterly direction into St. Ann's-street, and terminating in that street by a junction with the existing tramway at a point 13 feet north of the south-west corner of that street.

Tramway No. 6 will be laid as a single line throughout, except in the following instance, where it will be laid as a double line: In Islington between points respectively 64 yards and 141 yards from the commencement of the tramway.

Tramway No. 7, wholly in the parish of Liverpool, being a short junction curve, commencing in Hope-street by a junction with the existing tramway in that street at a point 11 yards north of the north-east corner of Hardman-street, and terminating in Myrtle-street by a junction with the existing tramway in that street at a point 26 yards east of the north-east corner of Hardman-street.

Tramway No. 8, a passing place wholly in the

parish of Liverpool, commencing and terminating by junctions with the existing tramway in Myrtle-street and on the north side thereof at points 14 yards and 53 yards respectively to the west of the south-east corner of the Children's Infirmary in Myrtle-street.

Tramway No. 9, wholly in the parish of Liverpool, commencing in Myrtle-street by a junction with the existing tramway in that street at a point 11 yards west of the south-east corner of the said Children's Infirmary, and continuing along Myrtle-street and into Grove-street in a southerly direction, and terminating by a junction with the existing tramway in that street at a point 5 yards measured along the existing tramway from the southern boundary of Myrtle-street.

Tramway No. 9 will be laid as a single line throughout except in the following instances, where it will be laid as a double line:—

In Myrtle-street, opposite Bedford-street, between points respectively 87 yards and 125 yards from the commencement of the tramway, and opposite Chatham-street, between points respectively 213 yards and 252 yards from the commencement of the tramway.

Tramway No. 10, a double line wholly in the parish of Liverpool, and wholly in Upper Parliament-street, commencing by junctions with the terminations of the existing junction rails near the corner of Catherine-street, and terminating by junctions with the terminations of the existing junction rails near the western boundary of Mulgrave-street.

Tramway No. 11, wholly in the parish of Walton-on-the-Hill, commencing by a junction with the existing tramway leading westward from Belmont-road into Breck-road, at a point south-east from the south-west corner of Belmont-road, continuing in a north-westerly direction, crossing the existing tramway in Breck-road, into and along Oakfield-road, and terminating in that road near the southern boundary of Walton Breck-road, at a point 88 yards north-west of the north-eastern corner of Granton-road. Tramway No. 11 will be laid as a single line throughout, except in the following instances, where it will be laid as a double line:—In Oakfield-road, between points respectively 24 yards and 88 yards north-west of the south-west corner of Oakfield; and also between points respectively 29 yards south-east and 28 yards north-west of the north-east corner of St. Domingo-vale. Also between points respectively 4 yards south-east and 58 yards north-west of the north-east corner of Granton-road.

Tramway No. 12, wholly in the parish of Walton-on-the-Hill, commencing in Smithdown-lane by a junction with the eastern existing tramway there at a point 9 yards to the north of the lamp-post at the junction of Smithdown-lane and Upper Parliament-street, and proceeding thence in a south-easterly direction along Smithdown-lane and Smithdown-road, and terminating in that road opposite the south-west corner of Salisbury-road.

Tramway No. 12 will be laid as a single line throughout, except in the following instances, where it will be laid as a double

line:—In Smithdown-road, between points respectively 54 yards north-west and 26 yards south-east from the south-west corner of Dacre-street, also between points respectively 37 yards north-west and 42 yards south-east of the south-west corner of Mulliner-street, and also between points respectively 97 yards and 31 yards from the termination of the tramway.

Tramway No. 13, wholly in the parish of Walton-on-the-Hill, commencing by a junction with the existing tramway at a point 8 yards to the south of the lamp-post at the junction of Smithdown-lane and Upper Parliament-street, proceeding in an easterly direction into and terminating in Smithdown-lane by a junction with Tramway No. 12 at a distance of 47 yards from the commencement of that tramway.

Tramway No. 14, being a double line wholly in the parish of Walton-on-the-Hill, and wholly in Croxteth-road, commencing by junctions with the terminations of the existing tramways near the western boundary of Bentley-road, and terminating at a point 6 yards south-west of the refuge lamp-post at the junction of Croxteth-road and Lodge-lane.

To authorise and empower the Company to take up and remove, or enter into an agreement with the Corporation of Liverpool to take up and remove the existing tramway of the Corporation in Parker-street, Clayton-square, and Elliott-street, all in the parish of Liverpool, and the junctions connecting the said tramway with the existing tramways of the Corporation in Lime-street or any portion of the same, and to make and maintain, or agree with the Corporation to make and maintain, either in substitution therefor or otherwise, wholly or in part, the following single lines of tramway, viz.:—

Tramway No. 15, wholly in the parish of Liverpool, commencing in Church-street by a junction with the termination of the proposed Tramway No. 2, and continuing in a north-easterly direction into and along Parker-street, Clayton-square, and Elliott-street, and terminating in Lime-street by a junction with the westerly of the two existing tramways there at a point 25 yards north-west of the south-west corner of Skellhorn-street.

Tramway No. 16, wholly in the parish of Liverpool, commencing in Elliott-street by a junction with the proposed Tramway No. 15 at a point 3 yards north-east of the south-west corner of Rose-street, proceeding in a south-easterly direction into Lime-street, and terminating in that street by a junction with the easterly of the two existing tramways there at a point 39 yards south-east of the south-west corner of Skellhorn-street.

All which said intended tramways will pass from, through, or into, or be situate in the several parishes or townships following, or some of them, that is to say:—Walton-on-the-Hill, West Derby, and Liverpool, all in the county of Lancaster.

In the following instances the tramways will be so laid 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 side or sides of the streets or roads specified in each instance:—

Tramway No. 8, in Myrtle-street, on the north side thereof, between points respectively 20

yards and 48 yards in a westerly direction from the south-east corner of the Children's Infirmary in Myrtle-street.

Tramway No. 9, in Myrtle-street, on the north side thereof—

a. Between points respectively 87 yards and 125 yards from the commencement of the tramway.

b. Between points 213 yards and 252 yards respectively from the commencement of the tramway.

Tramway No. 11, in Oakfield-road, between points respectively 25 yards and 97 yards from the commencement of the tramway.

To authorise the Company to construct the tramways on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Company to employ animal, steam, or other mechanical or motive power for moving carriages or trucks upon the tramways.

To enable the Company when by reason of the execution of any work in or by the alteration of any street, road, or other thoroughfare through or along which any tramway is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramway or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, 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 required to be removed or discontinued to be used or found expedient so to be.

To empower the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position of and extent of such junctions, curves, crossings, turnouts, and other works as may be provided or prescribed by or in the intended Act.

To extend to the tramways to be constructed under the intended Act all the powers, rights, and authorities conferred upon the Company by their existing Acts in respect of the existing tramways.

To enable the Company on the one hand and the Corporation of Liverpool or the Walton Local Board on the other hand, to enter into agreements with reference to all or any of the purposes of the intended Act, and with reference to the acquisition by or transfer to the Corporation of Liverpool or the Walton Local Board of the powers of the intended Act, or of any such tramways when made, and with respect to the making, maintaining, renewing, repairing, leasing, working, and using of the intended tramways and the rails, plates, sleepers, pavements, and works connected therewith, and for facilitating the passage of the traffic and carriages over or along the same, and to confirm or give effect by the intended Act to any such agreements which may have been or may be made before the passing of the intended Act, and if thought fit to confer upon such bodies or persons by the intended Act instead of upon the Company, all necessary powers for making, maintaining, renewing, and repairing the intended tramways within their respective districts, and for raising moneys for that purpose by or on the security of any rates or revenues which they now are or by the intended Act may be authorised to levy or apply to or for the purposes thereof.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the said intended tramways, or of any tramways now or hereafter leased to or worked by them, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to raise further money for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation and issue of new shares and stock with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or by any other or either of those means.

To confer upon the Company and the local authorities hereinbefore mentioned all such other powers, authorities, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges, and to authorise further agreements between the Company and the said local authorities with reference to all or any of the matters aforesaid.

To alter, amend, and extend, or to repeal all or some of the powers and provisions of the following Acts or some of them, viz.:—The Liverpool Tramways Act, 1868, the Liverpool Corporation Tramways Order, 1879, the Walton-on-the-Hill Tramways Order, 1880, and any other Acts or Orders relating to the Company or the Corporation of Liverpool or the Walton Local Board which would in any way interfere with the objects of the intended Act.

To incorporate in the intended Act and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and certain provisions of the Railways Clauses Consolidation Act, 1845, and of the Railway Clauses Act, 1863; and the intended Act 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 Tramways Act, 1870, the Locomotives Acts, 1861 and 1865, the Highways and Locomotive Act, 1878, and any Act amending those Acts.

And notice is hereby further given, that on or before the 30th day of November, 1888, plans and sections of the said intended tramways, 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 Lancaster, at his office at Preston; 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 tramways or any part thereof will pass or be made, with a copy of the said Gazette notice, will be deposited with the parish clerk of such parish at his residence. And that printed copies of the intended Act will on or before the 21st of December, 1888, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1888.

Gill, Archer, and Maples, 14, Cook-street, Liverpool, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Great Eastern, Great Northern, and Northern Lines Junction Railway.

(Incorporation of Company; Construction of Railways from the Great Northern and Great Eastern Joint Railway to the Hull, Barnsley, and West Riding Junction, Lancashire and Yorkshire, and North Eastern Railways; Working and other Agreements with and Powers of Subscription, Guarantee Raising, and Application of Funds, Appointment of Directors and other Powers to Great Eastern, Great Northern, Lancashire and Yorkshire, North Eastern, London and North Western, Midland, and Hull and North Western Junction Railway Companies, and Hull, Barnsley, and West Riding Junction Railway and Dock Company; Running and other Powers and Facilities over Railways and Works of some of the above Companies; 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 all or some of the following (among other) purposes (that is to say):—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, sidings, junctions, roads, approaches, communications, works, and conveniences connected therewith, or incidental thereto respectively (that is to say):—

Railway No. 1.—A railway commencing in the parish of Misson, in the county of Nottingham, by a junction with the Great Northern and Great Eastern Joint Railway, at or near a point 23 chains or thereabouts, measured in a westerly direction along the said railway from the point where it crosses on the level, the road known as Idle Bank, at or near Park Drain sidings on the said railway, and terminating in the township of Heck and parish of Snaith, in the West Riding of the county of York, by a junction with the main line of the Hull, Barnsley, and West Riding Junction Railway, at or near a point 15 chains or thereabouts, measured along the said railway in a south-westerly direction from the centre of the bridge, carrying the said railway over the Lancashire and Yorkshire (Knottingley and Goole) Railway;

which said intended railway and works will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial or other places following, or some of them (that is to say), Misson and Finningley, in the county of Nottingham, Wroot, in the parts of Lindsey, in the county of Lincoln, Finningley, Fishlake, Fishlake detached, Hatfield, Hatfield detached, Thorne, Thorne detached, Snaith, Blaxton, Hatfield-Woodhouse, Stainforth, Sykehouse, Baln, Pollington, Gowdall, Hensall, and Heck, all in the West Riding of the county of York.

Railway No. 2.—A railway situate wholly in the townships of Pollington, Gowdall, and Heck, some or one of them, in the parish of Snaith, in the West Riding of the county of York, commencing in the township of Gowdall, by a junction with the intended Railway No. 1 at a point on or near the north-eastern boundary of the public road leading from Little Heck to Snaith, 22 chains

or thereabouts measured along that road in a south-easterly direction from the junction therewith of the public road leading from Great Heck to Little Heck, near and to the south-east of Little Heck Farm House, and terminating in the said township of Heck by a junction with the main line of the Hull, Barnsley, and West Riding Junction Railway at or near the north-east abutment of the bridge carrying the said railway over the Little Heck high road.

Railway No. 3.—A railway situate wholly in the townships of Gowdall, Heck, Hensall, and Pollington, some or one of them in the said parish of Snaith, commencing in the township of Gowdall by a junction with the said intended Railway No. 1, at or near the commencement of the said intended Railway No. 2, hereinbefore described, and terminating in the township of Heck by a junction with the Lancashire and Yorkshire (Knottingley and Goole) Railway at a point 16½ chains or thereabouts, measured along that railway in a westerly direction from the junction therewith of the branch line of the Hull, Barnsley, and West Riding Junction Railway.

Railway No. 4.—A railway situate wholly in the townships of Pollington and Heck, or one of them in the said parish of Snaith, commencing in the township of Pollington by a junction with the said intended Railway No. 1 in a field situate on the southern side of and adjoining the public road from Little Heck to Snaith, known as the Gowdall Broach high road, at or near a point 37 chains, or thereabouts, measured in a westerly direction from the junction with that road, of the road called or known as Gowdall-lane, leading from the said Gowdall Broach high road to Pollington, and terminating in the said township of Heck by a junction with the North Eastern Railway at or near the south side of the bridge, carrying the main line of the Hull, Barnsley, and West Riding Junction Railway over the said North Eastern Railway.

2. To authorise the Company to cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, footpaths, places, railways, tramways, rivers, canals, bridges, wharves, quays, landing-places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes or other works, conveniences, and appliances within or adjoining the aforesaid parishes, townships, and places, or any of them, and to appropriate and use the same and the site, subsoil, and under-surface thereof for the purposes of the intended works, and also to provide for the stopping up and discontinuance and the extinguishment of all rights of way over and the appropriation to the purposes of the Company of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill.

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

4. To authorise the Company to underpin or otherwise secure or strengthen any houses or

buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

5. To authorise the Company to purchase by compulsion or agreement lands, houses, works, conveniences, easements, rights, and other tenements, hereditaments, and property for the purposes of the intended works, and to vary and extinguish all rights and privileges connected therewith.

6. To empower the Company to purchase and acquire by compulsion or agreement so much of any property as they may require for the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building, or manufactory, or premises, without being subject to the liabilities imposed by the 92nd Section of "The Lands Clauses Consolidation Act, 1845."

7. To levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

8. To authorise the Company on the one hand, and the Great Eastern Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, the North Eastern Railway Company, the Hull, Barnsley, and West Riding Junction Railway and Dock Company, the London and North Western Railway Company, the Midland Railway Company, and the Hull and North Western Junction 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, and maintenance by any or either of the contracting Companies of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling 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, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by 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.

9. 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 any 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, annnal or

other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways and works, or any 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.

10. To empower the Company and all Companies and persons lawfully using the railways of the Company, or any of them, or any part or parts thereof, 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, sheds, landing places, junctions, points, signals, works, conveniences, machinery, and appliances on or connected therewith respectively (that is to say):—

So much of the Great Northern and Great Eastern Joint Railway as is situate and lies between the junction therewith of the intended Railway No. 1 and the Haxey Station, including that station;

The whole of the railways of the Hull, Barnsley, and West Riding Junction Railway and Dock Company, constructed or authorised, and any Railways which that Company may be authorised to construct by any Act of the ensuing Session of Parliament;

The whole of the railways of the Hull and North Western Junction Railway Company, constructed or authorised, and any railways (deviations or extensions) which that Company may be authorised to construct by any Act of the ensuing Session of Parliament;

So much of the Lancashire and Yorkshire Railway as is situate and lies between the junction therewith of the intended Railway No. 3 and the Knottingley Station, including that station;

So much of the North Eastern Railway as is situate and lies between the junction therewith of the intended Railway No. 4 and the Selby Station, including that station;

And to require and compel the Companies owning or working the said railways and portions of railways and stations 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, charges, and duties now leviable, and to fix and determine the tolls, rates, charges, 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.

11. 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.

12. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be contained in the Bill.

13. 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):—25 and 26 Vic., cap. 223, relating to the Great Eastern Railway Company; 9 and 10 Vic., cap. 71 relating to the Great Northern Railway Company; 1 and 2 William IV., cap. 60, relating to the Lancashire and Yorkshire Railway Company; 17 and 18 Vic., caps. 164 and 211, relating to the North Eastern Railway Company; 43 and 44 Vic., cap. 199, relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company; 9 and 10 Vic., cap. 204, relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18, relating to the Midland Railway Company; 50 and 51 Vic., cap. 62, relating to the Hull and North Western Railway Junction Railway Company, and the several other Acts relating to or affecting the Companies named in this notice respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them.

14. 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, rights, and privileges, 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, and plans of the lands to be compulsorily acquired under the Bill, 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 Nottingham, at his office at Newark, and with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Lincoln, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, 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 and works are proposed to be made, or in which any lands or houses intended to be compulsorily 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 will be deposited in the Private Bill Office of the House of Commons.

Dated, this 15th day of November, 1888.

Copps and Co., 3, Great George-street, Westminster, Solicitors.

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

In Parliament.—Session 1889.

Hull, Barnsley, and West Riding Junction Railway and Dock Company.

(Working and other Agreements between the Company and the Midland, London and North Western, North Eastern, Great Northern, Lancashire and Yorkshire, Manchester, Sheffield, and Lincolnshire, and Great Eastern Railway Companies, and the Dock Company at Kingston-upon-Hull; Lease or Sale of Undertakings of the Company and the Dock Company at Kingston-upon-Hull to above-mentioned Railway Companies, or any of them; Amalgamation or Working Union of the Company and the said Dock Company; Joint Committees; Subscriptions, Guarantees, &c., by said Railway Companies and Dock Company; Further Capital and Borrowing Powers to the Company and the several Companies above-mentioned; Alteration of Number of Directors of the Company and the said Dock Company, and Appointment of Directors of those Companies by said Railway Companies; Application of Moneys; Winding-up of Company and said Dock Company; Alteration of Tolls, Rates, and Charges; Further Tolls, Dues, &c., on Lighters, Barges, and Keels, and on Overside Goods; Exemption from Compulsory Pilotage; Extension of Time for Compulsory Purchase of Lands, &c., for and Completion of certain of Company's Railways; Revival of Powers; Repayment of Deposits; Substitution of Provisions of the Harbours, Docks, and Piers Clauses Act, 1847, for Existing Provisions of Company's Acts; Power to Company to Create and Issue New Debenture Stock, &c., for Paying off existing Debentures, Debenture Stock, and Debts of Company; 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 (in this Notice called "the Hull Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

To empower the Hull Company, and the Midland, the London and North Western, the North Eastern, the Great Northern, the Lancashire and Yorkshire, the Manchester, Sheffield and Lincolnshire, and the Great Eastern Railway Companies (in this notice called "the seven Railway Companies"), and the Dock Company at Kingston-upon-Hull (in this Notice called "the Dock Company"), or any or either of those Companies, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies,

or any or either of them, of their respective railways, 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, docks, or undertakings 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 undertakings and works of the contracting Companies, or any or either of them, or any part thereof, the rebates and allowances to be made by any of the contracting Companies to the others or any of them, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to sanction and confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Hull Company and the Dock Company respectively to lease either in perpetuity or for a limited period, or to sell and transfer their respective Undertakings, and all the railways, stations, docks, works, lands, property, estate (real and personal), plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, vested in or belonging to, or enjoyed by the respective Companies, or which they are authorised to construct, and either before or after the completion thereof to the other of them, or to the seven Railway Companies, or any or either of them, and to authorise the Companies or Company to whom any such lease or sale may be made or agreed to be made, to take such lease or leases, or to make such purchase and accept such transfer upon such terms and conditions for such considerations and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the Bill, and upon such lease or leases, or sale and transfer, to authorise and empower and require the lessees and transferees (in the case of a lease or leases during the continuance thereof, and in the case of a purchase absolutely and for ever) to exercise and enjoy, perform, fulfil, and discharge all or some of the rights, powers, privileges, authorities, obligations, claims, and demands of the leasing or selling Company, whether in relation to their own undertaking or the undertaking of any other Company, body, or person, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and charges, the running over, user, and working of other Undertakings, and the raising of money or otherwise.

To authorise the merging, union, consolidation, and amalgamation, or the working as one undertaking from and after such period and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the Bill of the undertakings, railways, docks, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Hull Company and the Dock Company, or some part or parts thereof respectively.

To constitute, appoint, and if need be to incorporate a joint committee or joint committees for all or any of the purposes above mentioned, and to vest in and delegate to any such committee or committees the exercise and execution of all or any of the powers of the Bill, or of any

Act or Acts relating to all or any of the Companies mentioned in this notice.

To authorise the seven Railway Companies and the Dock Company, or any or either of them, to subscribe towards and to take and hold shares in the capital of the Hull Company, and to guarantee to and for that Company interest, dividends, or annual or other payments on all or any of the shares and stocks of that Company, and to guarantee the principal and interest of any loan and any rent or other fixed charges of that Company.

To empower the Companies mentioned in this Notice, or any or either of them, for all or any of the purposes of the Bill to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee, in payment of interest or dividend, or other rights and privileges, and by borrowing and by debenture stock, 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 respectively, or which they may have power to raise, and to empower any such 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 bonds of any other Company whose undertaking is vested in, leased to, or worked by such Company, either alone or in conjunction with any other Company or Companies, or is otherwise under the management or control of such Company.

To increase or reduce, or make provision for the increase or reduction of the number of directors of the Hull Company and the Dock Company respectively, or either of them, and the appointment of directors or additional directors of both or either of those Companies, by any of the seven Railway Companies.

To sanction and give effect to any contract, agreement, or arrangement made or which prior to the passing of the Bill may be made between any of the Companies before-named with reference to all or any of the matters aforesaid, or other the objects and purposes of the Bill.

To make provisions 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, lease, vesting, or amalgamation as aforesaid, or for the substitution of stock of any of the Companies above-mentioned for the shares or stock of any other of them, and to provide, if need be, for the dissolution of the Hull Company and of the Dock Company, or one of them, and to make such other provision as may be necessary for giving effect to any such sale, transfer, lease, vesting, or amalgamation as aforesaid.

To make provision for winding-up the affairs and dissolution of the Hull Company and the Dock Company, or either of them.

To alter the tolls, rates, and duties which the several Companies above-mentioned in this Notice are now respectively authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Hull Company to demand and take tolls, dues, rates, and duties for or in respect of lighters, barges, and keels coming from any place outside the limits of the property of the Hull Company and entering the dock of that Company.

To empower the Hull Company to demand

and take tolls, rates, and duties for or in respect of all animals, goods, merchandise, and things which may be discharged from or loaded on board of any vessel within the limits of the Hull Company's property, without being landed on or delivered from any quay, wharf, or property belonging for the time being to the Hull Company.

To exempt ships and vessels entering or leaving, or intending to enter or leave, the dock or works of the Hull Company, from compulsory pilotage, and for that purpose to amend the provisions of the Local Act 2 and 3 Will. IV, cap. 105.

To extend the time limited by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1884, for the completion of the new railways thereby authorised, and if and so far as may be necessary to revive the powers granted by that Act for the construction of such railways.

To extend the times respectively limited for the compulsory purchase of land for and for the completion of the following works, authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock (New Works) Act, 1882 (hereinafter called "the Act of 1882"), as amended by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1885 (hereinafter called "the Act of 1885"), and the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1887, videlicet:—

The Railway No. 5, authorised by the Act of 1882, and the New Dock and Works at Hull being Works A, B, C, D, and E, authorised by and described in part III of section 4 of the Act of 1882.

To authorise and provide for the repayment of so much of the money deposited with the Chancery Division of the High Court of Justice in England, as security for the completion of the Railways authorised by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880 (hereinafter called "the Act of 1880"), being the Railway Deposit Fund referred to in sections 94 and 95 of that Act, as by section 18 of the Act of 1885 was made to apply to and become security for the completion of the railway authorised by the Act of 1885, with the interest and dividends thereon to the depositors referred to in the said sections of the Act of 1880, or some of them, or to the Hull Company, or to such other company, body, or person as the Bill may prescribe, and to confer upon the Commissioners of Her Majesty's Treasury all such powers as may be necessary for the purpose of such repayment.

To repeal or amend Section 125 of the Act of 1880, and to substitute for the provisions, or some of the provisions of that section, the provisions, or some of the provisions, with or without modification, of Section 45 of the Harbours, Docks, and Piers Clauses Act, 1847.

To enable the Hull Company to create and issue debenture stock, and to apply the same, or the proceeds thereof, to paying off the existing debenture mortgages and debenture stock and debts of the Hull Company, or any of them, or any part thereof, and to attach to all, or any such debenture stock, the same ranking and priority as now attaches to the debenture mortgages or debenture stock, to be paid off by such debenture stock, or the proceeds thereof.

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

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them (that is to say), the 43 and 44 Vict., cap. 199; 45 and 46 Vict., cap. 246; 46 and 47 Vict., cap. 143; 47 and 48 Vict., caps. 71 and 254; 48 and 49 Vict., cap. 82; 49 and 50 Vict., cap. 97; and 50 and 51 Vict., cap. 79, and any other Act or Acts relating to the Hull Company or their undertaking; 14 Geo. III., cap. 56; 7 and 8 Vict., cap. 103; 24 and 25 Vict., cap. 79; and any other Act or Acts relating to the Dock Company or their undertaking; 17 and 18 Vict., caps. 164 and 211; and any other Act or Acts relating to the North Eastern Railway Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; 9 and 10 Vict., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking; 6 and 7 Will. IV, cap. 111; 10 and 11 Vict., caps. 163 and 166, and any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; 9 and 10 Vict., cap. 268; 12 and 13 Vict., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company or their undertaking; 3 and 4 Will. IV, cap. 36; and 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company or their undertaking; and 25 and 26 Vict., cap. 223, and any other Act or Acts relating to the Great Eastern Railway Company or their undertaking.

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 17th day of November, 1888.

Moss, Lowe, and Co., 19, Parliament-street, Hull, Solicitors for the Bill;

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Cowbridge and Aberthaw Railway.

(Incorporation of Company; New Railway between Cowbridge and Aberthaw; Running Powers over Cowbridge Railway and Traffic facilities; Agreements with Taff Vale Railway Company and Cowbridge Railway Company; Amendment of Acts).

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

To incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following powers, or some of them, that is to say:—

To make and maintain the railway hereinafter described, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith, all in the county of Glamorgan, that is to say:—

A railway commencing in the parish of Llanblethian by a junction with the Cowbridge Railway at or near the mile-post indicating $22\frac{1}{2}$ miles from the Cardiff Terminus of the Taff Vale Railway, and being $25\frac{1}{2}$ chains or thereabouts from the termination of that railway at Cowbridge Station, and terminating at or near East Aberthaw, in the parish of

Penmark, at or near the Limekilns, in the field numbered 376 on the large scale 25-inch Ordnance Map, and which said intended railway will pass from, through, or into the several parishes, townships, or places following, or some of them, that is to say:—Llanblethian, Cowbridge, St. Hilary, Llan-carvan, St. Athan, and Penmark, all in the county of Glamorgan.

To acquire, by compulsion or agreement, lands, houses, and buildings and easements therein, in the parishes and places hereinbefore mentioned, for the purposes of the said intended railway and works.

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."

To enable any owner or owners from whom the Company may be authorised by the intended Act to purchase lands, houses, and buildings, or easements therein, to agree with the Company that the purchase money for the same and the compensation for damage (if any) shall be paid and discharged by the allotment or issue to such owner or owners of shares or stock in the capital of the Company.

To cross, stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, watercourses, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic apparatus 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 lines and levels of the intended railway, laterally or vertically, to such extent as may be prescribed or provided for by the intended Act.

To levy, demand, and recover tolls, rates, and charges in respect of the said intended railway and works, and to grant exemptions from payment of tolls, rates, and charges.

To empower the Company and any Company or persons for the time being working or using the intended railway, or any part or parts 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 for in the intended Act, to run over and use with their engines, carriages, and wagons, and 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 Cowbridge Railway, together with the several stations upon or connected with the said railway, and all roads, platforms, points, signals, water, water-engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, wharves, piers, landing places, stairs, staiths, shipping appliances, machinery, works, and conveniences of or connected with the said railway.

To require and compel the Cowbridge Railway Company and the Taff Vale Railway Company, or either of them, upon such terms and conditions as shall be agreed upon, or as shall be provided by the intended Act, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic of whatever description, to or from or over the railways of the said Companies respectively, from and to the intended railway and works, or any part or parts thereof, 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 intended Act may define, and (if need be) to alter and vary the tolls, rates, and charges which the Cowbridge Railway Company and the Taff Vale Railway Company, or either of them, are now authorised to receive and take in respect of their railways, and to confer, vary, or extinguish exemptions therefrom.

To empower the Company and the Taff Vale Railway Company and the Cowbridge Railway Company, or any of them, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the intended railway and works, or any part or parts thereof; the management, regulation, interchange, collection, transmission, and delivery of traffic; the supply and maintenance of engines, stock, and plant; the erection of sidings, accommodation works, buildings, and conveniences, 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 of the contracting Companies; the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them, and also with respect to the point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the intended railway, with the railways or any of the railways belonging to or under the control of the Taff Vale Railway Company, shall be made, and to the alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or either of them, and to the construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the said railways, or any of them.

To confirm any agreement which may have been made, or which may be made, prior to the passing of the intended Act with respect to any of the matters aforesaid.

To authorise the payment of interest out of capital during construction, notwithstanding anything in "The Companies Clauses Consolidation Act, 1845."

The intended Act will vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects or purposes thereof, and will confer, vary, or extinguish other rights and privileges.

So far as may be necessary for the purposes of the intended Act, it is proposed to alter, amend, extend, or repeal some or any of the provisions of the Act, local and personal, 6 Will. IV., cap. 82, and any other Act or Acts relating to the Taff Vale Railway Company, and the Cowbridge Railway Act, 1842, and any other Act or Acts relating to the Cowbridge Railway Company.

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections relating to the intended railway and works, and the lands intended to be taken, with 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.

And Notice is hereby further given, that on or before the 21st day of December, 1888, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1888.

Morgan and Scott, Cardiff, Solicitors.

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

In Parliament.—Session 1889.

Manchester, Sheffield, and Lincolnshire Railway. (New Railways in the Counties of York, Derby, and Nottingham; Widening of Line in the parish of Manchester; Stopping up of a Street in Ashton-under-Lyne; Purchase of Lands by Compulsion or Agreement: Underpinning, &c.; Tolls; Additional Lands in the Counties of Lincoln, Lancaster, and York; Extension of Time for Completion of certain Works authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1876, and for the Railways and Works authorised by the Manchester, Sheffield, and Lincolnshire Railway (Chester to Connah's Quay) Act, 1884; Extension of Time for Compulsory Purchase of certain Lands, authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1886; Further Subscription by the Company to Undertaking of the Blackpool Railway Company, with pre-preference as to Subscription by the Company, and Working and other Arrangements between the Company and the Blackpool Railway Company and between the Company and the Wrexham, Mold, and Connah's Quay Railway Company: Additional Capital; to authorise the Manchester South Junction and Altrincham Railway Company to Widen a portion of their Railway in the Parish of Manchester, and to Purchase Lands by Compulsion or Agreement; Release of Deposit in respect of Wigan Junction Railways Act, 1878; Incorporation and 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 Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter referred to as "the Bill"), and to pass an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railways and other works, or some of them (that is to say):—

A Railway (No. 1) commencing in the parish of Beighton, in the county of Derby, by a junction with the Beighton branch of the railway of the Company at a point 4 chains or thereabouts measured in a south-easterly direction along that railway, from the booking office of the Beighton station, and terminating in the parish of Chesterfield, in the county of Derby, in the south corner of a field numbered 17 on the 25-inch scale ordnance map of that county, eastern division, sheet XXV 6, belonging or reputed to belong to the Duke of Devonshire.

A Railway (No. 2), commencing in the parish of Wales, in the West Riding of the county of York, by a junction with the main line of railway of the Company at a point on that railway distant 10 yards or there-

abouts measured along that railway in a westerly direction from the bridge carrying that railway over the turnpike-road leading from Rotherham to Mansfield, and terminating in the parish of Beighton, in the county of Derby, by a junction with the intended Railway (No. 1) in a field belonging, or reputed to belong, to Earl Manvers, and numbered 608 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XIII 9, at a point in that field distant 5 yards or thereabouts measured in a northerly direction from a point in a fence dividing that field from the branch railway of the Midland Railway Company to the Norwood Colliery, and which said last-mentioned point in the said fence is distant 40 yards or thereabouts from the south-westerly corner of that field measured in a north-easterly direction along the said fence.

A Railway (No. 3), wholly in the county of Derby, commencing by a junction with the intended Railway (No. 1), in the parish of Beighton, in a certain field numbered 606 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XIII 9, belonging, or reputed to belong, to William Dunn Gainsford, at a point in that field 40 yards or thereabouts from the southern fence of that field measured in a northerly direction, and 30 yards or thereabouts from the eastern fence of that field measured in a westerly direction, and terminating in the parish of Eckington, on the premises of the Holbrook Colliery, belonging, or reputed to belong, to Messrs J. and G. Wells, Limited, at a point 15 chains or thereabouts measured in a southerly direction from the air-shaft of that colliery.

A Railway (No. 4), wholly in the county of Derby, commencing by a junction with the intended Railway (No. 1) in the parish of Beighton, in a certain field numbered 625 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XIII 9, belonging, or reputed to belong, to Earl Manvers, at a point in that field 30 yards from the western fence of that field measured in an easterly direction, and 20 yards from the northern fence of that field measured in a southerly direction, and terminating in the parish of Killamarsh, on the premises of the Norwood Colliery, belonging or reputed to belong, to the Sheepbridge Coal and Iron Company Limited, at a point 10 feet south of the south rail of the private sidings of that colliery, 13 chains or thereabouts measured in a westerly direction along those sidings from the air shaft of the Norwood Colliery.

A Railway (No. 5) wholly in the parish of Eckington, in the county of Derby, commencing by a junction with the intended Railway (No. 1), at a point in a certain wood known as Clinker Wood, belonging or reputed to belong to Sir George Reresby Sitwell, Bart., 2½ chains or thereabouts measured in a southerly direction from the bridge carrying the Eckington and Barlborough main road over the Chesterfield Canal, belonging to the Company, near Renishaw, and terminating on the premises of the Renishaw Ironworks, belonging, or reputed to belong, to Messrs. Appleby and Co., at a point 5 yards or thereabouts south of the Chesterfield Canal, and 5 chains or thereabouts from the bridge carrying the branch railway to the Renishaw Ironworks

under that canal, measured alongside that canal in a south-westerly direction.

- A Railway (No. 6), wholly in the county of Derby, commencing by a junction with the intended Railway (No. 1), in the parish of Staveley, in a certain field numbered 338 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XIX 5, belonging, or reputed to belong, to Sir George Reresby Sitwell, Bart., at or near a point 2 chains or thereabouts south of the north-east corner of that field, and terminating in the parish of Eckington, at a point 10 feet north of the north rail of the private railway to the Renishaw Park Collieries, belonging, or reputed to belong, to Messrs. J. and G. Wells Limited, and 16 chains or thereabouts measured along that railway from the public road from Staveley to Eckington, where it crosses that railway.
- A Railway (No. 7), wholly in the parish of Chesterfield, in the county of Derby, commencing by a junction with the intended Railway (No. 1) at or near the eastern side of the Chesterfield Canal, 7 chains or thereabouts measured in a south-westerly direction along the canal from the bridge carrying the Midland Railway (Chesterfield and Sheffield Line) over the canal, and terminating by a junction with the branch railway of the Midland Railway Company connecting the Sheepbridge Ironworks with the Canal Wharf near Lockford-lane at or near the bridge carrying the said Chesterfield and Sheffield Line over that branch railway.
- A Railway (No. 8), wholly in the county of Derby, commencing in the parish of Staveley by a junction with the intended Railway (No. 1), in a certain field numbered 615 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XVIII 12, at a point in that field half a chain or thereabouts from the northerly fence of that field measured in a southerly direction, and 5½ chains or thereabouts from the westerly fence of that field measured in an easterly direction, and terminating in the parish of Sutton-cum-Duckmanton at a point 10 feet west of the western rail of the siding to the Markham Pits, Nos. 1 and 2, of the Staveley Coal and Iron Company Limited, and 2 chains or thereabouts measured in a northerly direction along the siding from the weighing machine upon the siding to No. 1 Pit.
- A Railway (No. 9), commencing in the parish of Staveley, in the county of Derby, by a junction with the intended Railway (No. 1) in a certain field numbered 615 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XVIII, 12, at a point in that field half a chain or thereabouts from the northerly fence of that field, measured in a southerly direction, and 5½ chains or thereabouts from the westerly fence of that field, measured in an easterly direction, and terminating in the liberty or extra-parochial place of Newstead, adjoining the parish of Papplewick, in the county of Nottingham, by a junction with the Leen Valley Branch of the Great Northern Railway, at a point on that railway measured in a northerly direction, along that railway, 38 chains or thereabouts from the booking office of the Newstead Great Northern passenger station.
- A Railway (No. 10), wholly in the county of

Derby, commencing in the parish of Heath by a junction with the intended Railway (No. 9), in a certain field numbered 219 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XXX 4, at or near a point 2 chains or thereabouts from the westerly fence of that field measured in an easterly direction and 1 chain or thereabouts from the southerly fence of that field, measured in a northerly direction, and terminating in the parish of Ault Hucknall by a junction with the intended Railway (No. 9) in a certain field numbered 31 on the same map at or near the westerly fence of that field, and 1½ chain or thereabouts from the north-westerly corner of that field, measured along that fence.

- A Railway (No. 11), wholly in the parish of North Wingfield, in the county of Derby, commencing by a junction with the intended Railway (No. 9) in a certain field numbered 306 on the 25-inch scale ordnance map of Derbyshire, eastern division sheet XXX 12, at or near a point 1 chain or thereabouts from the southern fence of that field measured in a northerly direction, and 1 chain or thereabouts from the western fence of that field measured in an easterly direction, and terminating upon the premises of the Pilsley Colliery, at a point 3 chains or thereabouts from the bridge carrying the private road from Upper Pilsley to that colliery over the siding or branch to that colliery measured in a north-easterly direction along that private road.
- A Railway (No. 12), wholly in the county of Derby, commencing in the parish of Tibshelf by a junction with the intended Railway (No. 9) in a certain field numbered 584 on the 25-inch scale ordnance map of Derbyshire eastern division, sheet XXXV 4, at or near the fence dividing the said field from the adjoining field on the eastern side, numbered 29 in the parish of Blackwell, 5 chains or thereabouts from the southern end thereof, and terminating in the parish of Tibshelf, on the premises of the Tibshelf Colliery, at a point 4½ chains or thereabouts south of the westerly or Low Main Pit of that colliery.
- A Railway (No. 13), commencing in the parish of Blackwell, in the county of Derby, by a junction with the intended Railway (No. 9), in a certain field numbered 490 on the 25-inch scale ordnance map of Derbyshire, eastern division, sheet XXXVI 5, at or near a point 1 chain or thereabouts from the northern fence of that field measured in a southerly direction and 3 chains or thereabouts from the eastern fence or boundary of that field measured in a westerly direction, and terminating in the parish of Sutton-in-Ashfield, in the county of Nottingham, by a junction with the private railway belonging, or reputed to belong, to the New Hucknall Colliery Company, at a point on that railway 5 chains or thereabouts measured in a westerly direction along that railway from the level crossing of that railway over the public road known as the New road, leading from the Mansfield and Alfreton Main-road, near Fulwood, to the village of Hucknall Huthwaite, otherwise Hucknall-under-Huthwaite.
- The railways hereinbefore described 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, Beigton, Killamarsh, Eckington, Renishaw, Barlborough, Staveley, Brimington, Whittington, Tapton, Newbold and Dunston, Chesterfield, Calow, Woodthorpe, Inkersall, Sutton-cum-Duckmanton, Temple Normanton, Heath, North Wingfield, Williamthorpe, Pilsley, Stretton, Nether Pilsley, Ault Hucknall, Hardwick, Astwith, Stainsby, Hardstoft, Rowthorne, Tibshelf, Blackwell, Hilcote and Newton, all in the county of Derby; Wales, Laughton-en-le-Morthen, and Treeton, all in the West Riding of the county of York; Sutton-in-Ashfield, Hucknall-under-Huthwaite, otherwise Hucknall-Huthwaite, Fulwood, Crowtrees (extra-parochial), Pinxton, Kirkby-in-Ashfield, Kirkby Woodhouse, Nuncargate, Portland Row, Newstead, Papplewick, and Annesley, all in the county of Nottingham.

The widening, alteration, and improvement of so much of the Company's main line of railway in the several townships of Ardwick and Openshaw, in the parish of Manchester, in the county of Lancaster, as lies between a point on that railway distant $16\frac{1}{2}$ chains or thereabouts measured in a westerly direction along that railway from the centre of the bridge carrying that railway over Gorton-lane, and a point distant $4\frac{1}{2}$ chains or thereabouts measured in an easterly direction along that railway from the junction of the Manchester and Stockport Railway of the Sheffield and Midland Companies Committee with that railway.

The stopping up and discontinuing as a highway the whole of a certain street or passage known as Hall's-court, in the parish of Ashton-under-Lyne, in the county of Lancaster.

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

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

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shewn 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 authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works,

and which houses and buildings may not be required to be taken for the purposes thereof.

To authorise the purchase by compulsion or agreement of lands, houses, and other property for the purpose of the intended works, and notwithstanding the 92nd section of The Lands Clauses Consolidation Act, 1845, to empower the Promoters to purchase and take by compulsion or agreement any vaults, cellars, arches, or other offices or parts attached to or belonging to any houses, building, manufactory, or other premises, without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

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

To authorise the Company for the purposes of their undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract or agreement entered into by the Company for the purchase or acquisition of the following properties:—

Certain lands, houses, and buildings, situate in the parish of Healing, in the parts of Lindsey, in the county of Lincoln, abutting on the north side of the main line of railway of the Company leading to Grimsby, and adjoining the Healing Station.

Certain lands, houses, and buildings adjoining and abutting on the east side of the Alexandra Dock of the Company, in the borough and parish of Great Grimsby, in the parts of Lindsey, in the county of Lincoln.

Certain lands, houses, and buildings, situate in the parish of Clee, in the said parts of Lindsey, in the said county of Lincoln, adjoining and abutting upon the north-easterly side of the Cleethorpes Branch Railway of the Company, and lying between that Branch Railway and the foreshore of the River Humber, and extending from the boundary between the parishes of Clee and Great Grimsby, in the said county of Lincoln, at the north-west end, and other lands belonging to the Company at the south end.

Certain lands, houses, and buildings, belonging, or reputed to belong, to the Trustees of the Hospital of Gilbert Earl of Shrewsbury, and others, adjoining or abutting on the south side of the main line of the railway of the Company near their goods station, in the parish and township of Penistone, in the West Riding of the county of York.

Certain lands, houses, and buildings, situate in the parish of Handsworth, in the West Riding of the county of York, adjoining or abutting on the south side of the Company's Birley Branch Railway, and situate between a point 50 yards east or thereabouts from the mile post indicating the $\frac{3}{4}$ mile, and the mile post indicating 1 mile.

Certain other lands, houses, and buildings situate and being in the parish of Ashton-under-Lyne aforesaid, adjoining the goods yard of the Company there, and abutting on Whitelands-road on one side thereof.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1887, for the completion of the widening and improvement of the bridge described in sub-section

3 of section 4 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1876.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway (Chester to Connah's Quay) Act, 1884, for the completion of the railways and works by that Act authorised.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1886, for the compulsory purchase of certain lands, houses, and buildings, situate in the parish of Manchester, in the county of Lancaster, and described in section 20 of that Act.

To authorise the Company to subscribe a further sum of money towards the undertaking authorised by the Blackpool Railway Act, 1884, and to raise and apply capital for that purpose. To provide that all sums which have been already, or may hereafter, be subscribed by the Company to the undertaking of the Blackpool Railway Company, shall form, or be converted into, a rent charge stock, having a preference over all other stocks of the Blackpool Railway Company, or to make such other provision relating thereto, as the Bill may prescribe.

To enable the Company on the one hand, and the Blackpool Railway Company on the other hand, and to enable the Company on the one hand and the Wrexham, Mold, and Connah's Quay 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 construction, working, use, management, and maintenance by the contracting Companies, 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 the traffic upon, or coming from, or destined for, the undertakings of the contracting Companies, or either of them; the supply and maintenance of engines, stock, and plant, and the maintenance, use, and repair thereof; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of the contracting Companies, or either of them, or any part thereof; the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the 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 empower the Company, for all or any of the purposes of the intended Act, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, 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.

To authorise and empower the Manchester South Junction and Altrincham Railway Company to widen, alter, and improve so much of their railway in the city and parish of Manchester, in the county of Lancaster, as lies between a point distant 80 yards or thereabouts, measured in a westerly direction from the west

side of the bridge carrying that railway over Albion-street, and a point at the east side of the bridge carrying that railway over Chester-road.

To authorise the Manchester South Junction and Altrincham Railway Company for the purposes of the said widening and improvement, and for the general purposes of their undertaking, to purchase lands and buildings by compulsion or agreement, or to confirm the purchase and acquisition by or on their behalf, or any contract entered into by them for the purchase or acquisition of lands and buildings, including the following, that is to say:—Certain lands, houses, and buildings in the parish of Manchester aforesaid abutting upon the north side of their railway, and lying between a street called Deansgate and Gilbert-street, and certain other lands, houses, and buildings in the same parish, abutting on the north and south sides of their railway, and lying between Chester-road and Deansgate aforesaid.

To empower the Manchester South Junction and Altrincham Railway Company to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all roads, streets, bridges, foot-paths, ways, and rights of way, railways, tramways, streams, pipes, telegraph wires and apparatus, telephones, sewers, drains, and water-courses within the said parish of Manchester, which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the said intended widening and works.

To authorise and empower the Manchester South Junction and Altrincham Railway Company to apply to the purposes aforesaid any capital or funds belonging to that Company.

To provide for the release and the application of the moneys or stocks deposited with or transferred to the Chancery Division of the High Court of Justice in England, in respect to the application to Parliament for the railway and works authorised by the Wigan Junction Railways Act, 1878, and now remaining in the name and custody of Her Majesty's Paymaster-General as security for the completion of the said railway and works, together with all interest or dividends which may have become due thereon.

To incorporate with the Bill, amend or alter, or to re-enact, with such variations as may be thought expedient, all or some of the provisions of the Lands Clauses Acts, 1845, 1860, 1869, and 1883, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869.

To vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To alter, amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal), that is to say: 12 and 13 Vic., cap. 81; and all other Acts relating to the Company; 37 and 38 Vic., cap. 117; 38 and 39 Vic., cap. 189; 41 and 42 Vic., cap. 97; and all other Acts relating to the Wigan Junction Railways Company; 47 and 48 Vic., cap. 224, and all other Acts affecting the Blackpool Railway Company; 25 and 26 Vic., cap. 221, and all other Acts relating to the Wrexham, Mold, and Connah's Quay Railway Company; 8 and 9 Vic., cap. 111, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company; and 9 and 10

Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company.

And notice is hereby further given, that maps, plans, and sections of the works proposed to be authorised by the Bill, and plans of the lands, houses, and other property proposed to be taken, with books of reference to those several plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection, as follows, that is to say:—As relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; as relates to the lands in the county of Lincoln, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Lincoln; as relates to the works and lands which are situate partly in the county of Derby, partly in the West Riding of the county of York, and partly in the county of Nottingham, with the Clerk of the Peace for the county of Derby, at his office at Derby, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Clerk of the Peace for the county of Nottingham, at his office at Newark, and that a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the proposed works are intended to be made, or within which the lands, houses, and other property proposed to be taken are situate, 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.

And notice is hereby further given, that 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 8th day of November, 1888.

R. B. M. Lingard-Monk, 4, Westminster-chambers, Westminster, and Manchester, Solicitor for the Bill.

In Parliament.—Session 1889.

Monumental Chapel (Westminster Abbey).
(Erection of Chapel (and making and maintaining therein a Burial Ground) and other Improvements in the vicinity of Westminster Abbey; Compulsory Purchase of Lands; application of portion of surplus of Coal and Wine Duties; Levying of Rates; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1889, for leave to bring in a Bill and to pass an Act to authorise the taking of certain lands and houses by compulsion or agreement in the parishes of St. Margaret, Westminster, and the Close of the Collegiate Church of St. Peter, Westminster, in the county of Middlesex, and to remove the houses situated in Old Palace-yard for the purpose of opening out a view of Westminster Abbey, the Chapter House, and other buildings, and to appropriate a portion of the site so cleared for the erection of a Monumental Chapel (and within which to bury the dead), in connection with Westminster Abbey,

and in the improvement of the approaches to the said Abbey and other property in the said parishes.

1. The lands and houses which will or may be taken under the compulsory powers of purchase or otherwise within the said parishes of St. Margaret, Westminster, and the Close of the Collegiate Church of St. Peter, Westminster, for the erection of the Monumental Chapel, including therein a burial ground, are all the lands, houses, buildings, streets, roads, and premises within the limit bounded on the east by old Palace-yard and Abingdon-street; on the south by College-gardens; on the west by Dean-street, and on the north by Poet's Corner and Westminster Abbey.

2. And so far as may be necessary the intended Act will empower the stopping up, removal, alteration, or diversion of all streets, lanes, and public places, and all sewers, drains, mains, pipes, and works within the area hereinbefore described, and the appropriation of the site of the said streets, roads, and places, and all or any of the said lands, houses, and premises hereinbefore described, or parts thereof for such purposes as may be authorised by the intended Act, and the sale and disposal of such part of the said lands and premises as may not be required for any of the purposes aforesaid.

3. And the intended Act will also empower the Dean and Chapter of Westminster, the Ecclesiastical Commissioners for England and Wales, certain commissioners to be named in the said Act, and all other persons interested or concerned, to enter into agreements with reference to the sale and purchase of all or some parts of the said lands and premises, and will confer powers to vary or extinguish all or any existing rights and privileges in any way connected with the said lands, houses, and premises, or any of them, and will confer all such other rights and privileges as may be necessary, proper, or convenient for carrying into effect the objects aforesaid.

4. For or towards effecting the objects and purposes of the proposed Act, it is intended to ask for the requisite sanction of Parliament to the application of the whole or some part of monies raised, or to be raised under an Act passed in the 31st year of the reign of Her present Majesty, cap. 17, entitled, "An Act to further continue and appropriate the London Coal and Wine Duties." Or under any other Act or Acts, and to enable the London County Council, the Westminster District Board of Works, or their respective successors in office, the Dean and Chapter of Westminster, Her Majesty's Government, or any department thereof, the Ecclesiastical Commissioners for England and Wales (out of the funds derived from property now or formerly belonging to the Dean and Chapter, or otherwise), and any other body or persons, trustees or other persons, under disability to apply their corporate or other funds to such objects and purposes, and if need be the Act will authorise the levying of rates and assessments and the borrowing of money on mortgage, or by such other means as shall be sanctioned by Parliament.

5. And the proposed Act will or may provide that after the said chapel shall have been erected, that the same and any lands acquired under the powers of the said Act shall vest in the said Dean and Chapter, Her Majesty's First Commissioners of Works, or in such other person or persons as the said Act shall direct, and also for the maintenance and repair of the said chapel and lands and the use thereof for the purpose of burial, erection of monuments, or otherwise.

6. The powers and provisions of the said in-

tended Act will be carried into effect by commissioners or trustees, or by such other body or persons as shall be determined by Parliament, and shall be incorporated by the Act (herein referred to as the Promoters), with requisite power to hold lands and other property for the purposes thereof.

7. And the intended Act will or may provide for the vesting in the Promoters the whole or some portion of the surplus of the London coal and wine duties raised or to be raised for the year ending the 5th July, 1889, and if need be to enable the Promoters to exercise and enforce the provisions of the London Coal and Wine Duties Continuance Act, 1868, to levy dues, rates, or duties, and to enable them to administer such surplus, or some portion thereof, and to apply the proceeds thereof and any monies which may come into their hands by gift or otherwise, towards the purchase of lands, erection of public buildings, or other the objects and purposes of the said intended Act.

8. The intended Act will or may enable the Promoters and the mayor, aldermen and commons of the city of London (herein called the Corporation), and others, to enter into contracts and agreements for giving effect to the objects and purposes of the Bill, and if need be to enlarge the powers of the corporation.

9. To enable the Promoters to make rules, regulations, and bye-laws for carrying into effect the objects and purposes of the intended Act, and if necessary to confer on them, with or without modification, all or any of the powers possessed by the Dean and Chapter of Westminster, or the Ecclesiastical Commissioners for England and Wales in or in connection with Westminster Abbey, and whether in reference to burials or otherwise, and to exempt the promoters from any of the provisions of the Burial Acts within the Metropolis, or any of them, or any other Acts.

10. The intended Act will or may amend or enlarge the powers and provisions of The London Coal and Wine Duties Continuance Act, 1861, The London Coal and Wine Duties Continuance Act, 1863, The London Coal and Wine Duties Continuance Act, 1868, The Metropolitan Board of Works (Loans) Act, 1869, The Metropolitan Management Act, 1855, The Metropolitan Building Act, 1855, The Burial Acts, 1852 to 1871, and any Acts amending the same, and any Acts relating to the Metropolitan Board of Works or London County Council, and it will incorporate with itself the necessary provisions of The Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; and the Cemeteries Clauses Act, 1847, and confer upon the Promoters the power to amend, and if need be to repeal all or some of the powers and provisions of any public or local and personal Act or Acts now in force within the limits of the Bill, and if necessary any charters or instruments for effecting the purposes of the proposed Act.

11. And notice is hereby further given, that on or before the 30th day of November instant, a plan in duplicate, describing the situation of the said lands, houses, and premises so proposed to be taken as aforesaid, and a book of reference relating thereto containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and premises, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace of the county of Middlesex at his office at the Sessions House, Clerkenwell, and that a copy of the said plan and book of reference and Gazette notice will be deposited as regards the parish of Saint Margaret, Westminster, with the Clerk of the Westminster District Board of

Works, at his office in the Town Hall, Caxton-street, Westminster, and as regards the parish of the Close of the Collegiate Church of St. Peter, Westminster, with the Chapter Clerk thereof at his office.

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 15th day of November, 1888.

Horne and Birkett, 4, Lincoln's-inn-fields,
Solicitors for the Bill;

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

In Parliament.—Session 1889.

Barry and Cadoxton Gas and Water.

(New Works; Diversion of Waters; Arrangements as to existing and Powers to raise Additional Share and Loan Capital; Provisions for Transfer of Undertaking to Barry and Cadoxton Local Board; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Barry and Cadoxton Gas and Water Company (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the following among other purposes that is to say:—

1. To authorise the Company to make and maintain the works hereinafter described, or some of them, or some part or parts thereof respectively, and to exercise all or some of the powers hereinafter mentioned, that is to say:—

(a) A well, shaft, or boring (No. 1), to be situate in the parish of Saint Andrew's Major, near the south-eastern corner of that part of Biglis Moors numbered 673 on the $\frac{1}{4000}$ scale ordnance map of that parish, and about 1 chain south of the southern boundary of the field numbered 672 on the aforesaid ordnance map.

(b) A service reservoir situate wholly in the parish of Merthyr Dovan, in the southern portion of the field, numbered 158 on the $\frac{1}{4000}$ scale ordnance map of that parish, and 4 chains or thereabouts measured in a westerly direction from the existing Cadoxton reservoir or tank of the Company.

(c) A conduit, aqueduct, or line, or lines of pipes (No. 1), situate wholly in the parish of Saint Andrew's Major, to commence from and out of the well, shaft, or boring (No. 1) before described, and to terminate in and near the south-east corner of the field numbered 647 on the $\frac{1}{4000}$ scale ordnance map of that parish.

(d) A well, shaft, or boring (No. 2), to be situate in the parish of Saint Andrew's Major, in that part of Biglis Moors numbered 673 on the $\frac{1}{4000}$ scale ordnance map of that parish, and $19\frac{1}{2}$ chains or thereabouts measured in a north-easterly direction from Biglis Farm House.

(e) A conduit, aqueduct, or line or lines of pipes (No. 2), situate wholly in the parish of Saint Andrew's Major, to commence from and out of the well, shaft, or boring (No. 2) before described, and to terminate at or near the termination of Conduit No. 1, hereinbefore described.

(f) A conduit, aqueduct, or line or lines of pipes (No. 3), to commence by a junction with Conduits Nos. 1 and 2, at the termination thereof, hereinbefore described, and to terminate in the service reservoir before described, which conduit, aqueduct, line

or lines of pipes will be wholly situate in and will pass from, in, through, or into the parishes of Saint Andrew's Major, Cadoxton - juxta - Barry, and Merthyr Dovan.

(g) All necessary and proper embankments, walls, dams, cuts, channels, aqueducts, catchwaters, culverts, tunnels, drains, sluices, wells, tanks, engines, buildings, mains, pipes, machinery, appliances, roads, approaches, telegraphs and telephones, and other works and conveniences.

The whole of the intended works will be situate in the county of Glamorgan.

2. To purchase, by compulsion or agreement, and hold and to take on lease, and to take grants of easements over, through, or under lands, buildings, springs, streams, waters, and other hereditaments and property which may be required for the purposes of the intended works and of their undertaking, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected therewith.

3. To take, collect, divert, impound, appropriate, and use all such springs and waters as can be diverted and abstracted, or as will or may be intercepted by the proposed works, or which may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they may acquire easements or rights.

4. To deviate from the lines and levels of the intended works to such extent as may be defined by the Bill or prescribed by Parliament.

5. To lay down, maintain, alter, remove, and renew mains, pipes, and other apparatus, works, and conveniences in, over, under, or across, and for that purpose to 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, telegraphs, telephones, pipes, sewers, drains, rivers, streams, brooks, or water-courses, in the parishes, townships, and places before mentioned, so far as may be necessary or convenient for any of the purposes of the Bill.

6. To declare, define, alter, and re-adjust the existing share and loan capital of the Company, and to authorise the Company to raise further moneys for the purposes of the Bill, and for the general purposes of their undertaking, by the creation of new shares or stock, with or without a preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means, and to apply to any of the purposes of the Bill any moneys now belonging to the Company or which they have power to raise.

7. To authorise the Company to sell and transfer, and the Local Board for the district of Barry and Cadoxton (hereinafter called "the Local Board") to purchase and acquire, or otherwise to provide for the vesting in the Local Board of the Undertakings of the Company as now existing or authorised, or of any part thereof, and any works which they may under the powers of the Bill be authorised to construct, purchase, or acquire (all of which are hereinafter included in the expression "the undertaking"), upon such terms and conditions, and for such price and consideration as may be agreed upon, or as may be prescribed by or fixed under the provisions of the Bill, and upon such transfer and vesting to authorise the Local Board to hold, work, and use the said

undertaking, and to have, exercise, enjoy, perform, and fulfil all the rights, powers, privileges, authorities, and obligations of the Company, whether with reference to the construction, renewal, and extension of works, the supply of gas and water, the purchase and sale of lands and other property, the levying of rates and charges, or otherwise howsoever.

8. To authorise the Local Board and the Company to enter into, and carry into effect agreements for, or with reference to such sale, purchase, transfer, and vesting, and to sanction and confirm any agreement which prior to the passing of the Bill may be made for or with reference thereto.

9. To authorise the Local Board for the purposes of any such purchase, transfer, or vesting, or for other the objects and purposes of the Bill, to apply their funds and any moneys belonging to them, or which they are authorised to raise, and to raise further moneys by borrowing on mortgage or bond, and by the issue of debenture stock, and by annuities on the security of their rates, revenues, and property, or otherwise, as shall be authorised by the Bill.

10. To provide, in the case of any such sale, transfer, and vesting for the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company.

11. To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863" and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands, with such variations, modifications, and exceptions as the Bill may prescribe.

12. 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 Barry and Cadoxton Gas and Water Act, 1886," and all other Acts (if any) which may relate to or be affected by any of the objects of the Bill.

13. The Bill will confer on the Company and the Local Board all powers, rights, authorities, and privileges which are or may become necessary for carrying it into execution, will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, and will confer other exemptions, rights, and privileges, 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 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 Glamorgan, at his office at Cardiff, 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 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 16th day of November, 1888.

Downing and Hancock, Cardiff, Solicitors;
John Charles Ball, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1889.

Newcastle and Gateshead Water.
(New Works in Northumberland; Additional Water; Breaking up of Public and Private Roads; Power to Lay Pipes; Purchase of Lands, Houses, Mines, Minerals, and Easements for Works and of Additional Lands Compulsorily and by Agreement; Superfluous Lands; Agreements with Land, Mill, and Mine Owners; Powers to Prevent Waste and Contamination of Water of the Company; Additional Share and Loan Capital; Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Newcastle and Gateshead Water Company (hereinafter referred to as the Company), 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 (that is to say):—

1. To authorise the Company to make and maintain wholly in Northumberland the following works, or some of them, or some part or parts thereof (that is to say):—

(1.) A reservoir in the townships of Rochester and Troughend (High Part), in the parish of Elsdon (to be called "the Catcleugh Reservoir"), to be formed by means of an embankment or dam, 6 chains or thereabouts in length, across the valley of the River Rede, at a distance of 3 chains or thereabouts, measured in an easterly direction from the footbridge across the said river nearly opposite Catcleugh House, and extending about 6 chains in a northerly direction in the township of Rochester and about 2 chains in a southerly direction in the township of Troughend (High Part). The said reservoir will extend from the said embankment in a westerly direction measured along the said river for a distance of 50 chains or thereabouts.

(2.) A conduit or line of pipes (No. 1), commencing in the said township of Rochester, in the said parish of Elsdon, in the said intended reservoir at a point near the embankment already described, and terminating in the township of Little Swinburn, in the parish of Chollerton, by a junction with the existing conduit of the Company leading from their Little Swinburn Reservoir to their Hallington Reservoir, at a point 7 chains or thereabouts measured in a north-westerly direction from Woodford Bridge, crossing a stream called or known by the name of Dryburn, which conduit or line of pipes will pass from, through, or into the following parishes, townships, or extra-parochial or other places, or some of them, that is to say:—Elsdon, Rochester, Troughend (High Part), Troughend (Low Part), Otterburn (Higher Part), Corsenside (parish and township) Chesterhope, Broomhope, Buteland, Chollerton (parish and township), Birtley

(parish and township), Chipehase, Gunner-ton, Barrasford, Great Swinburn (otherwise Great Swinburn and Colwell), and Little Swinburn.

(3.) A reservoir or relieving tank (to be called "the Brig Reservoir") to be situated near to the conduit or line of pipes (No. 1) lastly described, and to be connected with that conduit or line of pipes, by branch pipes thereto and therefrom, such reservoir to be situated in the said township and parish of Corsenside, in the south-western corner of a field forming part of Brig Farm, and numbered 3 on the ordnance map, scale $\frac{1}{25000}$, of the said parish. The nearest point of the said reservoir will be 15 chains north-west of Brig Farm House.

(4.) A conduit or line of pipes (No. 2), commencing in the township of Rudchester, in the parish of Ovingham, by a junction with the existing conduit of the Company, at a shaft thereon, situate in Blakeley plantation, on the north side of the road from Horsley to Heddon-on-the-Wall, at a point 5 chains or thereabouts west of Rudchester Burn, and terminating in the township of Throckley, in the parish of Newburn, by a junction with the same conduit, in or under the main road from Hexham to Newcastle-upon-Tyne, opposite the entrance gates to the Company's filter beds at Throckley, which conduit or line of pipes (No. 2), will pass from, through, or into the several parishes, townships, or extra-parochial or other places, or some of them, of Heddon-on-the-Wall (parish and township), Rudchester, Houghton, and Close House, Newburn, Throckley, and Ovingham.

(5.) A conduit or line of pipes (No. 3), commencing in the said township and parish of Newburn by a junction with the existing conduit of the Company leading from Throckley to Newcastle, at a point thereon, 5 chains or thereabouts north of the Newburn Pumping Station of the Company, and terminating in the township of Elswick, in the parish of St. John, in the city and county of Newcastle-upon-Tyne, by a junction with the existing main pipes of the Company at a point in Hindestreet, opposite the north end of Ordstreet, which conduit or line of pipes will pass from, through, or into the several parishes, townships, extra-parochial or other places, or some of them, of Newburn (parish and township), Newburn Hall, Sugley, West Denton, East Denton, Elswick St. John, Benwell, and Elswick.

(6.) A conduit or line of pipes (No. 4), wholly in the said township and parish of Newburn, commencing by a junction with the existing conduit of the Company leading from Throckley to Newcastle, at a point 5 chains or thereabouts north-west of the pumping station aforesaid, and terminating by a junction with the intended conduit or line of pipes (No. 3) at a point in the road leading from Newburn Grange to Newburn, about 12 chains to the eastward of the point of commencement of that conduit as already described.

2. To enable the Company from time to time to make and maintain all such cuts, channels, adits, catch-waters, aqueducts, culverts, tunnels, drains, sluices, by-washes, weirs, gauges, reservoirs, wells, water towers, 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.

3. To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill, or prescribed by Parliament.

4. To enable the Company, subject to the provisions of the Bill, to collect, impound, take, use, divert, and appropriate for the purposes of the said proposed new works and of their undertaking, all such springs, streams, and waters as will or may be intercepted by the proposed works, or as may be found in, on, or under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following streams and waters (that is to say):—The River Rede, which flows into the River North Tyne, thence into the River Tyne, and thence into the German Ocean.

5. To empower the Company to make compensation, in money or water as the circumstances of the case may require, to any person or Body who may be injuriously affected by the powers of the Bill.

6. 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, rivers, water-courses, streams, railways, tramways, sewers, drains, pipes, and telegraph and telephone apparatus.

7. To empower the Company for the purposes of the Bill and their undertaking to acquire compulsorily and by agreement, or to take on lease, lands (including in that expression where used in this notice, houses, and buildings), and other property, and any [rights and easements therein, thereunder, or thereover, including the right of discharging water into any streams or watercourses with which any of the intended conduits may communicate, and in addition to the property to be acquired for the purposes of the before-mentioned works, to acquire compulsorily or by agreement the following additional lands (that is to say) :—

Certain lands in the township of Throckley, in the said parish of Newburn, numbered 44 on the ordnance map (to scale $\frac{1}{2500}$) of the said parish, situate on the east side of the existing filter beds of the Company at Throckley aforesaid, and on the north side of the main road leading from Hexham to Newcastle-upon-Tyne.

8. To authorise the Company to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, or of the existing Waterworks Acts of the Company with respect to superfluous lands, and to acquire by compulsion or agreement any mines or minerals under any such lands notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

9. To make such provisions as may have been or may be agreed upon, or as may be prescribed or authorised by the intended Act, for the protection and benefit of the landowners, millowners, and mineowners, and any other persons and bodies whose property, rights, powers, or interests will or might be affected by the execution of the powers of the intended Act, and of their property, rights, and interests, and to authorise or confirm, or give effect to any

arrangements or agreements which may have been or may be entered into between the Company and such landowners, millowners, and mineowners, and other persons and bodies, or some or any of them.

10. To empower the Company to make and carry into effect agreements with any owners, lessees, or occupiers of any lands within the drainage area of the intended reservoirs and works with reference to the execution by the Company, or such owners, lessees, or occupiers of such works, as may be necessary for the purpose of draining such lands, or any of them, or for more effectually collecting, conveying, and preserving the purity of the waters flowing to, upon, or from such lands, directly, or derivatively, into such reservoirs and works.

11. To make provisions for the prevention of waste, misuse, undue consumption, or contamination of the water of the Company, and with respect to the fittings to be used for the purposes of the supply and user of the said water, and for protecting, repairing, and removing the said fittings, and for defining and preventing frauds on such supply and user; and to empower the Company from time to time to make and enforce by penalties and otherwise bye-laws, rules, and regulations, for and in relation to the several matters aforesaid, with all requisite powers of entry on the premises so supplied or to be supplied, and to confer on the Company, with or without modification, the powers of a sanitary authority for preventing the fouling or contamination of any river, stream, brook, or spring from which the Company do or may derive any of their water supply.

12. To enable the Company to apply their existing funds and any moneys which they have still power to raise to 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, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

13. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will enable the Company, and any local authorities, bodies, companies, or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will so far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of the Newcastle and Gateshead Waterworks Act, 1863, the Newcastle and Gateshead Waterworks Act, 1866, the Newcastle and Gateshead Waterworks Act, 1870, the Newcastle and Gateshead Waterworks Act, 1876, the Newcastle and Gateshead Waterworks Act, 1877, and any other Act relating directly or indirectly to the Company.

14. The Bill will incorporate with itself, with or without variation, the necessary provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Waterworks Clauses 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 showing the line, situation, and level of the said works, and

the lands, houses, and property in or through which they will be made, and also duplicate plans, showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, and 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, houses, and property, 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 instant, with the Clerk of the Peace for the county of Northumberland, and with the Clerk of the Peace for the city and county of Newcastle-upon-Tyne, at their respective offices at Newcastle-upon-Tyne; and on or before the same date 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, 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 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 17th day of November, 1888.

George Armstrong and Sons, Newcastle-upon-Tyne, Solicitors.

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

In Parliament—Session 1889.

Wellingborough and District Tramroads.

(Incorporation of Company; Power to Construct and Maintain Tramroads across Lands and along Streets and Roads, at and in the neighbourhood of Wellingborough, Rushton, Raunds, and Wollaston, in the county of Northampton; Use of Mechanical Power; Power to acquire Lands; Tolls; Agreements with 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, maintain, and use with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramroads hereinafter described:—

Tramroad No. 1, commencing in the London-road, Bozeat, at a point 1.50 chains, or thereabouts, measured in a northerly direction from the junction of the said road with Mile-street, thence passing in a northerly direction through Wollaston, and terminating near Wellingborough Station on the London and North-Western Railway at a point opposite the "Prince of Wales" public-house.

Tramroad No. 2, commencing in Sheep-street, Wellingborough, at a point 650 chains or thereabouts, measured in a north-easterly direction from opposite the "Bee's Wing" public-house, thence passing in a south-easterly direction past the gas works over the River Nene and the London and North Western Railway, and terminating by a junction with Tramroad No. 1 at a point 10 chains or thereabouts, measured in a southerly direction from the termination of that tramroad.

Tramroad No. 3, commencing in a field near the gas works in Rushden, at a point on the north side of Church-street, 5 chains or thereabouts west of its junction with Alfred-street, and passing thence in a northerly direction into and along High-street, Higham Ferrers, to and terminating on the north side of the level crossing at the Higham Ferrers Station on the London and North Western Railway.

Tramroad No. 3 is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the nearest rail of the tramroad and the outside of the footpath on the west side of the road for a distance of 11 chains, measured from its termination.

Tramroad No. 4, commencing by a junction with Tramroad No. 3, at a point 1 chain, measured in a southerly direction from the termination thereof, thence passing in an easterly and north-easterly direction along the road leading to Stanwell, and along the Old Roman-road, and thence in an easterly and north-easterly direction towards Raunds, into and along and terminating in Brook-street, Raunds, opposite the Wesleyan Methodist Chapel.

Tramroad No. 4a, a short curve commencing by a junction with Tramroad No. 3, at a point 2 chains, measured in a southerly direction from the termination thereof, and terminating by a junction with Tramroad No. 4, at a point 1.50 chains or thereabouts from the commencement thereof.

The said intended tramroads and works will pass from, in, through or into, or be situate in the parishes, township, or places of Bozeat, Strixton, Wollaston, Irchester, Wellingborough, Higham Ferrers, Rushden, Chelveston-cum-Caldecott, Stanwick, and Raunds, all in the county of Northampton.

The tramroads will be constructed on the gauge of 3 feet 6 inches, and it is not proposed to run any of the said tramroads carriages or trucks adapted for the use upon railways.

To empower the Company to use on the intended tramroads, steam or other mechanical power, as well as animal power, for moving carriages or trucks thereon, and to provide (if thought fit) that such power shall not be revocable by the Board of Trade, or otherwise.

To empower the Company to widen the existing road leading from Higham Ferrers to Higham Ferrers Station, on the west side thereof, between a point 11 chains, or thereabouts, measured in a southerly direction, from the level crossing at the said station and the said level crossing.

To authorise the Company from time to time and either temporarily or permanently to make, maintain, alter, and remove such crossing, passing-places, sidings, junctions, turnouts and other places as may be necessary or convenient for the efficient working of their tramroads, or any of them, or for facilitating the passage of traffic along streets, or for providing access to the London and North Western Railway Stations at Higham Ferrers and at Wellingborough, and to any stable or carriage sheds of the works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to cross, stop up, alter, and remove, and otherwise interfere with streets, roads, highways, footpaths, railways, rivers, water-courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric and telegraph pipes, poles,

and apparatus within any of the parishes or places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramroads and works, or for substituting others in their places, or for the other purposes of the intended Act.

7. 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, in the parish aforesaid, and to erect offices, buildings, or other conveniences, on any such lands.

8. 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 tramroad, or any part thereof, laid along a street or road, 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 tramroad or temporary tramroads, in lieu of the tramroad or part of a tramroad 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 road 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 local and road authorities and other bodies and persons having respectively the control or management of any streets or roads along which tramroads 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 tramroads, 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 Railways Clauses Consolidation Act, 1845, so far as the same are applicable to the intended tramroads, and will also incorporate the provisions of the Tramways Act, 1870, so far as the same are applicable to such parts of the intended tramroads as are intended to be laid along streets or roads (but except section 43 of that Act), with such alterations, exemptions, or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by the said Acts respectively, as well as the powers hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections of the proposed tramroads 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 the county of Northampton, at his office at Northampton, 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 with the Parish Clerk of 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 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 15th day of November, 1888.

Sharman and Jackson, Solicitors, Wellingborough, Northamptonshire.

Agents for

Carr and Son, 23, Rood-lane, London, Solicitors for the Bill.

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

In Parliament.—Session 1889.

London and North Western and Great Western Railway Companies.

(Transfer to London and North Western and Great Western Railway Companies of Undertakings of Seacombe, Hoylake, and Deeside Railway Company, and of portion of Undertaking of Wirral Railway Company, and of rights and powers of Wirral Railways Company Limited therein; Joint Committees; Agreements; Extension of time for completion of Railway authorised by Seacombe, Hoylake, and Deeside Railway Act, 1881, or abandonment thereof; Extension of time for sale of superfluous lands connected with Seacombe, Hoylake, and Deeside Railway Company's Undertaking; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the London and North Western Railway Company and the Great Western Railway Company (hereinafter called "the two Companies") for an Act for the following purposes, or some of them (that is to say):—

To transfer to and vest in the two Companies, by amalgamation or otherwise, the undertaking, railways, works, buildings, lands, plant, property, and effects of the Seacombe, Hoylake, and Deeside Railway Company (hereinafter called "the Seacombe Company"), and all the powers, rights, and privileges of, or belonging to, or enjoyed by that Company, of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company, or to otherwise provide for such transfer and vesting upon such terms and conditions as may have been or may be agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Seacombe Company.

To transfer to and vest in the two Companies so much of the railway of the Wirral Railway Company (hereinafter called "the Wirral Company") as is situate between its junction with the railway of the Seacombe Company and its termination at the Park Station, together with the stations, works, buildings, lands, plant, property, and effects of the Wirral Company, and all the powers, rights, and privileges of, or belonging to, or enjoyed by that Company of what nature or kind soever, in connection with the portion of their undertaking so to be transferred and any land belonging to them on which any portion of the railway of the Seacombe Company has been

or is proposed to be constructed, and whether with reference to their own undertaking or to the undertaking of any other Company, or to otherwise provide for such transfer and vesting upon such terms and conditions as may have been or may be agreed upon, or as may be provided for or prescribed by the intended Act.

To transfer to and vest in the two Companies all lands, rights, powers, and privileges of the Wirral Railways Company Limited in connection with the undertakings so to be transferred.

To provide for the exercise and fulfilment by the two Companies, jointly or severally, in their own names, and under their own seals, and in the names and under the hands of their directors, officers, and servants, of the rights, powers, privileges, liabilities, and obligations of the Seacombe Company and the Wirral Company and the Wirral Railways Company Limited respectively, or such of them as may be transferred by the intended Act, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the granting or issuing of mortgages, bonds, or debenture stock or otherwise, and to provide for the discharge of other liabilities by those Companies respectively.

To provide for the conduct and management of the undertakings so to be transferred by any existing joint committee of the two Companies, or by any joint committee to be appointed under the authority of the intended Act for carrying into effect all or any of the purposes aforesaid.

To authorise or provide for the redemption by the two Companies, or either of them, in cash or otherwise, of all or any part of the shares or stock of the Seacombe Company and the Wirral Company respectively, or for the guarantee by the two Companies, or either of them, of the dividends or interest thereon, and to provide for the redemption of the debenture stock and of the mortgages and rent-charges of the Seacombe Company and the Wirral Company, or any part thereof, and for reducing the capital of the Wirral Company.

To authorise agreements between any of the said Companies with reference to the matters aforesaid, and to confirm and give effect with or without alteration to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To extend the period limited by the Seacombe, Hoylake, and Deeside Railway Act, 1881, and extended by the Seacombe, Hoylake, and Deeside Railway Act, 1886, for the completion of the railway and works authorised by the said Act of 1881, or so much thereof as was not authorised to be abandoned under the said Act of 1886, or to provide for the abandonment of such railway or portion of railway.

To extend the time for the sale of all or any of the superfluous lands connected with the undertaking of the Seacombe Company, and to alter and amend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845 with respect to the sale of superfluous lands.

To empower the two Companies respectively to increase their capital and to raise a further sum of money for the purposes of the intended Act 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, or by any of such means, and also to apply to such purposes any capital or funds belonging to the two Companies respectively.

To vary or extinguish all existing rights or

privileges which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal, all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—

The Acts 9 and 10 Vic., cap. 204 and 26 and 27 Vic., cap. 217, and all other Acts relating to the London and North Western Railway Company.

The Act 5 and 6 William IV. and all other Acts relating to the Great Western Railway Company.

The Hoylake and Birkenhead Railway and Tramways Act, 1872, the Seacombe, Hoylake, and Deeside Railway Act, 1881, and all other Acts relating to the Seacombe Company.

The Wirral Railway Certificate, 1883, the Wirral Railway Act, 1884, and all other Acts relating to the Wirral Railway Company or the Wirral Railways Company Limited.

And Notice is hereby further given, that, on or before the twenty-first 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 13th day of November, 1888.

C. H. Mason, Euston Station and 9, Great George-street, Westminster;

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

Birch, Cullimore, and Douglas, Chester;
Gill, Archer, and Maples, Liverpool,
Solicitors.

Sherwood and Co., 7, Great George-street, Westminster;

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

Board of Trade.—Session 1889.

“Electric Lighting Acts, 1882 and 1888.”
Paddington Electric Lighting.

(Power to the Electrical Power Storage Company Limited, to Produce, Store, and Supply Electricity within the parish of Paddington, in the county of Middlesex; to Construct Works; to Lay Down Wires, and other Apparatus, and to Break up Streets therein; to Acquire Land; to Levy Rates, and exercise other Powers; Agreements with and Powers to Local Authorities; Incorporation of Acts; Power to Amalgamate, &c.)

NOTICE is hereby given, that application is intended to be made by the Electrical Power Storage Company, Limited, of 4, Great Winchester-street, London, E.C. (hereinafter called “the Company”), to the Board of Trade, on or before the 21st day of December next, under the provisions of “The Electric Lighting Acts, 1882 and 1888,” or any modification thereof for the time being subsisting, for a Provisional Order for all or some of the following purposes, that is to say:

To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, for all or some of the public and private purposes as defined by the said Acts, within the area hereinafter mentioned, in the parish of Paddington, in the county of Middlesex, and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph and telephone wires, within

the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works, or things required for enabling the Company to supply, produce, store, convey, transmit or distribute electricity for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, and distribute electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents and licenses for patents for the making, producing, controlling, and measuring, or otherwise, relating to the supply of electricity.

To enable the Company on the one hand, and the Metropolitan Board of Works and the Vestry of the parish of Paddington, or either of those bodies, on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets roads, ways, public footpaths, and public places as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such board or vestry to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the "Electric Lighting Acts, 1882 and 1888," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the "Electric Lighting Acts, 1882 and 1888," or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To limit, if thought fit, the district within the area of supply within which the supply of electricity shall be compulsory, or, if thought fit, to provide for its being permissive throughout the whole area of supply.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect, is the whole of the said parish of Paddington.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works, are all the streets and other places within the said area of supply.

And among such streets and places, it is more particularly proposed to place electric lines and works in, over, and along the whole or portions of the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

London-street, Devonport-street, Sussex-place, South Wharf-road, North Wharf-road, Harrow-road, Irongate Wharf-road, Praed-street, Cambridge-place, Market-street, Norfolk-square, Star-street, Sale-street, Edgware-road, Watling-street, Gloucester-square, Radnor-place, Somers-place, Southwick-place, Grand Junction-road, Hyde Park-square, Albion-place, Chester-place, Hyde Park-gardens, Clarendon-place, Hyde Park-street, Albion-street, Upper Porchester-street, Cambridge-square, Southwick-crescent, Oxford-square, Norfolk-crescent, Burwood-place, Cambridge-street, Portsea-place, Upper Berkeley-street West, Berkeley-place, Connaught-square, Upper Seymour-street West, Connaught-place, Stanhope-place, Uxbridge-road, Gloucester-gardens, Porchester-mews, James-street West, Cleveland-gardens, Porchester-terrace, Leinster-gardens, Cleveland-square, Craven-hill, Lancaster-gate, Upper Hyde Park-gardens, Devonshire-terrace, Craven-terrace, Westbourne-terrace, James-street, Bishops-road, Eastbourne-terrace, Craven-road, Charles-street, Spring-street, Westbourne-crescent, Sussex-square, Westbourne-street, Bishops-road Bridge, Bishops-road Station, Paddington Station, Praed-street Station, Talbot-square, Conduit-place, Delamere-street, Westbourne Terrace-road, Westbourne-terrace, Queen's-gardens, Gloucester-place, Gloucester-terrace, Lancaster-street, Stanhope-street.

The streets, roads, or places not repairable by the Local Authority, which the Company propose to take power to break up, are as follows:—Barnsdale-yard, Bravington-road (part of), Cirencester-mews, Cirencester-place, Coomassie-road, Craven-hill-gardens (part of), Edgware-place, Fernhead-yard, Fosbury-mews, Frankfort-mews, Fulton-mews, Hormead-road, Ilchester-gardens, Irongate Wharf-road (part of), Kensington Palace-gardens, Lauderdale-road (part of), Leinster-yard, Market-street-mews, Newcastle-mews, Norfolk-mews (South), Orme-square, Palace-houses, Park-place-gardens, Pressland-yard, Poplar-square, Portnail-road (part of), Radnor-mews, Ranelagh-mews, St. Alban's-mews, Saltram-crescent (part of), Shirland-road (part of), Southwick-yard, Victoria-mews, Westbourne crescent-mews, Westbourne Park-mews, Westbourne-terrace-mews, Westbourne Park-crescent-mews, White Lion-passage, Woodfield-road Cottages.

The railways, canals, and tramways which the Company propose to take power to break up, pass, or cross over or under, are as follows:—Metropolitan Railway, Great Western Railway, Regent's Canal City and Docks Railway, the Grand Junction Canal, and the Harrow-road and Paddington Tramways.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of Messrs. J. Kinninmont and Sons, Builders, 26, Chilworth-street, Gloucester-terrace, Hyde Park, W.; of Thomas William Jackson, 24, and 25, Albion-

street, Hyde Park, W., and at the office of the undersigned, Sydney Morse, of 4, Fenchurch-avenue, in the city of London, Solicitor. Every local or other public authority, company, 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 Board of Trade marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 1st of February, 1889.

Dated this 15th day of November, 1888.

Sydney Morse, 4, Fenchurch Avenue,
E.C., Solicitor for the above-named Electrical Power Storage Company, Limited

In Parliament.—Session 1889.

Liverpool Corporation.

(Amendment of Liverpool Corporation Loans Act, 1880; Further Powers and Provisions as to Markets and Market Constables, Libraries and Museums, and Tramways, and for Preventing Waste and Misuse of Water; Further Police Powers and Regulations as to Bands Playing in Streets, Advertisements on Vehicles and Hoardings, Shooting Galleries, Whirl-go-Rounds, and Vendors of Newspapers, and as to Buildings, Courts, Back Streets, Furnaces, Ovens, Hoardings, Open Spaces about Buildings, Rating of Property of Mersey Docks and Harbour Board, and other matters; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session of 1889 by the Mayor, Aldermen, and Citizens of the City of Liverpool (hereinafter called "the Corporation,") for an Act for all or some of the following objects or purposes, that is to say:—

1. To alter, extend, amend, or repeal some of the provisions of the Liverpool Corporation Loans Act, 1880, and, in particular, with respect to the following among other matters, that is to say:—

The payment of the expenses of issue of Corporation stock and of stamp duty, and the application of premiums arising from the issue of stock.

The application of moneys arising from the sale of lands acquired by the Corporation under any of the Acts relating to the Corporation, and the investment of such moneys in the purchase of Corporation stock.

2. To make further provision with respect to the keeping and making up of the different accounts of the Corporation, and for the adjustment of such accounts inter se.

3. To make further provision and confer further powers upon the Corporation with respect to the appointment of constables to act within the public markets of the Corporation, and to declare and define the powers, rights, authorities, immunities, privileges, and responsibilities of such constables, and to empower the Corporation, in such manner and subject to such notices or other restrictions and conditions (if any) as may be prescribed or provided for by the intended Act, to close any public market, or any portion thereof, and to hold the site thereof, freed and discharged from any rights and privileges in or over the same.

4. To make provision and confer powers upon the Corporation with respect to the establishment and maintenance of lending libraries and reading rooms, and to amend, extend, alter, repeal, or enlarge some of the provisions of the Liverpool Library and Museum Act, 1852, and to make provision for the appli-

cation of moneys received by the Corporation under the provisions of Section 74 of the Liverpool Improvement Act, 1882.

5. To empower the Corporation, in such events and under such restrictions and conditions (if any) as may be prescribed by the intended Act, or as Parliament may impose, and, notwithstanding anything contained in the Tramways Act, 1870, or in any Act relating to the tramways of the Corporation, or to the Liverpool United Tramways and Omnibus Company, to work the said tramways, or any of them, and to provide all necessary plant, and to demand and take tolls and charges, and to acquire lands and buildings, and to borrow money, and generally to confer upon the Corporation all such powers as may be deemed expedient in relation to the matters aforesaid, and to make provision as to the application of the receipts from the working of the said tramways.

6. To make further provision and to confer further powers upon the Corporation with respect to the prevention of waste and misuse and fouling of water, and for licensing and registering plumbers and others.

7. To make further provision and confer further powers upon the Corporation, and on the justices and police-constables, in relation to the regulation and licensing of places for public dancing, music, and entertainment other than fully licensed premises.

8. To make provision with regard to vehicles used for advertising and for prohibiting calling and shouting by vendors in streets, so as to cause a nuisance to the inhabitants in the neighbourhood, and for prohibiting and regulating the erection or use of shooting galleries, swing-boats, and whirl-go-rounds, and other similar machines on land adjoining or near to any highway or street, and for controlling and regulating the exhibition of advertisements on hoardings and walls within the city of an objectionable or obscene character, and for regulating, prohibiting, and licensing bands of music in any street or public place within the city.

9. To make further provision and confer further powers upon the Corporation in relation to streets and buildings, and especially in relation to the following, among other matters:—cul-de-sac, courts, and back streets, furnaces, and flues, stoves, and ovens, plans and sections of new buildings, hoardings, reinstatement of streets, and also to make further provisions, and to confer further powers on the Corporation in relation to open spaces about buildings, and to extend to the foregoing matters, or some of them, all or any of the provisions contained in sections 37 and 38 of the Liverpool Improvement Act, 1882.

10. To settle disputes between the Corporation and the Mersey Docks and Harbour Board and the occupiers of their property with regard to the liability of the said Board and occupiers respectively, to be rated in respect of certain municipal purposes, and to authorise and confirm agreements between the Corporation and the said Board and occupiers with reference thereto.

11. 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.

12. To alter, amend, extend, enlarge, or repeal, so far as may be necessary, the powers and provisions, or some of them, of the Acts hereinbefore mentioned or referred to, as well as of

the several (local and personal) Acts following, that is to say:—

26 George III, cap. 12; 59 George III, cap. 9; 5 and 6 Victoria, cap. 106; "The Liverpool Building Act, 1842"; "The Liverpool Improvement Act, 1842"; "The Liverpool Sanitary Act, 1846"; "The Liverpool Corporation Waterworks Act, 1847"; "The Liverpool Sanitary Amendment Act, 1854"; "The Liverpool Improvement Act, 1882"; "The Liverpool Tramways Act, 1868"; "The Liverpool Tramways Act, 1871"; "The Liverpool Tramways (Purchase) Act, 1872"; "The Liverpool Tramways Act, 1875"; "The Liverpool Tramways Act, 1880"; "The Liverpool Tramways Act, 1882"; "The Liverpool Tramways Act, 1885"; "The Liverpool Improvement Act, 1886"; "The Liverpool Corporation Waterworks Acts of 1847, 1862, and 1866," and any other Acts or Orders relating to the Corporation, or the Liverpool United Tramways and Omnibus Company Limited, or the tramways, markets, or waterworks undertakings of the Corporation, or to the Corporation loans or stock, and the "Mersey Docks and Harbour Act, 1857," "The Mersey Dock Acts (Consolidation) Act, 1858," and any other Acts relating to the Mersey Docks and Harbour Board.

13. 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 16th day of November, 1888.

George J. Atkinson, Town Clerk of the said City of Liverpool, Solicitor for the Bill.

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

In Parliament.—Session 1889.

London, Chatham, and Dover Railway.

(Additional Lands; Sanction of certain Curves on Company's Greenwich Extension Railway; Extension of Time for Sale of Superfluous Lands; Abandonment of Railway authorised by the London, Chatham, and Dover Railway (Maidstone and Faversham Junction Railway) Act, 1881, and Release of Deposit; Establishment of Savings Banks; Additional Capital; 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 (hereinafter called "the intended Act"), for all or some of the following among other purposes:—

To enable the Company, for the general purposes of their undertaking, and for providing increased accommodation, to purchase, by compulsion or otherwise, additional lands, houses, and buildings within the parish of Saint Sepulchre, in the city of London and county of Middlesex; and in the parish of Saint Nicholas, Rochester, in the county of Kent:

To confirm and sanction the construction of a portion of the Railway firstly described in Section 4 of the London, Chatham, and Dover Railway (Further Powers) Act 1881, and authorised by that Act, situate between the commencement of the said Railway, and a point eleven chains or thereabouts from such commencement, with curves of a radius other than the curve shown on the plans deposited with the

Clerk of the Peace for the county of Kent with reference to that Act:

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

To alter and amend, as far as may be necessary for the purposes aforesaid, the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and also the provisions with reference to the sale of the Company's superfluous lands of the first award by the Arbitrators under the London, Chatham and Dover Railway (Arbitration) Act, 1869, and also the provisions with reference to the sale of superfluous lands contained in the London, Chatham and Dover Railway Act, 1874, and the London, Chatham and Dover Railway Act, 1884:

To provide for and authorise the abandonment and relinquishment of the Railway authorised by the London, Chatham and Dover Railway (Maidstone and Faversham Junction Railway) Act, 1881, and described in Section 4 of that Act, and to release the Company from all liabilities, penalties, and obligations in respect of the non-completion of such Railway:

To annul and put an end to all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to such Railway:

To provide for the release and repayment of the money, or the securities representing the same, deposited in the Chaucery Division of the High Court of Justice upon the application for that Act, as security for the completion of the Railway thereby authorised, and referred to in Sections 18 and 19 of that Act:

To empower the Company or the directors of the Company to establish a savings bank, or savings banks, with or without branches, at such of the stations on their Railways as they may think fit, for the purpose of receiving deposits of money at interest from any of their agents, officers, clerks, servants, workmen, or apprentices, and from the wives and children (being minors) of such agents, officers, clerks, servants, workmen, or apprentices; and to provide that such deposits, and the interest thereon, shall be a charge upon the undertaking, works, and lands, and upon the tolls, rates, charges, and other receipts of the Company, or some of them, in such order and priority as shall be prescribed by the intended Act; and to empower the Company from time to time to make and enforce rules and regulations with respect to the government, management, and conduct of such savings banks, and to provide for the revision and approval of such rules and regulations:

To enable the Company to apply to the purposes of the intended Act any capital or funds now or hereafter belonging to them, or under their control; and, if they shall think fit, to raise additional moneys for such purposes and for the general purposes of their undertaking by the creation of new shares or stock, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct, and to issue debenture stock in lieu of existing debentures:

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, so far as may be necessary for the purposes of the intended Act, 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; the London, Chatham, and Dover Railway (Maidstone and Faversham Junction Railway) Act 1881; London, Chatham, and Dover Railway (Further Powers) Act 1881, and all other Acts relating to or affecting the Company:

Plans of the additional lands proposed to be taken under the powers of the intended Act, 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, as follows: that is to say, as relates to the lands in the county of Kent, with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and as relates to the lands in the county of Middlesex, 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 the city of London, at his office at the Sessions House, Old Bailey; and with the Clerk to the District Board of Works for the Holborn District at his office at the Holborn Town Hall, Grays Inn Road; and a copy of so much of the said plans, sections, and books of reference as relates to each of the aforesaid parishes, 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 an extra-parochial place, with the parish clerk of some adjoining parish, at his residence; and all such deposits will be made on or before the 30th day of November instant.

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 sixteenth day of November, 1888.

John White, Victoria-station, Solicitor for the Bill.

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

In Parliament.—Session 1889.

East Kent District Water.

(Incorporation of Company for supply of Water to Sandwich, Ash, Eastry, St. Margaret's-at-Cliffe, and other parishes and places in the county of Kent; Construction of Waterworks in the parish of East Langdon, in that county; Compulsory Purchase of Lands, Waters, &c.; Power to levy Rates; Provisions as to Supply, &c.; Agreements with, and Powers to Sanitary Authorities and other bodies, and other matters.)

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 Act for effecting the purposes, or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company"), and to enable the Company to supply water for public and private purposes to and within the parishes, townships and places following, or some of them, or some part or parts thereof, all in the county of Kent (that is to say):—Stourmouth, Preston, Elmstone, Ash, Stonar, St. Mary, St. Bartholomew, St. Clement, St. Peter, Sandwich, Staple, Woodnesborough, Worth, Goodnestone, Eastry, Ham, Chillenden, Knolton, Adiskam, Betshanger, Sholden, Nonington, Womenswold, Northbourne, Little Mongeham, Tilmanstone, Barfreston, Ripple, Eythorne,

No. 25877.

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Sutton, Sibertswold, Coldred, Waldershare, Ringwold, Oxney, West Langdon, Lydden, Whitfield, East Langdon, Ewell, West Cliffe, and St. Margaret's-at-Cliffe, and so much of the parishes of Guston, River, Charlton and Buckland as are not included within the municipal boundary of the borough of Dover.

2. To empower the Company to construct and maintain all or some of the following works, all in the parish of East Langdon, in the county of Kent (that is to say):—

A well and pumping station, and

A service reservoir, to be situate in the south-east corner of the property numbered eleven, in the said parish, on the ordnance map. (Scale, $\frac{1}{2500}$).

Together with all proper and necessary embankments, filtering beds, softening tanks, dams, gauges, pipes, drains, sluices, catchpits, conduits, culverts, channels, wells, cuts, adits, aqueducts, tunnels, roads, approaches, apparatus, engines, pumps, machinery, works and conveniences connected with the proposed works, or any of them, or incidental thereto, or necessary or convenient for the collecting, obtaining, storing, inspecting, maintaining, filtering, cleansing, repairing, conducting, distributing or managing the water, waterworks and water supply of the Company.

To empower the Company to deviate from the lines and levels of the intended works, as shown on the plans and sections thereof to be deposited, as hereinafter mentioned, to any extent which may be prescribed by the intended Act, and to incorporate with the intended Act, and apply to the works to be thereby authorised, the provisions of the Railway Clauses Consolidation Act, 1845, with reference to the temporary occupation of lands near the railway during the construction thereof.

To empower the Company to lay down, maintain, take up, alter, repair and renew mains, pipes, culverts, and other works for the supply of water in any of the parishes and places before mentioned, and for that purpose to cross, break up, open, alter, divert, or stop up, and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, sewers, drains, pipes, rivers, streams, brooks, and watercourses, within the parishes and places aforesaid, or any of them.

To enable the Company to purchase, by compulsion or agreement, and to take on lease, and to hold any estate, right, interest, or lands, houses, springs, streams, waters, and easements therein, in or near the several parishes and places before mentioned, or some or one of them, for the purposes of the said waterworks or of the intended Act, and to collect, take, and use by, and in, and for the purposes of the intended works, and to distribute all or any springs and waters on or near the site of any of such works, or in, or under any lands for the time being of the Company, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, and springs, streams, or waters.

To empower the Company to supply water by measure, and to sell or to let, or provide, on hire, cisterns, tanks, meters, fittings, and other apparatus.

To enable the Company to demand, levy, and recover rates, rents, and charges, differential or otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus; and to confer exemptions from the payment of rates, rents, and charges.

To make effectual provision for the protection of the waterworks and property of the Company,

and for preventing the waste, fouling, misuse, and undue consumption of their water, and for imposing penalties in respect of all or any such matters.

To enable the Company on the one hand, and any other Company, Sanitary Authority, Public Body, or persons on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the supply by the Company to any such Company, Sanitary Authority, Public Body, or persons, of water in bulk, or otherwise, for domestic, public, sanitary, trading, or other purposes, whether within or without the Company's limits of supply as above defined, and to vary, suspend, or rescind any such contract, agreement, or arrangement, and to enter into and carry into effect other contracts, agreements, or arrangements in lieu thereof, and to make provision for the sale, to any such Sanitary Authority as aforesaid, of such portions of the works of the Company as may be situate within or necessary for the supply of their respective districts, and to confer upon any such Company, Sanitary Authority, Public Body, or persons respectively, all necessary powers in that behalf, and to authorise them to apply their respective unds, revenues, and rates, to the purposes of any such contract, agreement, or arrangement, and to raise money on mortgage of such funds, rates, and revenues for the like purposes, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the intended Act may be made with respect to the matters aforesaid.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the intended Act, 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 works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and with the Parish Clerk of the said parish of East Langdon, 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 17th day of November, 1888.

E. Carder, Market-place, Dover, Solicitor for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Cambrian Railways (Steamboats).

(Power to build, work and use Steamboats; Power to raise Capital and to apply authorised but unissued Capital to purposes of Act; Provisions as to Conversion of Pier Shares or Stock into Debenture Stock; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to confer upon the Cambrian Railways Company (hereinafter called "the Company") powers to build, purchase, hire, work, use, and let steam and other vessels of every or any description, and to carry passengers, animals, minerals, and goods therein between all or any of the following places, that is to say:—

between the ports and places of Aberdovey, Aberystwith, Portmadoc, and Pwllheli, and the ports and places of Wexford, Rosslare, Waterford, Wicklow, and Arklow, or any or either of them, or between any other port or ports in the United Kingdom, and to authorise the Company to take and levy tolls, rates, duties, and charges, and to have and exercise all such other powers in reference to such steam or other vessels as may be necessary or convenient.

To authorise the Company to raise further capital for the purposes of the intended Act by the creation and issue of shares, either preference or ordinary, or by mortgage, or by debenture stock.

To authorise the Company to apply to the purposes of the intended Act any authorised but unissued capital which may not be required for the purposes for which it was by the Act or Acts, or any scheme or schemes under any Act, creating the same, made specifically applicable.

To convert such portion of the sum of £20,000, which the Company have, under Section 23 of the Cambrian Railways Act, 1883, raised by ordinary shares or stock, called Pier Shares or Pier Stock, into debenture stock, and to raise the unissued portion of the said sum of £20,000 by debenture stock, and to attach to such debenture stock such preferential interest or dividend as may be prescribed by the intended Act, and to provide that, notwithstanding anything contained in Section 23 of the said Act of 1883, the tolls, rates, and charges thereby made applicable to the payment of dividends on the Pier Shares or Pier Stock by that Act created, shall be deemed to be part of the general revenue of the company, and to provide that such debenture stock and the interest or dividend thereon shall be chargeable on the general undertaking of the Company.

To amend or repeal, so far as may be necessary for the purposes aforesaid, Section 23 of the said Act of 1883.

To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Cambrian Railways Act, 1864, the Cambrian Railways Act, 1883, or any other Act or Acts relating to the Company.

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 14th day of November, 1888.

H. Christian Corfield, Oswestry, Solicitor.
Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Shanklin and Chale Railway.

(New Railway in the Isle of Wight; Abandonment of Authorised Railways and Release or Application of Deposits; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Application of Funds; Reduction of Capital; Payment of Interest during Construction; Working and Traffic Agreements; Change of Name; Amendment or Repeal of Acts.)

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

To authorise the Company to make and maintain the railway in the Isle of Wight, in the county of Southampton, next hereinafter described, or some part or parts thereof, with all proper stations, approaches, sidings, junctions,

works, and conveniences connected therewith, viz. :—

A railway commencing in the parish of Arreton, by a junction with the Newport Junction Railway of the Isle of Wight Central Railway Company, at a point distant half a chain, or thereabouts, in an easterly direction from the level crossing thereof by the road or lane called Merston-lane, near Merston Station, thence passing from, in, through or into the parishes, townships, and places of Merston, Arreton, Godshill, Whitwell, Newchurch, and Saint Lawrence, or some of them, and terminating on the east side of the public road called St. Lawrence Shute, in the said parish of Saint Lawrence, at a point in the field numbered 14 on the 25-inch Ordnance map, such point being distant $8\frac{1}{2}$ chains, or thereabouts, in a north-easterly direction from the north-east corner of St. Lawrence Church, and 11 chains or thereabouts, in a north-westerly direction from the junction of the public road from Saint Lawrence to Whitwell with the public road from Ventnor to Freshwater.

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 and vertically from the levels of the intended railway, as shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as the Bill may authorise or prescribe.

To cross, stop up, alter, or divert temporarily or permanently, turnpike and other roads, highways, bridges, pipes, wires, telegraph and electric apparatus, rivers, streams, water-courses, sewers, drains, railways, and tramways, within the aforesaid parishes and places, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended railway.

To purchase and take compulsorily or by agreement, lands, houses, and other property for the purposes of the intended railway and works, and to acquire for such purposes rights and easements in and over lands, and to purchase and acquire a part or parts only of any house, building, manufactory, or premises without being compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges connected with the lands, houses, and property purchased or taken.

To levy tolls, fares, rates, and charges upon or in respect of the intended railway and works; to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To apply for the purposes of the intended railway and works, and other purposes of the Bill, any capital or funds which the Company have raised or are authorised to raise, and to reduce and regulate the share and loan capital of the Company.

To pay interest or dividends on any shares or stock out of capital during the construction of the railway, and to alter the provisions of the Companies Clauses Consolidation Act, 1845, in this respect.

To authorise the Company to abandon and relinquish the construction of the railways authorised by the Shanklin and Chale Railway Act, 1885, and the Shanklin and Chale Railway Act, 1887, and to release the Company from all contracts, penalties, and forfeitures for the non-completion and opening of those railways or any part or parts thereof, and the

Bill will provide for the repayment or re-transfer of the stock transferred to or deposited with the Chancery Division of the High Court of Justice as security for the completion of the railways so proposed to be abandoned, with any dividends due thereon to the depositors, or the Bill will make such other provision for or with respect to the application of such stock and dividends as may be deemed expedient.

To change the name of the Company and their undertaking.

To authorise and empower the Company on the one hand, and the Isle of Wight Central Railway Company on the other hand, to enter into and carry into effect and rescind contracts, agreements and arrangements with respect to the working, use, management and maintenance of the railway and works of the Company or any part or parts thereof; the management, regulation, interchange and collection, accommodation, transmission, and delivery of traffic; the supply and maintenance of engines, rolling stock, and plant; the fixing, collection, payment, appropriation, apportionment, or distribution of the tolls, fares, rates, charges, income, and profits arising from the undertakings of the contracting Companies; the payments, allowances, guarantees, drawbacks, or rebates to be made by either of the contracting Companies to the other, and any incidental matters.

The Bill will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will alter, amend, enlarge, or repeal some of the provisions of the Shanklin and Chale Railway Acts, 1885 and 1887; the Isle of Wight Central Railway Act, 1887; and any other Acts relating to or affecting the Isle of Wight Central Railway Company; and the Bill will vary or extinguish any rights or privileges which would or might interfere with the objects thereof, and confer other rights and privileges.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended railway, showing the line and levels thereof, 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 Southampton, at his office at Winchester, and with the Clerk of the Peace for the Isle of Wight, at his office at Newport, in the Isle of Wight; and on or before the said 30th November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through any part of which the intended railway will be situated 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 adjoining parish, at his residence, and in any parish where there is no parish clerk, the aforesaid documents will be deposited with the clergyman of such parish.

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 10th day of November, 1888.

William Bohm, 23, Old Jewry, London,
Solicitor.

William Bell, 27, Great George Street,
Westminster, Parliamentary Agent.

In Parliament—Session 1889.

Midland Railway.

(New Railways, Road, and other works, and Stopping up of Footpaths, and Additional Lands in the Counties of York (West Riding), Lancaster, Derby, Nottingham, Leicester, Lincoln (parts of Kesteven and Holland), Middlesex, and Essex; Abandonment of portions of Syston and Peterborough Railway, and of Dore and Chinley Railway, and Eastern and Midlands Railway; Extension of Time for Sale of Superfluous Lands; Transfer to Company and Great Northern Railway Company of certain Powers of and Portions of Undertaking of Eastern and Midlands Railway Company, and Agreements with reference thereto; Traffic facilities by Great Western Railway Company; Redemption of Somerset and Dorset Railway Rents; Consolidation of Debenture Stocks; and further Capital Powers to Company, London and South Western Railway Company, and Great Northern Railway Company; 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 Castleford Branch") situate wholly in the West Riding of the county of York, commencing in the parish and township of Methley by a junction with the Company's railway from Sheffield to Leeds at or near the bridge carrying the said railway over the public road known as Church-lane, and terminating in the yard of the house known as No. 6, Perseverance-street, in the town and parish of Castleford, which said intended Railway will pass from, through, or into, or be situate within the parishes, townships, and places following, or some of them, that is to say Methley, Whitwood, Featherstone, and Castleford.

A Railway (to be called "the Linacre Branch") situate wholly in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county of Lancaster, commencing by a junction with the Company's Bootle Goods Branch at a point twenty-six chains or thereabouts, measured along that branch in an easterly direction, from the eastern end of the covered way carrying the said branch under Hawthorne-road North, and terminating one and a-half chains or thereabouts west of a point on the towing-path of the Leeds and Liverpool Canal, ten chains or thereabouts, measured in a southerly direction, from Linacre-lane Bridge.

A Railway (to be called the "Blackwell Branch Extension") situate wholly in the county of Nottingham, commencing in the township of Hucknall-under-Huthwaite, in the parish of Sutton-in-Ashfield, by a junction with the Company's Blackwell Branch Railway, at its termination, and terminating in the parish and township of Sutton-in-Ashfield, by a junction with the Company's Nottingham and Mansfield Railway at a point eleven chains or thereabouts, in a south-westerly direction, from the booking office of the Sutton Station, which said intended railway will pass from, through, or into, or be situ-

ate within the parishes, townships, and places following, or some of them, that is to say, Hucknall-under-Huthwaite, Sutton-in-Ashfield, and Kirkby-in-Ashfield.

A Railway (to be called "the Huncote Branch") situate wholly in the county of Leicester, commencing in the parish of Saint Mary Leicester, by a junction with the Company's Leicester and Burton Railway at a point fourteen chains or thereabouts, measured in a north-westerly direction, from the bridge carrying the said railway over the public road from Leicester to Narborough, and terminating in the parish of Croft on the east side of the public road from Thurlaston to Croft, at a point thereon thirty chains or thereabouts, measured in a south-easterly direction, along the said road from the bridge carrying the said road over the Thurlaston Brook, which said intended railway will pass from, through, or into, or be situate within the parishes, townships, and places following, or some of them, that is to say, Saint Mary Leicester, Braunstone, Glenfield, Lubbethorpe, Aylestone, Enderby, Narborough, Huncote, and Croft.

A Railway (to be called "the Saxby Curve") situate wholly in the county of Leicester, commencing in the township of Freeby, in the parish of Melton Mowbray, by a junction with the Company's Syston and Peterborough Railway, at a point nineteen chains or thereabouts, measured along that branch in a westerly direction, from the booking office of the Saxby Station, and terminating in the parish of Wymondham by a junction with the said Syston and Peterborough Railway at a point fifty-three chains or thereabouts, measured along that branch in a south-easterly direction, from the bridge carrying the said branch over the River Eye, which said intended Railway will pass from, through, or into, or be situate within the parishes, townships, and places following, or some of them, that is to say, Freeby, Melton Mowbray, Saxby, and Wymondham.

With power to the Company to abandon and discontinue the use of so much of their Syston and Peterborough Railway as lies between the commencement and termination of the said Saxby Curve, and to appropriate the same to the purposes of their undertaking.

Two Railways (to be called "the Cottesmore and Bourn Deviations") :—

No. 1. Commencing in the parish of Saxby in the county of Leicester, by a junction with the proposed Saxby Curve at a point twelve chains or thereabouts in an easterly direction from the centre of the public road leading from Saxby to Stapleford, and five chains or thereabouts in a southerly direction from the centre of the disused Oakham Canal, and terminating in the parish of Witham, otherwise Wytham-on-the-Hill, in the parts of Kesteven, in the county of Lincoln, by a junction with the Railway No. 1 authorised by the Eastern and Midlands Railway (Extensions) Act, 1888, in a field known as the Brick Kiln Close, numbered 10, in the said parish, on the plans deposited in respect of the said Act with the clerk of the peace for the said parts of Kesteven.

No. 2. Situate wholly in the parish of Little Bytham, in the said parts of Kesteven, commencing by a junction with the main line of the Great Northern Railway at or near the bridge carrying the said railway over the

public highway from Little Bytham to Careby, and terminating by a junction with the proposed Railway No. 1 in a field known as Stonehills, at a point one chain or thereabouts east of the River Glen, and four chains or thereabouts north of the bridge carrying the public road from Little Bytham to Witham, otherwise Wytham-on-the-Hill, over that river.

Which said intended railways will pass from, through, or into, or be situate within the several parishes, townships, and places following, or some of them, that is to say, Saxby, Wymondham, and Edmondthorpe, in the county of Leicester, and South Witham, North Witham, Lobthorpe, Castle Bytham, Little Bytham, Careby, and Witham, otherwise Wytham-on-the-Hill, in the parts of Kesteven in the county of Lincoln.

Two Railways (to be called "the Spalding Connecting Lines"), situate wholly in the parish of Spalding, in the parts of Holland, in the county of Lincoln:—

No. 1. Commencing by a junction with the Spalding and Bourn Line of the Eastern and Midlands Railway, at a point thirty-two chains or thereabouts measured along that line in an easterly direction from the level crossing known as Cuckoo crossing, by which the Horseshoe-road crosses the said line, and terminating by a junction with the Spalding and Lynn Line of the Eastern and Midlands Railway at a point twenty-nine chains or thereabouts measured along that line in an easterly direction from the centre of the bridge carrying the said line over the River Welland.

No. 2. Commencing by a junction with the intended Railway No. 1 at a point seven chains or thereabouts east of a point on the Great Northern Railway (Peterborough to Spalding), fifteen chains or thereabouts measured in a northerly direction from the level crossing by that railway of the Hawthorn-bank-road, and terminating by a junction with the Peterborough and Spalding line of the Great Northern Railway Company at or near the level crossing by which the road known as the London-road crosses the said railway.

A Railway (to be called "the Chinley South Curve") situate wholly in the county of Derby, commencing in the township of Chinley Bugsworth and Brownside in the parish of Glossop, by a junction with the Dore and Chinley Railway now in course of construction near the point where it crosses the road numbered 26 in the said parish on the plans deposited for the purposes of the Dore and Chinley Railway Act, 1884, with the clerk of the peace for the county of Derby, such point being three chains or thereabouts, measured along that road in a northerly direction, from its junction with the public road numbered 38 on the said deposited plans, and terminating in the parish of Chapel-en-le-Frith by a junction with the Company's Ambergate and Manchester Railway, at a point thereon three chains or thereabouts, measured along that railway in a southerly direction, from the southern end of the Chapel Milton Viaduct thereon; which said intended Railway will be situate wholly in the parishes of Glossop and Chapel-en-le-Frith.

Two railways to be called the Bow branches:—

No. 1. Commencing in the parish of West Ham, in the county of Essex, by a junction with the Great Eastern Railway from London to Stratford, at a point thereon one chain or

thereabouts, measured in a north-easterly direction, along that railway from the bridge or arch carrying that railway over the Pudding Mill River, and terminating in the said parish by a junction with the same railway at a point thereon five chains or thereabouts, measured along that railway in a north-easterly direction from the bridge or arch carrying that railway over the River Lea.

No. 2. Commencing in the said parish of West Ham by a junction with the intended Railway No. 1 at a point on the slope of the embankment of the said railway of the Great Eastern Railway Company five chains or thereabouts, measured in a south-westerly direction, from the said bridge carrying the said Great Eastern Railway over the Pudding Mill River, and terminating in the parish of Saint Mary Stratford-le-Bow, in the county of Middlesex, in land belonging to and in the occupation of the East London Waterworks Company, two chains or thereabouts, measured in a north-westerly direction, from the north end of Summer-street.

which said intended railways will be situate wholly in the parish of West Ham, in the county of Essex, and Saint Mary Stratford-le-Bow, in the county of Middlesex.

To empower the Company to widen their railway in the parish of Saint Pancras, in the county of Middlesex, commencing at a point on the passenger lines of the Company's railway from London to Bedford five and a-half chains or thereabouts, measured in a northerly direction, from the bridge carrying the said railway over the Saint Pancras-road, and terminating at or near the bridge carrying the said railway over the Regent's Canal.

To empower the Company to purchase by compulsion or agreement and to hold lands (in which term in this notice houses and buildings are included) for all or any of the purposes aforesaid, and also for extending their station siding, warehouse, coal wharf, depôt, 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 connected with their undertaking, the lands, houses, and buildings following, or some of them (that is to say):—

In the parish of Lancaster in the county of Lancaster, certain lands lying on the southern side of and adjoining the Company's railway from Lancaster to Skipton, and between Caton Station and Artle Beck, and also certain lands lying between and adjoining the northern side of the said railway and the Mill Reservoir, and also certain lands lying on the south-east side of and adjoining the said railway near the Lunesdale Brick and Tile Works, and to empower the Company to stop up and discontinue the two level crossings over the said railway at and near the western end of Caton Station, and to make a new road along the northern side of the railway from the level crossing at the western end of the station to the level crossing at the eastern end of the station.

In the township and parish of Keighley, in the West Riding of the county of York, lying on the south side of and adjoining the Company's railway from Leeds to Skipton, and near the level crossing by that railway of Thwaites-lane.

In the parish of Osmaston and in the township of Alvaston and parish of Saint Michael Derby, in the county of Derby, certain lands

at and near Osmaston Hall, and lying on the north-east side of and adjoining the Osmaston-road, and between that road and the London-road and the Derby canal, and also certain lands lying on the south-west side of and adjoining the Osmaston-road.

In the parish of Saint Margaret Leicester, in the county of Leicester, certain lands lying on both sides of and adjoining the Company's main line of railway on the south-west side of London-road, and between Waterloo-street, New-walk, and Nelson-street, including the site of Regent-street, and to empower the Company to stop up and discontinue and extinguish all rights of way over that street, and also certain lands on both sides of the said Railway, on the north-east side of London-road, and between Conduit-street and Station-street.

In the parish of Saint Margaret Leicester, in the county of Leicester, certain lands lying on the east side of and adjoining Sussex-street, between Bell-lane and Kent-street, including the site of Walter-street, and to empower the Company to stop up and discontinue and extinguish all rights of way over that street.

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 ninety-second section of the Lands Clauses Consolidation Act, 1845.

To vary and extinguish all existing rights and privileges connected with the lands 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 road 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 parish, township or place within which the intended new road will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act, and for vesting in the Company the site and soil of the portions of roads and footpaths proposed to be stopped up.

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 authorise the abandonment of so much of the Company's Dore and Chinley Railway as will be rendered unnecessary by the construction of the Chinley South Curve and of the Railway No. 2 authorised by the Eastern and Midlands Railway (Extensions) Act, 1888, and so much of the Railway No. 1 authorised by that Act as lies between its termination at Cottesmore and the termination of the intended Cottesmore and Bourn Deviation No. 1 hereinbefore described.

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 farther powers on the Company in relation to the said lands, and to enable the Company 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 transfer to and vest in the Company, or in the Company jointly with the Great Northern Railway Company (hereinafter called "the Great Northern Company"), subject to the provisions of the intended Act, all the powers, rights, and privileges conferred upon the Eastern and Midlands Railway Company (hereinafter called "the Eastern and Midlands Company") under or by virtue of the Eastern and Midlands Railway (Extensions) Act, 1888 (hereinafter called "the Act of 1888"), with respect to the construction, maintenance, and use of the several railways by that Act authorised, and not authorised to be abandoned by the intended Act; and the benefit of all contracts entered into by the Eastern and Midlands Company with respect to the said railways, and also all duties, debts, and liabilities of that Company with reference thereto, and the power to levy, demand, and recover tolls, rates, and charges in respect of the said railways, as fully and effectually to all intents and purposes as if the powers contained in the Act of 1888 had been originally conferred on the Company, or on the Company jointly with the Great Northern Railway Company, and to make provision for the release and payment out of the Chancery Division of the High Court of Justice of the sums of money deposited and now remaining in court in respect of the railways authorised by the said Act.

To authorise and provide for the amalgamation with the Company upon and subject to the terms and conditions prescribed by the agreement dated the sixteenth day of March, one thousand eight hundred and eighty-eight, scheduled to and confirmed by the Act of 1888, with such modifications thereof as may be prescribed or provided for by the intended Act, of the portions of the Eastern and Midlands Company's undertaking referred to in Article 7 of the said agreement, and hereinafter as the Midland and Eastern section and the Peterborough section, and collectively as the Western sections, and to sever the same from the undertaking of the Eastern and Midlands Company as constituted under the Eastern Midlands Railway (Amalgamation) Act, 1882, and so far as may be necessary to amend or repeal the said Act, and to provide for the admission of the Great Northern Company upon and subject to such terms and conditions as may be prescribed or provided for as aforesaid, to a joint ownership or interest with the Company of and in the said sections respectively, and to extend and make applicable to the whole of the Western sections and to the railways authorised by the Act of 1888, or such part thereof as shall not be abandoned under the authority of the intended Act, the provisions for joint management by the said two Companies now in force with reference to the Midland and Eastern section, or to make such other provisions with reference to such joint ownership, interest, and management as may be found desirable.

To provide for the issue and payment to and acceptance by the Eastern and Midlands Company

and the holders of the several classes of shares, stocks, debenture stock, and debentures in the Western sections in exchange for their said shares, stocks, and debentures respectively of preference debenture or other stock of the Company, and of such other payments or sums of money as may have been or may be agreed upon or prescribed by the intended Act. And to authorise and provide for the payment by the Great Northern Company of one-half or such other proportion as may have been or may be agreed upon of the interest, dividends, and annual and other sums payable by the Company upon any stocks issued by them as aforesaid, and to empower the Great Northern Company to apply to the purposes aforesaid any funds under their control, or which they may be authorised so to apply by the intended Act.

To authorise agreements between the Company, the Great Northern Company, and the Eastern and Midlands Company, or any of them, with reference to all or any of the matters aforesaid; and to confirm or give effect to any such agreements made or to be made prior to the passing of the intended Act.

To require the Great Western Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertaking or any part thereof, and at the stations, warehouses, docks, and booking offices thereof, all traffic of whatever description coming from, or destined for, or passing to from, or over, the undertaking of the Company, or any part thereof, upon such terms and conditions as may be agreed upon, or settled by arbitration, or prescribed or authorised by the intended Act.

To empower the Company and the London and South Western Railway Company (hereinafter called "the South Western Company") or either of them to redeem the fixed annual rent payable by them to the Somerset and Dorset Railway Company under the provisions of the Somerset and Dorset Railway Leasing Act, 1876, by the issue to that Company or their shareholders of such amounts of debenture stock of the Company, and the South Western Company or one of them, or in such other manner, and upon such terms and conditions as may be prescribed or provided for by the intended Act, and to authorise agreements between any of the said Companies with respect to the matters aforesaid, and to confirm any such agreement which may have been or may be made prior to the passing of the intended Act.

To authorise and provide for the consolidation of the various classes of debenture stocks of the Company, to such an extent, by such means, and on and subject to such terms, conditions, and restrictions as may be prescribed or provided for by the intended Act, and to alter or vary the rights and privileges attached to all or some of the existing stocks in the Company, and to confer other rights and privileges, and so far as may be necessary for the purposes aforesaid, to authorise an increase of the aggregate nominal amount of the capital of the Company.

To empower the Company to raise further capital 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.

To empower the London and South Western Railway Company to raise further capital for any of the purposes of the intended Act in which they are interested, by the creation and issue of new shares or stock, with or without guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to such purposes any capital or funds belonging to them.

To empower the Great Northern Railway Company to raise further capital for any or the purposes of the intended Act in which they are interested, by the creation and issue of new shares or stock, with or without guaranteed or preference dividend or other rights or privileges attached thereto and by the creation and issue of debenture stock, and by borrowing, or by any of such means and also to apply to such purposes any capital or funds belonging to them.

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 several Acts hereinbefore-mentioned, and of the local and personal Acts following, or some of them (that is to say):—

The Act local and personal 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

The Act local and personal 45 and 46 Vict., cap. 227, and all other Acts relating to the Eastern and Midlands Railway Company.

The Act local and personal 9 and 10 Vict., cap. 71 and all other Acts relating to the Great Northern Railway Company.

The Act local and personal 4 and 5 William IV cap. 88, and all other Acts relating to the London and South Western Railway Company.

The Act local and personal 25 and 26 Vict., cap. 225, and all other Acts relating to the Somerset and Dorset Railway 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 on or before the thirtieth 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 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 Lancaster; with the clerk of the peace for that county at his office at Preston; 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 county of Nottingham, with the clerk of the peace for that county at his office at Newark; as regards the works and lands in the county of Leicester and the works and lands partly in that county and partly in the parts of Kesteven in the county of Lincoln, with the clerk of the peace for the county of Leicester; as regards the last-mentioned works and lands, with the clerk of the peace for the parts of Kesteven in the county of Lincoln at his office at Stamford; as regards the works and lands in the parts of Holland in the county of Lincoln, with the clerk of the peace for those parts at his office at Boston; as regards the works and lands in the county of Middlesex and the works and lands partly in that county and partly in the county of Essex, with the clerk of the peace for

the county of Middlesex at his office at Clerkenwell, and as regards the last-mentioned works and lands in the county of Essex, with the clerk of the peace for that county at his office at Chelmsford; 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 thirtieth day of November be deposited as follows, that is to say, as regards the parish of Saint Mary Stratford-le-Bow, with the clerk to the Board of Works for the Poplar district at his office, High-street Poplar; and as regards the parish of Saint Pancras, with the vestry clerk of that parish at the Vestry Hall, King's-road, Saint Pancras; and as regards each other parish 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, 1888.

Beale and Co., 28, Great George-street, Westminster, Solicitors.

In Parliament—Session 1889.

North and East London Junction Railway. (Incorporation of Company; New Railway between the North London and East London Railways; Running Powers over East London Railway; Subscription and Guarantee by London and North Western, North London, South Eastern, and London Brighton and South Coast Railway Companies; Agreements with those and other Companies; Amendment of Acts.)

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

To incorporate a Company (hereinafter called the Company) and to authorize and empower the Company to make and maintain the railway following, with all necessary approaches, sidings, stations, works, lifts, and conveniences connected therewith, that is to say:—

A Railway commencing in the parish of St. Leonard, Shoreditch, by a junction with the North London Railway, at or near the southern end of the Shoreditch Station of that railway, and terminating in the parish of St. Mary, Whitechapel, by a junction with the East London Railway, at a point about 98 yards, measured in a north-westerly direction from the northern end of the passenger station, called the Whitechapel Station, on that railway.

The said intended railway and works will be made or pass through or into the parishes and other places following, or some of them:—St. Leonard, Shoreditch; St. Matthew, Bethnal Green and St. Mary, Whitechapel, in the county of Middlesex.

To authorize the purchase, by compulsion or agreement, of lands, houses, and other property and easements therein, for the purposes of the intended railway and works, 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 vaults, cellars, arches, or other offices or parts of, or attached to or belonging to, any house, building, manufactory, or other premises,

without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

To authorize the crossing, stopping up, altering, removing, diverting, and otherwise interfering with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, tramways, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works and conveniences within or adjoining the aforesaid parishes and places, and the appropriating and using of the same, and the subsoil and under surface thereof, for the purposes of the intended railway and works, and also the appropriating and using of the subsoil and under surface of any lands, streets, roads, squares, passages, and places under or along which the proposed railway is intended to be made.

To authorize deviations from the line or situation of the railway, as shown on the plans hereinafter mentioned, and vertical deviations from the levels of the railway, as shown on the sections hereinafter mentioned, to such extent as may be authorized or determined under the powers of the intended Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

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

To levy tolls, fares, rates, and charges for or in respect of the intended railway and works, and the use thereof, and for the conveyance of traffic thereon, and 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 and any other Company or Companies working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined or authorized by the intended Act:—

So much of the East London Railway as lies to the south of the junction therewith of the intended railway, including the junctions of the said railway with the South Eastern Railway and the London, Brighton, and South Coast Railway;

together with the stations on or connected with the said portion of railway, and the roads, signals, water, watering-places, engines, sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith, and with the said portion of railway, and to empower the Company and any other such Company or Companies as aforesaid to take and levy tolls, rates, and charges upon or in respect of the said portion of railway and stations so to be run over and used as aforesaid, and, if and where necessary, to alter or vary the existing tolls, rates, and charges now authorized to be demanded and taken in respect thereof.

To authorize the London and North Western Railway Company, the North London Railway Company, the South Eastern Railway Company, and the London Brighton and South Coast Rail-

way Company, or any or either of them, to subscribe or contribute funds towards the construction and maintenance of the intended railway and works, and guarantee such interest, dividends, annual or other payments in respect thereof, or otherwise as may be agreed upon between those Companies, or any or either of them, and the Company, and to take and hold shares in the capital of the Company, and to appoint a director or directors of the Company, and to apply to the purposes aforesaid or any of them any capital or funds belonging to the said Companies respectively, or under the control of their directors, and, if they shall think fit, to raise additional capital for that purpose by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by debenture stock, or by any of those means, or such other means as Parliament shall authorize or direct.

To empower the Company on the one hand, and the London and North Western Railway Company, the North London Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, and the East London Railway Company, and also the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, the Metropolitan Railway Company, and the Metropolitan District Railway Company, either as lessees of the East London Railway or otherwise, or any or either of the aforesaid Companies, on the other hand, to enter into and carry into effect agreements for or with respect to all or any of the matters aforesaid, and with respect to the working, use, management, and maintenance of the intended railway and works, or any part thereof, and with respect to the supply of rolling or working stock and of officers and servants for the conduct and conveyance of traffic on such railway, and with respect to the interchange, transmission, and delivery of traffic coming from, or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorize and provide for the appointment of a joint committee or joint committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

To authorize the Company, notwithstanding anything in the Companies' Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company during the construction of the said intended railway.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

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):—9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; 9 and 10 Vic., cap. 396, and all other Acts relating to the

North London Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; the East London Railway Act, 1865, and all other Acts relating to the East London Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; 6 William 4, cap. 75, and all other Acts relating to the South Eastern Railway Company; 22 and 23 Vic., cap. 54, and all other Acts relating to the London, Chatham, and Dover Railway Company; 16 and 17 Vic., cap. 186, and all other Acts relating to the Metropolitan Railway Company; the Metropolitan District Railway Act, 1864, and all other Acts relating to the Metropolitan District Railway Company.

And notice is hereby also given, that plans and sections of the intended railway and works, and showing the lands 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 railway, together with a copy of this Notice as published in the London Gazette will, on or before the 30th day of November, 1888, 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 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 place in or through which the said railway and works are intended to be made, or within which any of the said lands and property are situated, with a copy of this Notice, will be deposited for public inspection as follows (that is to say):—as regards the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office at the Shoreditch Town Hall, Old-street; as regards the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Bethnal Green, and as regards the parish of St. Mary, Whitechapel, with the Clerk of the Board of Works for the Whitechapel District, at his office in Great Alie-street, Whitechapel.

And notice is hereby also given, that on or before the 21st day of December, 1888, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1888:

Blunt and Lawford, 95, Gresham-street,
London, Solicitors for the Bill.

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

Board of Trade.—Session 1889.

“Electric Lighting Acts, 1882 and 1888.”

St. Martin's-in-the-Fields and Strand Electric Lighting.

(Power to the Electrical Power Storage Company Limited to Produce, Store, and Supply Electricity within the parish of St. Martin's-in-the-Fields and the District of The Strand Board of Works, in the county of Middlesex; to Construct Works; to Lay Down Wires, and other Apparatus, and to Break up Streets therein; to Acquire Land; to Levy Rates, and exercise other Powers; Agreements with and Powers to Local Authorities; Incorporation of Acts; Power to Amalgamate, &c.)

NOTICE is hereby given, that application is intended to be made by the Electrical Power Storage Company Limited, of 4, Great

Winchester-street, London, E.C. (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of "The Electric Lighting Acts, 1882 and 1888," or any modification thereof for the time being subsisting for a Provisional Order for all or some of the following purposes, that is to say:—To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, for all or some of the public and private purposes as defined by the said Acts, within the areas hereinafter mentioned, in the parish of St. Martin's-in-the-Fields and the district of the Strand Board of Works in the county of Middlesex, and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph and telephone wires, within the said areas, and to lay down, set up, maintain, renew or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus or other works or things required for enabling the Company to supply, produce, store, convey, transmit or distribute electricity for the several private and public purposes aforesaid within the said areas, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to purchase, hold, acquire, or take on lease, any lands, or interests, or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, and distribute electricity.

To authorise the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents and licences for patents for the making, producing, controlling and measuring, or otherwise, relating to the supply of electricity.

To enable the Company on the one hand, and the Metropolitan Board of Works and the Vestry of the parish of St. Martin's-in-the-Fields, and the Strand Board of Works, or any of those bodies, on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such board or vestry to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the "Electric Lighting Acts, 1882 and 1888," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the "Electric Light-

ing Acts, 1882 and 1888," or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To limit if thought fit the district within the area of supply within which the supply of electricity shall be compulsory, or, if thought fit, to provide for its being permissive throughout the whole area of supply.

The area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect is the whole of the said parish of St. Martin's-in-the-Fields and the district of the Strand Board of Works.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply.

And among such streets and places it is more particularly proposed to place electric lines and works in, over, and along the whole or portions of the following streets and places (but not to the exclusion of the other streets and places within the said area), that is to say:—

In the parish of St. Martin's-in-the-Fields:—West Strand, Cecil-street, Salisbury-street, Ivy Bridge-lane, Adam-street, Adelphi-terrace, Robert-street, John-street, James-street, William-street, Durham-street, Buckingham-street, York-place, George-court, York-buildings, York-terrace, Villiers-street, Victoria-embankment, Brewers-lane, Northumberland-passagc, Craven-street, Northumberland-street, Northumberland-avenue, Great Scotland-yard, Charing Cross, Craig's-court, Duncannon-street, St. Martin's-place, Chandos-street, St. Martin's-mews, Adelaide-street, King William-street, Exeter-street, Burleigh-street, Whitehall-place, Middle Scotland-yard, Whitehall-yard, Eagle-court.

In the district of the Strand Board of Works:—The Strand, Thanet-place, Palsgrave-place, Devereux-court, Essex-street, Little Essex-street, Milford-lane, Water-street, Arundel-street, Howard-street, Norfolk-street, Surrey-street, Strand-lane, the Approach, Victoria-embankment, Wellington-street, Savoy-street, Savoy-hill, Church-row, Beaufort-buildings, Herbert's-passage, Fountain-court, Somerset-street, Carting-lane, Cecil-street, Burleigh-street, Exeter-street, Wellington-street, Catherine-street, Helmet-court, Angel-court, White Hart-street, New Church-court, Drury-lane, Feather's-court, George-yard, Windsor-court, Denham-court, Drury-court, Newcastle-street, Holywell-street, Wych-street.

The streets, roads, or places, within the district of the Strand Board of Works; not repairable by the Local Authority, which the Company propose to take power to break up, are as follows:—Somerset House, King's College, Royal Courts of Justice, and the Covent Garden Market (part of).

The River which the Company propose to pass or cross over is as follows:—The Thames.

The railways which the Company propose to take power to break up, pass, or cross over or under are as follows:—Metropolitan District Railway and South Eastern Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December

next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same; as regards the parish of St. Martin's-in-the-Fields, at the office of Messrs. Steel and Jones, of No. 4, Spring-gardens, S.W., and, as regards the district of the Strand Board of Works, at the office of Messrs. Curtis and Co., of No. 12, Catherine-street, Strand, and at the office of the undersigned, Sydney Morse, of 4, Fenchurch-avenue, in the city of London, Solicitor. Every local or other public authority, Company, 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 Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 1st of February, 1889.

Dated this 21st day of November, 1888.

Sydney Morse, 4, Fenchurch-avenue, E.C.,
Solicitor for the above-named Electrical
Power Storage Company, Limited.

In Parliament—Session 1889.

Eastbourne, Seaford, and Newhaven Railway.

(Deviation; Abandonment; Extension of Time; Application and Release of Portions of Deposit; Working and other Arrangements; Running Powers; Reduction of Capital; Application of Moneys; 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 by the Eastbourne, Seaford, and Newhaven Railway Company (hereinafter called the Company) for leave to bring in a Bill for all or some of the following, among other purposes (that is to say):—

1. To authorise the Company to make and maintain the deviation or substituted railway hereinafter described, or some part or parts thereof, with all proper sidings, stations, roads, approaches, junctions, works, and conveniences connected therewith, or incidental thereto, to be wholly situate in the county of Sussex, that is to say:—

A deviation or substituted railway, commencing in the parish of Seaford by a junction with the Railway No. 2 authorised by The Eastbourne, Seaford, and Newhaven Railway Act, 1886, in a field numbered 8 in the said parish, on the plans deposited for the purposes of that Act with the Clerk of the Peace for the county of Sussex, in the month of November, 1885, at or near the point marked 4 miles on the plans of the said authorised Railway No. 2, and terminating in the parish of Wilmington by a junction with the London Brighton and South Coast Railway (Brighton and Hastings Branch) at or near a point 10 yards or thereabouts, measured along the said railway in a north-westerly direction from the point where that railway crosses on the level the road leading from Milton Gate to Monken Pyn, and which crossing is known as Milton Crossing, which said intended railway 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): Wilmington, Folkington, Arlington, Selmeaton, Berwick, Alciston,

Alfriston, Lullington, Litlington, West-dean, and Seaford.

2. To confer on the Company the powers following:—

(a.) To purchase and take by compulsion or agreement lands, houses, easements, rights, and other hereditaments and property required for the purposes of, and to levy tolls, rates, and duties for or in respect of the use of the intended railway and works or any part or parts thereof, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

(b.) To cross, stop up, alter, or divert roads, streets, highways, railways, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works and conveniences within or adjoining the aforesaid parishes or places, or any of them.

(c.) To deviate from the lines and levels of the intended works to any extent defined by the Bill or prescribed by Parliament.

3. To authorise the Company to abandon and relinquish the construction of the railway and portion of railway hereinafter described, authorised by The Eastbourne, Seaford and Newhaven Railway Act, 1886 (hereinafter referred to as the Act of 1886), and which will be rendered unnecessary by reason of the construction of the intended deviation or substituted railway, that is to say:—

(a.) Railway No. 1.

(b.) Railway No. 2, from the commencement thereof to the point of junction therewith of the proposed deviation railway.

4. To extend the respective periods limited by the Act of 1886 for the compulsory purchase of lands and houses for, and for the completion of so much of Railway No. 2 authorised by that Act as is not proposed to be abandoned.

5. To provide for the application to the purposes of the Bill and for the release of portions of the funds deposited in respect of the application to Parliament for the Act of 1886.

6. To reduce the share and loan capital of the Company.

7. To authorise the Company to apply to the purposes of the Bill any moneys which they have power to raise.

8. To authorise the Company on the one hand, and the London Brighton and South Coast Railway Company and the South Eastern Railway Company, or either 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 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 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, 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, confirm, and give effect to any such contract, agreement, or arrangement made, or which prior to the passing of the Bill may be made.

9. To empower the Company and all Companies and persons lawfully working or using the railways of the Company, 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 portions of railways, stations, and works hereinafter mentioned (that is to say):—

(a.) Such portions of the Brighton and Hastings Branch and the Eastbourne Branch Railways respectively of the London Brighton and South Coast Railway Company as are situate and lie between the point of junction with the said Brighton and Hastings Branch of the intended deviation railway and the Eastbourne station, including that station.

(b.) So much of the Lewes and Seaford Branch of the London Brighton and South Coast Railway Company as is situate and lies between the point of junction therewith of the Railway No. 2 authorised by the Act of 1886, and the Seaford station, including that station, together with the stations, platforms, lines of rails, sidings, roads, watering-places, water supply, booking and other offices, warehouses, landing places, signals, points, buildings, machinery, works, and conveniences on or connected with the said portions of railways and stations respectively.

And to require and compel the London Brighton and South Coast Railway Company, or other the Company or Companies owning or working the said portions of railways, stations, and works so run over and used, or any or either of such Companies, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid so running over and using, to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned portions of railways, stations, and works so run over and used, 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 portions of railways, stations, and works so run over and used, and the works and conveniences connected therewith.

10. To alter, amend, or repeal Section 61 of the Act of 1886, and to enable the Company out of the moneys to be raised by them under the powers of that Act, or the Bill, or any other funds of the Company, to pay interest to the shareholders of the Company on the sums which may be from time to time paid up on the shares held by them, anything in the said Act, or The Companies Clauses Consolidation Act, 1845, to the contrary notwithstanding.

11. To provide that the intended railway shall for all purposes form part of the under-

taking of the Company, and to extend and apply thereto all or some of the provisions, and especially Sections 31 and 53 of the Act of 1886.

12. 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 Act of 1886 and the several Acts relating to or affecting the London Brighton and South Coast Railway Company and the South Eastern Railway Company respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them.

13. 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, rights, and privileges, 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 railway and works, together with books of reference to such plans, 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 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 railway 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 15th day of November, 1888.

Langham and Son, Eastbourne and Uckfield, Solicitors.

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

Local Government Board.—Session 1889.

Ross Improvement.

(Application to the Local Government Board for a Provisional Order for Powers to Purchase the Existing Gas Works at Ross and adjoining Lands; to Confirm Agreements; to Manufacture and Supply Gas within the District of the Ross Improvement Commissioners, to Borrow Money, and to levy Rates and Charges; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Local Government Board on or before the 23rd day of December next, by the Ross Improvement Commissioners, in the County of Hereford (hereinafter called "the Commissioners") pursuant to the "Public Health Act, 1875," for a Provisional Order under and subject to the provisions of the "Gas and Waterworks Facilities Act, 1870," and the "Gas and Waterworks Facilities Act (1870) Amendment Act, 1873," for all or some of the following purposes, that is to say:

To authorise the Commissioners to purchase (upon such terms and conditions as are or may be agreed upon, or as failing agreement may be determined by arbitration) the undertaking, lands, works, mains, plant, cottages, property, and effects of the existing gas works at Ross, belonging in fee simple to Sarah Harris, widow, Amelia Holland, the wife of George Holland, Marian Elizabeth Harris, spinster, Anne Maria Keeley, the wife of the Rev. James Percy Keeley, Sarah, the wife of the Rev. George Meek, Louisa Heane Harris, spinster, and Catherine Harris, spinster (hereinafter called "the said owners"), and which said undertaking, lands, works, mains, plant, cottages, property, and effects are hereinafter called "Land No. 1."

To confirm any agreement or contract already entered into, or hereafter to be entered into, between the Commissioners and the said owners for that purpose; and to vest in the Commissioners the said undertaking, lands, works, mains, plant, cottages, property, and effects.

To authorise the Commissioners to purchase from the said owners the lands (hereinafter called "Land No. 2") which are now held by the said owners as appurtenant to the said gas works.

To confirm any agreement or contract to be entered into between the Commissioners and the said owners for those purposes, and to vest in the Commissioners the freehold in the said undertaking, lands, works, and premises respectively.

To authorise the Commissioners to borrow money for the purposes of the said Order, upon the security of the rates or revenue arising, or which may be derived from the sale and supply of gas, or upon the General District Rate, or upon all or any other rates or property of the Commissioners, and to do all other necessary acts and things for carrying out and completing such purchases, or either of them.

To authorise the Commissioners upon the lands and premises hereinafter described to maintain, repair, and from time to time to enlarge, alter, and pull down and re-erect and renew the said existing gas works and works connected therewith, with all necessary buildings, gas-holders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products arising therefrom; and at such works to manufacture and store gas, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith; also to sell gas, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from residual products.

The lands hereinafter referred to are as follows (that is to say):—

Land No. 1.—All that piece or parcel of ground containing 1,670 square yards or thereabouts, belonging to the said owners, and used by them as the site of their said gas works, cottages, and premises, situate, lying, and being in the town of Ross, in the said County of Hereford, bounded on the north by Kyrle street, in the said town, on the south by lands belonging to Mr. Alfred John Purchas, and a portion of the lands hereinafter called No. 2, on the east by land belonging to the said Alfred John Purchas, and on the west by land belonging to Mr. George Lewis.

Land No. 2.—All those pieces or parcels of ground adjoining or belonging to the last-mentioned premises, and containing together 1,100 square yards or thereabouts, belonging to the said owners, and used by them as appur-

tenant to the said gas works, and situate, lying, and being in the said town of Ross, abutting on the north to the land and premises hereinafter described as Land No. 1, on the south to lands belonging to the trustees of the will of the late Mr. William Powell Hooper, and the trustees of the will of the late Mr. James Harris, on the west to lands belonging to the said trustees of the will of the said James Harris, and land belonging to the said George Lewis, and on the east to land belonging to the said Alfred John Purchas.

To empower the Commissioners to manufacture, purchase, hire, sell, and let stoves for heating and cooking, and other apparatus or appliances used in relation to the supply or consumption of gas.

To make, demand, take, and recover rents, rates, and charges for the sale and supply of gas, and the sale and hire of gas-meters and fittings, and to confer, vary, or extinguish exemption from the payment of such rents, rates, and charges.

To fix and define the limits for the supply of gas by the Commissioners.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Provisional Order, and to confer other rights and privileges.

The intended Provisional Order will incorporate with itself all or some of the provisions of the "Gas Works Clauses Act, 1847;" the "Gas Works Clauses Act, 1871;" the "Gas and Waterworks Facilities Act, 1870;" and the "Gas and Waterworks Facilities Act (1870) Amendment Act, 1873;" and will also amend, alter, or repeal the provisions, or some of the provisions of the "Ross Improvement Act, 1865," the "Ross Improvement Act (Amendment Act), 1869," and all other Acts or Orders, whether public or local and personal, relating to, or in any way affecting, the Commissioners or the district, or the objects and purposes of the intended Order.

And notice is hereby given that on or before the 30th day of November, 1888, a copy of this advertisement, as published in the London Gazette, and a map showing the lands and premises proposed to be acquired and used for the manufacture of gas and of residual products arising in the manufacture of gas, will be deposited for public inspection with the Clerk of the Peace for the County of Hereford, at his office in the City of Hereford, and will also be deposited in the office of the Local Government Board, Whitehall, London.

And notice is hereby also given that on and after the 23rd day of December, 1888, printed copies of the draft Provisional Order can be obtained by all persons applying for the same at the price of one shilling each at the office of the undersigned Samuel Richard Davies, the Clerk to the Commissioners, in New-street, in the said town of Ross; or at the office of Messrs. Batten, Proffitt and Scott, 32, Great George-street, Westminster.

All Companies, Corporations or persons desirous of making any representation to the Local Government Board, or of bringing before them any objection respecting the said application, may do so by letter addressed to "The Secretary of the Local Government Board, Whitehall, London, S.W.," to be lodged with the said Board on or before the 15th day of January, 1889, and copies of such objections must at the same time be sent to the Commissioners at the office of the said Samuel Richard Davies. In forwarding such objections to the Local Government Board, the objectors or their

agents should state that a copy of such objections has been forwarded to the Commissioners or their agents.

And notice is hereby further given that printed copies of the said Provisional Order, when made by the Local Government Board, will be deposited for public inspection with the said Clerk of the Peace, for the County of Hereford, at his said office as aforesaid, and that printed copies of the said Provisional Order when made, can be obtained at the aforesaid office of the said Samuel Richard Davies, or at the aforesaid office of Messrs. Batten, Proffitt and Scott, by all persons applying for the same, at the price of one shilling for each copy, or at such price as the Local Government Board may direct.

Dated this 16th day of November, 1888.

Samuel R. Davies, Ross, Solicitor, Clerk to the Ross Improvement Commissioners.

Batten, Proffitt and Scott, 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

The London Central Subway Railway.

(Incorporation of Company; Construction of (Subway) Railways from St. James-street, Piccadilly, to Holborn-circus; Compulsory Purchase of Lands; Special Provisions as to Streets, Lands, and Houses affected; Tolls; Agreements with, Subscriptions by, and other Provisions affecting the County Council of London, the Corporation of the City of London, the Commissioners of Sewers for the City of London, and District Boards, Vestries, and Local Authorities; Payments of Dividends out of Capital; 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:—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

To enable the Company to make and maintain the (Subway) Railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, junctions, turntables, wires, tunnels, galleries, covered ways, tubular-ways, stations, shafts, lifts, sewers, drains, pipes, approaches, buildings, pneumatic, hydraulic, electric or galvanic, compressed-air, or other engines, engine-houses, and other machinery, apparatus, works, and conveniences, that is to say:—

1. A (Subway) Railway No. 1, commencing in Piccadilly at or about the junction therewith of St. James-street, and terminating at the south-western end of Shaftesbury-avenue.
2. A (Subway) Railway No. 2, commencing by a junction with No. 1 at its termination above described, and terminating in High Holborn at or about the junction therewith of New Oxford-street.
3. A (Subway) Railway No. 3, commencing by a junction with Railway No. 2 at its termination as above described, and terminating in Holborn at the western side of Holborn-circus.

The intended (Subway) Railways will be made or pass from, in, through, or into the parishes and places following, or some of them, that is to say:—St. George, Hanover-square; St. James, Westminster; St. Anne, Soho;

St. Giles-in-the-Fields; St. George, Bloomsbury; St. Andrew, Holborn, otherwise St. Andrew, Holborn-above-Bars; the Liberty of Saffron-hill, Hatton-garden, Ely-rents, Ely-place, and Staple-inn, all in the county of Middlesex; and St. Andrew, Holborn, otherwise St. Andrew, Holborn-below-Bars, in the city of London.

4. A widening (wholly in the parish of St. Giles-in-the-Fields aforesaid) of High Holborn on its south-eastern side from the eastern side of Drury-lane at its junction with High Holborn aforesaid for a distance of 167 yards or thereabouts, measured in a north-easterly direction.

The gauge to be adopted for the intended (Subway) Railways will be 4 ft. 8½ in. (standard) gauge, and the motive power to be employed will be electricity.

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths or places, railways, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic hydraulic tubes, wires, electric apparatus, or other works, conveniences and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works, or of the Bill, the subsoil and under-surface of any lands, streets, roads, squares, passages, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place, to any portion of the proposed (Subway) Railways and works constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the Bill.

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

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

To authorise the Company to purchase by compulsion or agreement lands, houses, and other property for the purposes of the intended works, and notwithstanding the 92nd Section or any other section of "The Lands Clauses Consolidation Act, 1845," or any Act amending the same, or any other statutory enactment, to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to any houses, buildings, manufactory, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to take and acquire easements for carrying the intended works under any house, building, manufactory, or premises, cellars, vaults, arches, or other

constructions, or any parts thereof, or the site thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements, and hereditaments, purchased or acquired under the powers of the Bill, and, so far as may be necessary or expedient, to exempt the Company from the operation of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended (Subway) Railways and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To empower the Company on the one hand, and the County Council of London (to be formed under the provisions of the Local Government Act, 1888), hereinafter called "the County Council," the Mayor and Commonalty, and Citizens of the City of London (hereinafter called "the Corporation"), and the Commissioners of Sewers for the City of London (hereinafter called "the Commissioners"), or any of them, or any District Board of Works, Vestry or other Local Authority having the control or management of the streets or roads, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the intended works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the County Council, the Corporation, the Commissioners, and any District Board of Works, Vestry, or other Local Authority as aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands.

To authorise or require the County Council, the Corporation, the Commissioners, and any District Board of Works, Vestry, or other Local Authority as aforesaid, or any or either of them, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works, or any or some of them, or any or some part or parts thereof respectively, and to empower them, or some one of them, to take and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment in shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes to empower, and if need be, require them to apply any existing rates, dues, or other revenues which they are or may be authorised to raise, and to raise further money from time to time by rates, or by borrowing on the security of any property belonging to them, or any of their rates, dues, or revenues, and on mortgage or bond, debenture stock or otherwise.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay out of the capital or any of the funds of the Company, from time

to time, interest or dividends on any shares, stocks, or debenture stock of the Company.

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

To alter, amend, extend, and if need be repeal the provisions, or some of the provisions, of the several Acts of Parliament following, that is to say: "The Metropolis Local Management Acts, 1855 and 1856," "The Local Government Act, 1888," and all other Acts which will or may relate to the County Council or to the County of London, to be formed under the said Act of 1888, "The London City Improvement Act, 1847," and 57 Geo. III, cap. 29, and all other Acts relating to the Corporation or the Commissioners of Sewers of the City of London, or to the City of London.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the (Subway) Railways and street widening, proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also 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 Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk of the Peace for the City of London, at his office at the Sessions House, Old Bailey, in that City; 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 (subway), railways, and street widening, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken or acquired 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. George, Hanover-square, with the vestry clerk of that parish, at his office at the Board room, Mount-street, Grosvenor-square, in that parish; in the case of the parish of St. James, Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly, in that parish; in the case of the parish of St. Anne, Soho, with the Clerk of the Board of Works for the Strand district, at his office, No. 5, Tavistock-street, Strand, in that parish; in the case of the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the Clerk of the Board of Works for the St. Giles District, at his office at No. 197, High Holborn; and in the case of the parishes or extra-parochial places of St. Andrew, Holborn, otherwise St. Andrew, Holborn-above-Bars, and the Liberty of Ely-place, with the Clerk of the Board of Works for the Holborn District, at his office at the Town Hall, Gray's-inn-road; and in the case of each other parish with the parish clerk thereof, 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 19th day of November, 1888.

Sydney Morse, 4, Fenchurch-avenue, E.C.,
Solicitor for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Scarborough Improvement.

Union of Townships, or Discontinuance of Division of Parish into Townships; Defining Borough Boundary seawards; Infectious Diseases; Sanitary Provisions; Buildings and Rooms unfit for Human Habitation; Provisions as to Sewers and Drains; Destruction of Refuse; Cleansing, &c., of Privies, Courts, and Passages; Unwholesome Food; Rag and Bone Shops; Offensive Trades; Further Provisions as to Water Supply within and beyond Borough; Recovery of Rates for Small Houses; Detection of Waste; Further Powers as to Street Traffic and Police Provisions; Prevention of Offences, Obstructions, Nuisances, and Indecencies in Public Streets; Removal of Projections in Streets; Street Music; Touting and Hawking; Control of Coal Dealers; Stray Dogs; Dangerous Amusements; Regulation of Shows, Caravans, &c.; Special Services of Police; Fires; Traction Engines, Bicycles, &c.; Powers as to Lavatories and Conveniences, Shelters for Drivers, Street Refuges, Covered Shelters, Drinking Fountains, &c.; Licensing and Regulation of Omnibuses, Hackney and other Carriages, and the Drivers thereof, Porters and others, Dancing Saloons, &c., and Slaughter Houses; Further Powers for Good Government and Improvement of Borough; Laying out and Construction of Streets and Buildings; Regulating Line of Frontage of Existing Streets and Agreements with Frontagers; Ventilation of Soil Pipes; Drainage, Ventilation, and Sanitary Arrangements of Buildings, Courts, and Passages; Height of Chimneys; Vaults and Cellars under Streets; Ovens and Furnaces; Vacant or Excavated Ground; Advertisement Hoardings; Gardens and Forecourts; Back Streets to Houses; Coal-shoots and Gratings; Injury to Footways; Power to Stop up unnecessary Highways; Private Street Works and Improvements, and Payment, Apportionment, and Recovery of Private Improvement Expenses; Adoption of Private Streets; Powers to acquire Lease of and Police Regulation of Sands and Sea-shore within and beyond Borough; Preventing Removal of Sand, &c., therefrom; Licensing and Regulation of Stalls, &c., thereon; Bathing; Further Powers as to Public Gardens and Pleasure Grounds; Conservatories, Refreshment Rooms, &c., and to let same; Transfer of Private Squares and Gardens to Corporation; Public Band of Music; Widening of Falsgrave-road; Construction of Passenger Lift and New Marine Drive, Tolls, Bye-laws; Compulsory taking of Lands; Power to take Part only of certain Properties; Further Borrowing Powers; Loans to School Board; Redemption of Water Annuities; Conversion and Consolidation of Debts, Consolidation, Alteration, and Extension of Borrowing Powers, Investment of Sinking Funds, Creation of Consolidated Stock, Power to Trustees to Invest; Assessment, Levying, and Recovery of Rates; For Increasing Number of Aldermen and Councillors; Advertising Attractions of Borough; Prosecution of Offences and Recovery of Penalties and Expenses; Notices, Bye-laws and Regulations; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the Mayor, Aldermen and Burgesses of the Borough of Scarborough (hereinafter called "the Corporation") for leave to bring in a

Bill for effecting the following or some of the following purposes, that is to say:

1. To unite the townships of Scarborough and Falsgrave into one township for all civil, parochial and other purposes; or to discontinue the present division of the parish of Scarborough into townships; and to fix the number of overseers and guardians of the poor and other officers to be from time to time appointed and elected for the united township or parish; and to provide that all or some of the persons at present holding the offices of overseers, guardians and assistant overseer of the poor and other offices in and for the separate townships shall hold the like offices in and for the united township or parish, or shall retire from office, and to make all other necessary and proper provision for effecting the purposes aforesaid.

2. To declare and define the municipal and Parliamentary boundary of the said borough (hereinafter called "the borough"), seawards to be the low water line.

3. To make further and better provision for detecting and preventing the spread of infectious diseases, and requiring notice to be given of such diseases and of infected premises; to close temporarily schools situate within or near the borough, the scholars attending which are threatened with or affected by any such disease, and to prohibit the attendance at any such school of any scholars residing within the borough, and also to close buildings and shops for the sale of milk and other consumable articles or clothing, and to prevent the sale of such articles and clothing from and the letting or occupation of infected premises; to require cow-keepers and vendors of milk and others to furnish lists of their customers, and persons engaged in washing or mangling clothes to furnish lists of the owners of such clothes; and to provide for the inspection of farm-houses, dairies, cow-sheds and milk-shops beyond the borough; to confer further powers upon the Corporation in relation to the entering upon and the cleansing and disinfection of buildings and premises, and to compel the disinfection of buildings and persons liable to communicate infection, and the disinfection or destruction of infected articles and clothing; and to prohibit the sending of any such clothes, linen or other articles to the wash without previous notification thereof, to the person employed to wash the same, or unless the same shall have been first properly disinfected. For prohibiting the retention of dead bodies, and for compelling the speedy and proper removal and interment of persons who have died from infectious diseases, and to prohibit the removal of corpses, and persons suffering from infectious diseases, and also the conveyance of clothes, linen or other articles likely to retain infection, or to communicate infectious disease in or on public conveyances, to require the disinfection of any public conveyance in or on which any such articles shall have been conveyed. To prevent infectious matter being cast into ash pits, or other like receptacles; to enable the Corporation to provide temporary shelter or accommodation, nurses, and medical treatment for persons suffering from infectious diseases, and temporary shelter and accommodation for families of persons suffering therefrom and to secure the removal and isolation of such persons; and to recover the cost of such removal, accommodation, treatment, and maintenance; and to amend and extend the provisions of the Public Health Act, 1875, in relation to any of the matters aforesaid.

4. To make further and better provision with respect to sanitary matters within the borough; to prohibit the use of rooms over privies, cess-

pools, middens, or ash-pits, and of lock up shops as dwelling, sleeping, or workrooms; to require the cleansing of common passages and courts, and of ash-pits, urinals, privies, and closets used in common, and to prevent the injury or fouling thereof; to require buildings, manufactories, courts, and other places to be supplied with proper urinals, water closets, and other like accommodation and conveniences; to empower the Corporation to provide public water closets, urinals, and lavatories, and to charge for the use thereof, and also to let the same; to require the removal of urinals and other conveniences placed in or near any street, and to prohibit the erection thereof, without the consent of the Corporation; to prevent the discharge of steam, refuse, and other injurious matter into sewers and drains, and of sewage into surface water sewers, drains or channels; and to empower the Corporation to provide furnaces and destructors, and other means for the destruction of, or otherwise dealing with night soil, filth, and rubbish; to prohibit the filling up or embanking of any ground with offensive matter; to regulate the removal or carriage through the streets of hog-wash, or faecal, or other noxious or offensive matter or liquid, and for the removal of nuisances arising therefrom; for regulating and inspecting fried or cooked fish-shops, and the prevention of nuisances therefrom; to compel the cleansing of rag and bone shops and warehouses within the borough; and to make further provision with respect to house drains, and the connecting thereof with the public sewers, and the examination, inspection, and repair of house drains, privies, closets, cesspools and ash-pits, and the ventilation of soil pipes.

5. To make further and better provision with regard to the supply of water for domestic and other purposes, and the recovery of rates, rents, and charges for water supplied by the Corporation; and to regulate the pressure at which they may supply water beyond the borough, and to relieve the Corporation from the obligation to supply water beyond the borough, or within such portion of their limits of supply beyond the borough, as may be defined in the Bill; to require shops, buildings, and other premises to be provided with a proper supply of water; to enable the Corporation to withhold a supply until their regulations have been complied with, and to refuse to supply water for other than domestic purposes except by meter; to make better provision for preventing injury to the meters, pipes, fittings, and apparatus belonging to the Corporation, and the fraudulent use of meters, and the fraudulent abstraction and use of the water of the Corporation, and with regard to the alteration and repair of meters; to give further powers to the Corporation and their officers to enter buildings and premises for the inspection of water fittings, or for the purpose of cutting off the supply; to require houses to be supplied by separate pipes, and to charge the owner instead of the occupier for a supply of water in certain cases; and to make better provision for the detection and prevention of waste.

6. To make further provision with respect to the sale or possession of unwholesome food, and to extend and apply the provisions of Sections 116 to 119 (both inclusive) of the Public Health Act, 1875, to all articles intended for the food of man, sold, exposed, deposited, or prepared for sale within the borough, and to empower the medical officer of health or other officer of the Corporation to inspect and examine, and for that purpose to open any box or other receptacle containing any such article, and to provide for the destruction of such articles when condemned by

such medical or other officer, and to make such other provisions as may be deemed necessary or expedient in that behalf.

7. To make better provision for regulating street traffic and for maintaining order and preventing obstructions, offences, nuisances, and indecencies in the streets and public places within the borough; for regulating or prohibiting therein processions and shows and the passage of vehicles of an objectionable character: the sounding or playing of music, musical instruments, or singing or making disturbances therein; the prevention of street cries and the control of street musicians; for the prevention of persons assembling therein for the purpose of gambling, betting or annoyance of passengers; for the control of coal dealers and the weighing and selling of coal; for preventing the pulling down and defacing of notice boards and notices; for prohibiting obscene bills: for the prevention and removal of projections, obstructions, and encroachments in, over, or upon public streets and places; for regulating or prohibiting the loading and unloading of goods and the driving of cattle and dangerous beasts, and the practice of touting for lodgers and the vending of newspapers therein; with respect to stray dogs; to compel the fencing in or screening of roundabouts, whirligigs, and swings; to regulate and control caravans, shows, and other exhibitions during fair time and at other times, and to prescribe the hours during which they may be kept open, and to prevent their opening or exhibition on Sundays.

8. To empower the Corporation to charge for special services of constables, to authorise constables to enter and break open premises in case of fire, to give the control and sole charge of operations at fires to the Chief Constable or the Captain or Superintendent of the fire brigade; to empower the Corporation to provide street refuges and shelters for the use of the public, and also public drinking fountains and waterings for cattle; and to provide, charge for, and regulate the use of shelters for drivers of hackney carriages and other licensed persons; and also to provide and place seats and chairs in the public gardens, streets, and other places for the use of the public, and to charge for the same.

9. To empower the Corporation to regulate the use of bicycles, tricycles, and other similar contrivances, and of traction engines in the borough, and to prohibit their use in particular streets or places.

10. To enlarge the powers of the Corporation in relation to the granting of licences for slaughter houses, and to empower them to grant licences for any term or period, and to attach conditions to such licences, and to revoke the same on breach of such conditions, or otherwise, and also to revoke existing licences.

11. To extend the meaning of "Hackney Carriage," as defined in the Towns Police Clauses Act, 1847, so as to include omnibuses, waggonettes, char-a-bancs, stage coaches, bath chairs, and other carriages plying or carrying passengers for hire in, to or from the borough, and to alter and extend the provisions of that Act with respect to the licensing and regulating of such vehicles and the drivers, conductors, and proprietors thereof, and to fix or extend the distances within which the Corporation may license hackney carriages and other vehicles as aforesaid, to ply for hire within or within and beyond the borough, and to regulate the conduct of the drivers and conductors thereof, within such extended distance, and to extend the powers of the inspector of hackney carriages or other authorised officers of the Corporation to all such carriages and vehicles,

and also to extend the provisions of that Act with respect to hackney carriages and the drivers thereof, to other persons drawing or propelling any wheeled carriages licensed by the Corporation.

12. To empower the Corporation to license porters and messengers, and to impose a penalty on persons falsely representing themselves to be so licensed, and also to provide for the licensing and regulating of places for public music, singing, dancing, theatrical or other public entertainment or resort, and to prohibit the keeping or using of such places without a licence.

13. To make further provision and to confer further powers upon the Corporation with respect to buildings and the materials used in the construction thereof, and the mode of construction and the sanitary and structural arrangement of buildings, and for the inspection of buildings; with respect to the laying out of streets and roads and the sewerage thereof; prescribing the line or direction, width, level and construction of new streets and roads, to regulate the future line of frontage of buildings in existing streets and roads, and to empower the Corporation to make and carry out agreements with any frontagers for the sale, purchase, or exchange of any lands required for setting back or bringing forward any buildings, and regulating such line of frontage; the deposit and approval of plans of new streets and new buildings, and the form and materials of such plans; defining what are to be deemed "new buildings"; requiring hoardings to be put up and other protection afforded to the public during the construction of buildings; the repair and removal of dangerous structures; to regulate or prohibit projections in or over streets and to require their removal; to regulate or prohibit the construction of cellars, arches, vaults, or other openings in or under streets or places, and for the repair of such cellars, arches and vaults; regulating the height of chimneys, and the construction of ovens and furnaces; the fencing in of vacant land, gardens and forecourts; the regulation of advertisement hoardings and securing the safety of temporary buildings and platforms; for preventing the rebuilding of existing courts, and the building over, or closing of the entrances thereto; compelling the paving and draining of courts and passages; requiring new buildings to be provided with back streets or passages; the construction and safety of coal shoots, cellar gratings and openings in streets; the construction of crossings on footways for horses and carriages; the recovery of damages caused by excavations to roads and footways; for securing proper means of ingress and egress to and from, and the ventilation and drainage of buildings used for public resort; for the examination of old drains, and the communication between private drains and the sewers of the Corporation, and to extend Section 41 of the Public Health Act, 1875, to private drains connecting two or more buildings or premises; and to empower the Corporation to stop up unnecessary highways within the borough.

14. To make further provision and confer further powers on the Corporation in relation to private streets and private street works and improvements, and to empower the corporation to execute such works or improvements on default by the owners, and charge the expenses of such works or improvements on the property of adjoining and other owners; and to make further provision in relation to the ascertaining, apportionment, payment and recovery of such expenses; to confer powers upon owners with limited interests in relation to any of the matters afore-

said, and to empower such owners, and also the Corporation, to borrow and advance money and charge lands in respect of such expenses, and to enable the Corporation to contribute the whole or a portion of any such expenses, and pay the same out of the district fund or general district rate, and to provide for the adoption or taking over of any such streets by the Corporation as public highways, and with reference to the above matters or any of them to alter or extend or to render inapplicable the provisions of the Public Health Act, 1875.

15. To confer further powers upon the Corporation for regulating the user of the sands and seashore for the time being belonging to or leased by them within or beyond the borough (hereinafter referred to as "the sands and seashore"), and the conduct of persons using the same; to prohibit or regulate the erection or placing of booths, tents, sheds, stands, and stalls and the holding of shows, exhibitions, and games thereon, or on any part or parts thereof, and the user thereof for riding or driving, and the vending or hawking of any articles or things thereon, and also the use of bicycles, tricycles, and other similar machines on the foreshore, roads, and the approaches thereto; to make better provision for regulating bathing from the sands and seashore, and for the protection of bathers; to prevent or control the removal of rock, sand, and other materials therefrom; to empower the Corporation to grant licences for the erection of stalls for the sale of goods and articles thereon and the approaches thereto, and to charge for the same; and to declare that the sands and seashore shall be deemed to be a street for the purposes of Sections 28 and 29 of the Towns Police Clauses Act, 1847. To empower the Corporation from time to time to take a lease or leases of the sands and seashore outside the borough, between Peasholm-road and Scalby Mills or any part thereof; to include the same within the borough for police purposes, and to authorise the borough constables to apprehend offenders thereon, and the borough justices to deal with such offenders.

16. To empower the Corporation to close the public gardens and pleasure grounds against the public and to charge for admission thereto at all times or on special occasions, and for bathing and fishing in any water therein, and to provide boats and apparatus and appliances for games and recreation for the use of persons frequenting such gardens and pleasure grounds, and to charge therefor; and to make bye-laws for regulating the use of the public parks, gardens, and pleasure grounds within the borough and of persons using the same; and also to erect and maintain caretakers' houses, boat houses, conservatories, refreshment rooms, and other buildings and conveniences therein; and to employ all necessary officers and servants for the purposes of such gardens and pleasure grounds; and to demise or lease such gardens and pleasure grounds or any of them for a term of years or any less period, and all rights, powers, and privileges of the Corporation in relation thereto to such persons as the Corporation may think fit; and to empower the Corporation to pay or contribute towards the payment of a public band of music for the borough, and to make regulations in regard to the performances of such band, and the admission of the public thereto.

17. To provide for the transfer of squares and other enclosures and places set apart as pleasure grounds or gardens for the use and enjoyment of the inhabitants of the adjacent houses to, and the maintenance thereof by, the Corporation, whether for the exclusive use of the persons

entitled to use the same or for the use of the general public.

18. To authorise the Corporation to make and maintain on land belonging to the Corporation, or which they may acquire by agreement for the purpose, a passenger lift or elevator on the North Cliff, Scarborough, for the conveyance of passengers from and to the Queen's-parade, to and from the new road recently constructed by them round the North Bay, together with all proper inclines, buildings, approaches, engines, carriages, pumps, machinery, appliances, works, and conveniences connected with or required for the purposes thereof, and in constructing the said works to cross over the present carriage road leading from Queen's-parade to the said new road, by means of a bridge or bridges or arch or arches, and to employ all necessary officers, servants, and workmen for making, maintaining, and working such lift or elevator, and other works, and to levy tolls and charges for the use of the same, and also to empower the Corporation to let or lease the lift or elevator, and to make bye-laws for regulating the use and management of the lift or elevator, and the conduct of persons using the same, and of the officers and servants employed in connection therewith.

19. To empower the Corporation to widen and improve Falsgrave-road, in the township of Falsgrave, in the parish of Scarborough, between the east side of the premises numbered 69 in the said road, and the western side of the house numbered 145 in the said road.

20. To empower the Corporation to make and maintain—

A carriage road or drive, with a promenade for foot passengers, and sea-wall round Scarborough Castle Hill, to be wholly situate in the township of Scarborough and precincts of Scarborough Castle, in the parish of Scarborough, commencing at the eastern end of the present marine drive or carriage road and promenade on the North Bay, and terminating at the shore end of the East Pier of the harbour.

21. To empower the Corporation to make, in connection with or for the purposes of the said road or drive, promenade, and seawall, all requisite groynes, buttresses, barriers, walls, slopes, steps, approaches, ways, footpaths, channels, drains, culverts, walls, embankments, fences, railings, toll gates, toll houses, buildings, and other works and conveniences.

22. To empower the Corporation to purchase and take by compulsion or agreement lands, houses, and other property, or rights and easements in or over lands for the purposes of the intended widening and improvement of Falsgrave-road, and of the intended carriage road or drive, promenade, and sea-wall, and other works, and of the Bill, and to take a part only of any land or premises without being required to take the whole, and also to appropriate and use for the purposes of the Bill any lands belonging to the Corporation; and also to alter, cross, stop up, whether temporarily or permanently, raise or lower the level of, or otherwise interfere with streets, roads, footpaths, ways, courts, passages, sewers, drains, gas, water, and other pipes, telegraphic and other wires, tubes, posts, and apparatus, and other works within the before-mentioned parish, township, and precincts, so far as may be necessary for the purposes of the said works, or of the Bill, and to deviate laterally and vertically from the lines and levels of the intended works shown upon the plans and sections thereof hereinafter referred to, to such extent as may be shown on the said plans and sections, or as the Bill may prescribe.

23. To empower the Corporation, and their collectors and other officers, to levy, demand, and take tolls for the use of, or passage along, the said intended carriage road or drive and promenade by persons, animals, and carriages, and other vehicles and machines, and to grant exemptions from such tolls, and to make provision for enforcing or recovering payment, and for preventing persons evading payment of such tolls; and also to make provision for regulating the use of the said road or drive and promenade, and the conduct of persons using or employed in or about the same.

24. To empower the Corporation to borrow further moneys for the purposes of the Bill or of any Acts (local or public) in force within the borough; and from time to time to lend money to the Scarborough School Board; to make further or other provision for the purchase or redemption of annuities granted by the Corporation, and for the repayment of any moneys which they are authorised to borrow; and to enlarge the powers of the Corporation as to the investment of their sinking funds for the repayment of loans, and to empower the Corporation to invest the same in any mortgages, bonds, debentures or other securities authorised by Parliament, of any Corporation (including the Corporation), Local Board, or Company incorporated by Act of Parliament, or in any securities in which trustees are for the time being authorised to invest trust funds.

25. To authorise and provide for the conversion into stock of the various loans, mortgages, annuities, and other securities raised or granted, or hereafter to be raised or granted by the Corporation under their present statutory powers or under any sanction or other authority, or under the powers of the Bill or of any Act now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of redeemable stock upon and subject to such terms and conditions as may be prescribed or provided for by the Bill, and to make provision with reference to the repayment of the existing loans and the sinking funds applicable thereto, and to make other provision as to or in lieu of sinking funds.

26. To authorise the Corporation to raise by the creation and issue of such stock the whole or any part of the moneys which they are now or may hereafter be authorised to borrow or raise.

27. To charge the said stock upon all or some or any of the following funds, rates, and securities, viz., the borough fund and borough rate, the district fund and general district rate of the borough, the estates, undertakings, lands and property of the Corporation, and the tolls, rates, rents, charges and revenues for the time being belonging to or leviable by them, as may be determined.

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

29. To make provision with reference to the exemption from stamp duty of 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 Bill.

30. To empower the Corporation to enter into arrangements with the Bank of England and any other banking corporation or banker for carrying into effect the provisions of the Bill with refer-

ence to the creation, issue, and transfer of stock under the Bill, the management thereof, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

31. 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.

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

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

34. To authorise the investment of trust funds in stocks, or in mortgages, debentures, or other securities granted, created, or issued by the Corporation, and to exempt the Corporation from liability in respect of any trust affecting such stocks, mortgages, debentures, or other securities, and to declare such stocks and securities to be personal estate.

35. To confer further powers upon the Corporation in relation to the making and levying of rates, and for valuing and assessing newly erected buildings; and to enable the Corporation to grant a rebate or other allowance upon the prompt payment of any rates, rents, or charges, and to levy rates by instalments; and to compel the production of the poor rate books to the Corporation and their officers; and to empower the Corporation to appoint, remove and pay auditors, and to make further provision for auditing their accounts; and to make other provisions in relation to the making, collecting and recovery of rates by the Corporation and their officers.

36. To make provision for the future increase of the number of aldermen and councillors of the borough.

37. To authorise the Corporation to pay or contribute towards the cost of advertising, displaying or otherwise making known the attractions and advantages of the borough as a pleasure and health resort, and also towards the cost of publishing and circulating pamphlets and other publications for the like purpose.

38. To make better provision for the prosecution of offences and recovery of penalties under the provisions of the Bill or of any Act, public or local, within the borough and for the application of such penalties; to impose penalties on occupiers and others refusing or preventing the execution of the provisions of the Bill.

39. To make provision for the authentication, proof and service of orders, resolutions, notices, summonses, bye-laws and other instruments and documents made, given, delivered or served under the powers of the Bill or of any Act relating to the Corporation.

40. To empower the Corporation to make and enforce bye-laws in respect of all or any of the matters or things mentioned or referred to in this Notice and to impose penalties for the breach of such bye-laws and of any of the provisions of the Bill.

41. To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the Bill and to confer other rights and privileges.

42. To alter, amend, extend or repeal some or all of the powers and provisions of the following local or public Acts, viz.:—The Local Acts 45 Geo. III, cap. 94, and 8 and 9 Vict., cap. 68; The Local Government Supplemental Act, 1860;

The Scarborough Waterworks Amendment Act, 1856. The Scarborough Waterworks Amendment Act, 1863; The Scarborough Waterworks Amendment Act, 1878, and The Scarborough Corporation Water Act, 1878; The Local Government Boards Provisional Orders Confirmation Act, 1883; The Scarborough Valley Bridge Company's Act, 1864, and of any other Act, local or public, now in force within or relating to the borough or the Corporation, so far as may be necessary for carrying into effect the objects of the intended Bill.

43. To incorporate with the Bill, or apply to the purposes thereof, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; The Towns Improvement Clauses Act, 1847, The Towns Police Clauses Act, 1847, and The Local Loans Act, 1875.

44. And notice is hereby also given, that on or before the 30th day of November, 1888, duplicate plans and sections of the road widening, and of the new carriage road, promenade, and sea wall, proposed to be authorised by the Bill, showing the lines, situations and levels thereof, the plans also describing the lands intended to be taken for the purposes of those works, 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 the said 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 North Riding of the county of York, at his office at Northalerton, and that on or before the said 30th day of November a copy of the said plans, sections, and book of reference, together with a copy of this Notice, will be deposited for public inspection with the Parish Clerk of Scarborough at his residence.

45. 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 the 15th day of November, 1888.

Turnbull, Graham, and Mody, Scarborough, Solicitors for the Bill.

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

In Parliament.—Session 1889.

South Kent Water.

(Incorporation of Company for Supply of Water to Parishes and Places in the County of Kent; Construction of Waterworks therein; Compulsory Purchase of Lands, Waters, &c.; Power to Levy Rates; Provisions as to Supply, &c.; Agreements with and Powers to Sanitary Authorities and other Bodies; and other matters.)

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 Act for effecting the purposes, or some of the purposes, following (that is to say):

1. To incorporate a Company (hereinafter called "the Company"), and to enable the Company to supply water for public and private purposes to, and within the parishes, townships, and places following, or some of them, or some part or parts thereof (that is to say): Mere worth, Wrotham, Ightham, Marden, Yalding, Hadlow, Capel, Tudeley, Hunton, East Peckham, West Peckham, Wateringbury, Linton, Nettled, West Farleigh, Goudhurst, Cranbrook, Benenden, Brenchley, Staplehurst, Boughton Monchelsea, Chart Sutton, Sutton Valence, Headcorn, Frittenden, Biddenden, High Halden, Tenterden, Rolvenden, Sandhurst, and Newenden, in

the county of Kent, so much of the parishes of Lamberhurst, Hawkhurst, and Horsmonden as is situate in the county of Kent, and so much of the parish of Pembury, in that county, as is not included within the limits for the supply of water of the Tunbridge Wells Improvement Commissioners.

2. To empower the Company to construct and maintain all or some of the following works, all in the county of Kent (that is to say):

- (a.) A well and pumping station to be situate in the said parish of East Peckham, in the property belonging or reputed to belong to the Rev. Marshall Wild, numbered 340 in the said parish on the Ordnance Map, Scale $\frac{1}{25000}$, near the south corner of the Oil Mill forming part of that property.
- (b.) An aqueduct, conduit, or line of pipes commencing at the intended well and pumping station above described, passing thence from, through, or into the parishes of East Peckham, Yalding, Nettlested, and Brenchley, and terminating at the intended reservoir hereinafter described.
- (c.) A reservoir, to be situate in the said parish of Brenchley, in the north-western portion of the property numbered 1,458 in that parish on the said Ordnance Map.

Together with all proper and necessary embankments, filtering beds, softening tanks, dams, gauges, drains, sluices, catchpits, conduits, culverts, channels, wells, cuts, adits, aqueducts, tunnels, roads, approaches, apparatus, engines, pumps, machinery, works, and conveniences connected with the proposed works, or any of them, or incidental thereto, or necessary or convenient for the obtaining, collecting, storing, inspecting, maintaining, filtering, cleansing, repairing, conducting, distributing, or managing the water, waterworks, and water supply of the Company.

To empower the Company to deviate from the lines and levels of the intended works, as shown on the plans and sections thereof, to be deposited as hereinafter mentioned to any extent, which may be prescribed by the intended Act, and to incorporate with the intended Act, and apply to the works to be thereby authorised the provisions of the Railways Clauses Consolidation Act, 1845, with reference to the temporary occupation of lands near the railway during the construction thereof.

To empower the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the supply of water in any of the parishes and places before mentioned, and to cross, break up, open, alter, divert, or stop up, and interfere with either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, sewers, drains, pipes, rivers, streams, brooks, and watercourses, within the parishes and places aforesaid, or any of them.

To enable the Company to purchase by compulsion or agreement, and to take on lease and to hold any estate, right, interest, or lands, houses, springs, streams, waters, and easements therein, in or near the several parishes and places before-mentioned, or some or one of them, for the purposes of the said waterworks, or of the intended Act, and to collect, take, and use, by and in and for the purposes of the intended works, and to distribute all or any streams, springs, and waters on or near the site of any such works, or in or under any lands for the time being of the Company, and the Bill will or may vary, or extinguish any rights or privileges connected with any such lands, houses, and springs, streams, or waters.

To empower the Company to supply water by measure, and to sell, or to let, or provide on

hire cisterns, tanks, meters, fittings, and other apparatus.

To enable the Company to demand, levy, and recover rates, rents, and charges, differential or otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus, and to confer exemptions from the payment of rates, rents, and charges.

To make effectual provision for the protection of the Waterworks and property of the Company, and for preventing the waste, fouling, misuse, and undue consumption of their water, and for imposing penalties in respect of all or any such matters.

To enable the Company on the one hand, and any Company, Sanitary Authority, public body, or persons on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the supply by the Company to any such Company, Sanitary Authority, public body or persons, of water, in bulk, or otherwise, for domestic, public, sanitary, trading, or other purposes, whether within or without the Company's limits of supply, as above defined, and to vary, suspend, or rescind any such contract, agreement, or arrangement, and to enter into and carry into effect other contracts, agreements, or arrangements in lieu thereof, and to make provision for the sale to any such Sanitary Authority as aforesaid of such portions of the works of the Company as may be situate within or necessary for the supply of their respective districts, and to confer upon any such Company, Sanitary Authority, public body, or persons respectively all necessary powers in that behalf, and to authorise them to apply their respective funds, revenues, and rates to, or to borrow money for the purposes of any such contract, agreement, or arrangement, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the intended Act may be made with respect to the matters aforesaid.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the intended Act, 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 works proposed to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, in that county, 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 any of the works above described will be made or pass, or in which any lands intended to be taken compulsorily are situate, and a copy of this notice will be deposited with the parish clerks of East Peckham, Yalding, Nettlested, and Brenchley, at their respective residences.

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 19th day of November, 1888.

Arthur Hinds, Goudhurst, Solicitor for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Sheffield and South Yorkshire Navigation. (Dissolution of Limited Company; Incorporation of Company; Severance of Sheffield and Tinsley, Dearne and Dove, and Stainforth and Keadby Canals, and River Dun Navigation Undertakings from remainder of Undertaking of Manchester Sheffield and Lincolnshire Railway Company, and Acquisition of those Canal and Navigation Undertakings by the Company by Agreement or Arbitration; Application of Consideration for such Acquisition, and repeal of part of Section 8 of South Yorkshire and River Dun Company's Vesting Act, 1874; Diversion of River Dun; New Canals, Docks, and Works in West Riding of Yorkshire, and Parts of Lindsey, in Lincolnshire; Diversion of Waters; Deviation of Railway; Breaking up Roads; Diversion of Roads; Dredging said Canals and Navigation, and part of River Trent; Acquisition of Lands, Compulsorily and by Agreement; Additional Lands; Sale and Lease of Lands; Powers to Company to Carry and Purchase and Hire Steam and other Vessels; Bonded and other Warehouses and Transit Sheds; Exclusive Power to Company to handle Goods; Levying Tolls, Rates, and Charges; Traffic Arrangements with Railway and Tramway Companies, and with Aire and Calder and Trent Navigation Companies; Bye-Laws; Agreements; Power to Sheffield Corporation to Subscribe and Hold Shares; Transfer to Trust in certain Events; Incorporation of Acts; Repeal and Amendment of Acts.)

A PPLICATION 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 dissolve the Sheffield and South Yorkshire Canal Company, Limited (hereinafter called "the Limited Company"), and to annul and cancel their Memorandum and Articles of Association, resolutions, and other instruments under which they are acting.

2. To reincorporate the shareholders of the Limited Company, or to incorporate the said shareholders with such other persons and Corporations as may become shareholders in the undertaking into a new Company by the name of the Sheffield and South Yorkshire Navigation Company, or by such other name as may be prescribed by the intended Act, and to confer on the Company so to be incorporated (hereinafter called "the Company") all such powers as are necessary or expedient for carrying into effect the powers of the intended Act.

3. To sever the several undertakings known respectively as "The Navigation of the River Dun," "The Dearne and Dove Canal," "The Sheffield and Tinsley Canal," and "The Stainforth and Keadby Canal" (hereinafter referred to collectively as "the Canals"), from the remainder of the undertaking of the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Sheffield Company"), and to provide for the determining of the lands and property appertaining and the capital allocated or to be allocated thereto, and the contracts, debts, liabilities, and engagements of the Sheffield Company in respect of the canals.

4. To transfer to and vest in or to provide for the transfer to and vesting in the Company, and to enable the Company to acquire and hold, and to enable and require the Sheffield Company and all other Companies and persons (if any) to sell the Canals and all cuts, branches, lands, foreshore, buildings, easements, locks, weirs, sluices, passages, reservoirs, waters, feeders, docks, basins, quays, wharves, warehouses, vessels,

plant, works and conveniences, goodwill and other property and effects belonging to, connected with, or heretofore forming or enjoyed as part or parcel of the said undertakings or any of them, whether vested in or possessed by the Sheffield Company or in or by any other Company, body, or persons, together with all rights, easements, privileges, powers, and authorities for supplying the said respective undertakings with water and for the use and maintenance thereof, and for the levying of tolls, rates and charges for the user thereof, and the making of bye-laws, rules and regulations, and the right to act as common carriers thereon, and the benefit of all contracts and agreements with relation thereto, upon such terms and for such consideration in money, annuities, rent-charges, or debenture stock, or otherwise or in one or more of those modes as may have been or may be agreed on between the Company and the Sheffield Company, or as in default of agreement may be defined in the Bill or be settled by arbitration, and to provide for the application of the said consideration, and the discharge and satisfaction of the debts, liabilities, and obligations in respect of the Canals.

5. To constitute the Canals or some or one of them, together with the works to be authorised by the intended Act one undertaking hereinafter referred to as "the Navigation."

6. To repeal so much of Section 8 of the South Yorkshire Railway and River Dun Company's Vesting Act, 1874, as constitutes the tolls, rates, rents, and revenue of the Canals the property of the Sheffield Company, and to constitute the same the property of the Company, and to constitute any rent-charge, or annuities or other annual sum payable by the Company to the Sheffield Company a part of the primary fund referred to in Section 10 of that Act for payment of the dividends by that Act directed to be paid in lieu of the tolls, rates, rents, and charges, so to be transferred to the Company.

7. To empower the Company to construct and maintain the following works or some of them, or some part or parts thereof respectively, that is to say:—

Sheffield Works.

No. 1. A dock or basin to be constructed on lands situate in the townships of Brightside Bierlow and Attercliffe-cum-Darnall, in the parish of Sheffield, in the West Riding of the county of York, and bounded on the north-west partly by the main line of the Midland Railway and partly by the highway known as Brightside-lane, on the north-east partly by a road known as Woodbine-road and partly by Attercliffe Forge, eastwardly by the right bank of the River Dun, and south-eastwardly in part by an imaginary line drawn from the western end of Burgess-road to the south-eastern end of Bessemer-road, and partly by the north-western end of the works respectively belonging to Woodhouse and Rixson, and James Fairbrother and Co., Limited, and situate in Bessemer-road aforesaid, and south-west by the houses and works abutting on the north-eastern side of Bessemer-road aforesaid.

No. 2. A cut wholly in the said township of Attercliffe-cum-Darnall (to convey the waters of the River Dun into Work No. 1) to commence in and out of the River Dun about 3 chains above the weir known as Sanderson's Weir, and terminating in the said dock at a point about 2 chains eastward of the east end of that weir.

No. 3. A diversion of a portion of the present

channel of the River Dun, to be wholly situate in the said townships of Brightside Bierlow and Attercliffe-cum-Darnall, which diversion will commence at a point in the said River Dun 7 chains or thereabouts to the south-west of Sanderson's Weir, and will terminate at a point in the said river 30 chains or thereabouts measured along the course thereof in an easterly and south-easterly direction from the said weir.

(In connection with the Work No. 3, the Bill will enable the Company to remove Sanderson's Weir and to fill up or utilize the whole or any part of the River Dun, between the commencement and termination of the said Work No. 3.)

No. 4. A navigable Canal commencing in the said township of Brightside Bierlow at or in the dock or basin (Work No. 1) at a point 9 chains or thereabouts measured in a south-westerly direction from the eastern terminus of the head goit of Attercliffe Forge, and terminating in the River Dun, in the townships of Tinsley and Kimberworth, or one of them, both in the parish of Rotherham, in the said West Riding, at a point 9 chains or thereabouts measured in a northerly direction from the Booking Office of the Tinsley Railway Station. This work will be made or pass from, in, through or into the parishes townships and places following (that is to say), Brightside Bierlow, Attercliffe-cum-Darnall, Sheffield, Tinsley, Kimberworth, and Rotherham, or some of them, and will or may utilise and make navigable the portion of the River Dun between Sanderson's Weir and the weir known as Jessop's Weir.

(In connection with Work No. 4 the Bill will or may enable the Company to fill up such portions of the River Dun between the commencement of Work No. 4 and Jessop's Weir as will be rendered unnecessary by the construction of the said works.)

No. 5. A diversion to be wholly situate in the said township of Attercliffe-cum-Darnall, of a road called Carbrook-street, commencing at or near the junction therewith of Short-street, and terminating by a junction with Dunlop-street at or near the junction therewith of Yarmouth-street.

No. 6. A diversion to be situate in the said townships of Brightside Bierlow, Attercliffe-cum-Darnall, and Tinsley, or some or one of them, of the road called Weedon-street, commencing in Weedon-street aforesaid, at or near the junction therewith of Short-street, and terminating in Weedon-street aforesaid, at a point therein 1 chain or thereabouts to the south-east of the north-eastern end of Dunlop-street.

No. 7. An alteration and extension in the said townships of Attercliffe-cum-Darnall and Brightside Bierlow, or one of them, of the level of the road called Dunlop-street, for a distance of about 1 chain at the north-eastern end thereof, so as to make the same communicate with the last-mentioned work.

Keadby Works.

No. 8. A dock or basin to be constructed in the township of Keadby, in the parish of Althorpe, in the Parts of Lindsey, in the county of Lincoln, on lands belonging to the Sheffield Company, and numbered 185 and 188 on the $\frac{1}{25000}$ ordnance map of that parish.

No. 9. An entrance (with a lock) wholly in the said township of Keadby to the said dock or basin from the said Stainforth and Keadby Canal commencing in and out of that canal

at a point therein 13 chains or thereabouts east of the swing bridge carrying the Trent, Ancholme and Grimsby Railway of the Sheffield Company over that canal, and terminating in the said dock 7 chains or thereabouts north of the northern bank of that canal.

No. 10. An entrance (with a lock) wholly in the said township of Keadby, commencing in and out of the said intended dock or basin (Work No. 8) at a point 10 chains or thereabouts west of the western bank of the River Trent, and terminating in that river 8 chains or thereabouts north of the existing entrance therefrom to the said Stainforth and Keadby Canal.

No. 11. A diversion (wholly situate in the said township of Keadby) of the railway and siding of the Sheffield Company, leading from Keadby Junction to Keadby Station, commencing at a point thereon 6 chains or thereabouts measured in an eastwardly direction from the signal box at the said Keadby Junction, crossing the said intended entrance (Work No. 9) by an opening bridge, and terminating at a point on the said railway 21 chains or thereabouts measured along the same in an eastwardly direction from the said signal box.

No. 12. A diversion (wholly situate in the said township of Keadby) of the North Soak Drain, commencing at a point thereon 6 chains or thereabouts measured in an eastwardly direction from the said signal box, and terminating at a point on the said drain 15 chains or thereabouts east of the said commencement.

No. 13. A diversion to be wholly situate in the said township of Keadby, of the public highway leading from Althorpe through Keadby to Amcotts, commencing at a point thereon $1\frac{1}{2}$ chains or thereabouts to the north of the swing bridge carrying the said road across the Stainforth and Keadby Canal, and terminating at a point in the said road $1\frac{1}{2}$ chains or thereabouts to the south of the Wesleyan Methodist Chapel, in the village of Keadby.

8. To enable the Company from time to time to make and maintain all cuts, channels, aqueducts, culverts, feeders, wells, side-ponds, reservoirs, basins, stanks, gates, sluices, valves, locks, weirs, dams, drains, sewers, syphons, by-passes, pumps, bridges (fixed and opening), arches, walls, embankments, piling, wharves, quays, towing-paths, jetties, landing places, warehouses, sheds, weighing machines, lifts, cranes, staiths, tips, railways, tramways, junctions, sidings, signals, roads, approaches, engines, and hydraulic and other machinery which may be necessary or convenient for or incidental to the before-mentioned works or any of them, and for supplying the same with water and conveying water to or from the same.

9. To authorise the Company to divert into and use for the purposes of the before-mentioned works, and for the supply of mills, manufactories, and works, the waters of the Sheffield and Tinsley Canal, the River Dun and its tributaries, the River Dun Navigation, the Dearne and Dove Canal, and the Barnsley Canal (which flow into the said Dun Navigation), and of any other canals communicating therewith, or with the said Navigation, which waters pass as to part into the River Cheswold, the Flood Drain of the Dun Drainage Commissioners, the River Dun, the Dutch River, and the River Ouse, and thence into the River Humber, and as to other part through the Stainforth and

Keadby Canal into the River Trent, and thence into the River Humber; and also to divert into and use for the purposes of the said intended works at Keadby and into the said Stainforth and Keadby Canal, the before-mentioned waters, and the waters of the said River Trent.

10. To empower the Company to enter upon, take and use the bed and channel of the River Dun, where the same may be coincident with or intersected by the intended works, and to fill up and appropriate any portions of the River Dun which may be rendered unnecessary by reason of the execution of the intended works, or the exercise of any powers transferred to the Company.

11. To authorise the Company for the purposes of and in connection with the construction and maintenance of the several intended works, to exercise the powers usually conferred on Railway Companies for the construction and maintenance of railways, and especially the powers granted by Section 16 of "The Railways Clauses Consolidation Act, 1845," and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

12. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads and foot-paths rendered unnecessary by reason of any diversions thereof, or which are shown on the said deposited plans as intended to be stopped up, or which are included within the limits of the land shown on the deposited plans as intended to be taken compulsorily, and which shall be so taken or which they are in any way authorised to stop up, and will provide for the maintenance and repair of the proposed diverted roads, and will or may authorise the Company to enter into and fulfil contracts and agreements with the Road Authority or any person or persons interested therein with relation to the matters aforesaid, and will or may confirm any agreement which may have been, or which, during the progress of the Bill, may be so entered into, and will or may authorise any such Authority for such purpose to apply their funds and rates, and levy new rates.

13. To empower the Company to dredge, scour, deepen, straighten and improve the Canals and their respective branches, and also to dredge and deepen the River Trent adjacent to the intended entrance therefrom to Work No. 10.

14. To authorise the Company from time to time to purchase, take on lease, or otherwise acquire, compulsorily or by agreement, lands (including in that expression where used in this Notice houses and buildings), mines, minerals, wharves, and other property and easements thereover, thereunder, or in respect thereof, and to vary and extinguish such rights of way, manorial, commonable, and other rights and privileges as it may be necessary or expedient to vary or extinguish for any of the purposes of the Bill, and particularly to purchase or otherwise acquire compulsorily or by agreement the following lands and property, in addition to those required for the purposes of the said works, that is to say:—

Certain lands situate in the said townships of Brightside Bierlow and Attercliffe-cum-Darnall, in the said parish of Sheffield, bounded on the north-west partly by Princess-street, and partly by the highway known as Brightside-lane, on the north-east partly by a road known as Woodbine-road, and partly by Attercliffe Forge, eastwardly by the right bank of the River Dun, and south-eastwardly

in part by an imaginary line drawn from the western end of Burgess-road to the south-eastern end of Bessmer-road, and south-west partly by the houses and works abutting on the north-eastern side of Bessemer-road aforesaid, and partly by an imaginary line drawn from the north-eastern corner of the works occupied by Woodhouse and Rixson, to a point about 4 chains north-east of the junction of Greystock-street with Princess-street, but excepting from those lands the embankments, abutments and piers of the Midland Railway Company; also

Certain lands in the said township of Keadby, in the said parish of Althorpe, bounded on the north partly by the public road leading from Keadby to Keadby Junction and numbered 163 on the $\frac{25}{100}$ ordnance map of that parish, and partly by the fields numbered respectively 167 and 196, and the occupation-road numbered 200 on the said map, on the south by the "North Soak Drain," on the east by an imaginary line drawn from a point in the said public road about 5 chains west of the left bank of the River Trent to a point in the said drain about 5 chains west of the said bank, and on the west, partly by the occupation-road numbered 189 on the said map, and partly by the fields numbered 196 and 197, and the said public road.

15. To exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase parts only of certain properties, and notwithstanding anything contained in "The Lands Clauses Consolidation Act, 1845," or "The Harbours, Docks, and Piers Clauses Act, 1847," or any other Act or Acts, to hold or to sell, exchange, demise, and grant building or other leases, and otherwise dispose of any lands or other property to be acquired under the powers, or which may be appropriated to the purposes of the Bill, and to lease or grant the use or occupation of, or easements in, and rights over any warehouses, buildings, sheds, quays, wharves, yards, cranes, machines, or other conveniences belonging to or provided by them for such time or periods as they think fit.

16. To empower the Company, on the one hand, and any municipal, sanitary, highway, or local authority, and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill, on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means.

17. To empower the Company to carry on the business of carriers by land and water, and to build, purchase, hire, let, repair, and charge for the use of tugboats, steamboats, barges, and vessels of all kinds (all which are included in this Notice in the word "vessels"), gear, plant, and machinery for loading, unloading, and removing goods, merchandise, animals and things into or from the premises of the Company, or any vessel therein, and to prohibit on any part of the Undertaking of the Company the use of any tug or steamboat not licensed by, or commanded by a master licensed by the Company, and to make provision for the granting and revocation and suspension of such licences.

18. To empower the Company on any lands of theirs and with the consent of the owners, lessees,

and occupiers thereof on any other lands, and on the quays, wharves, and river and canal banks, to provide, erect, and fit up, free or bonded warehouses, depots, buildings, transit, and other sheds, cranes, lifts, staithes, drops, gear, engines, machinery, and other apparatus, conveniences, and appliances for the more convenient user of the Navigation, Docks, and other works of the Company, and to hold, use, or let the same, and to sell, let, or otherwise dispose of lands, for the erection thereon of the like matters and things, by any Company (corporate or unincorporate), person or persons, and to authorise the Company to insure the same, and to let or appropriate the same or any of them to and for the use of particular trades, persons, or companies, and to enable the Company, and any such Company, person, or persons, to enter into and fulfil contracts and agreements for or in relation to the exercise of any of the before-mentioned powers by all or any of the said parties jointly, or by any or either of them severally, and to enable the Company to grant bond for customs duties, and to make landing and warehousing entries to issue certificates for articles warehoused, and warrants for their delivery, transferable by endorsement or otherwise.

19. To empower the Company with or without charge to measure, weigh, ship, unship, tranship, land, re-land, barge, pile, unpile, house, unhouse, remove, tare-mark, cooper, repair, sample, watch, insure, porter, collect, receive, and deliver articles, and perform any other duties or services in respect of goods, merchandise and things brought to, within, or on the premises or works of the Company, and if necessary to sell any articles for payment of tolls, rents and charges, or customs duties, and to prohibit any persons other than those appointed by the Company from performing such duties or services.

20. To enable the Company from time to time to make and enforce by penalties and otherwise bye-laws and regulations for and with reference to the safe and convenient user of the Navigation and Works, the duty and conduct, and the licensing of persons employed thereon, and on vessels navigating the same, the measurement, registration, marking or distinguishing and licensing, and the regulation of the speed of vessels navigating the same, the admission of vessels thereto, the loading, unloading, and removing of goods therefrom, and from vessels therein, the closing thereof for repairs and other purposes, the protection thereof, and of the waters thereof, or supplying the same; the prevention and removal of obstructions, impurities, and nuisances thereon and therein, and the fixing and collecting of all or any the tolls, rates, and charges authorised to be taken by the Company.

21. To enable the Company on the one hand, and the Sheffield Company and the undertakers of the Navigation of the Rivers of Aire and Calder, in the West Riding of the county of York, and the Trent (Burton-upon-Trent and Humber) Navigation Company, and the owners and lessees of the Sheffield Tramways, respectively, on the other hand, from time to time to enter into and fulfil agreements with respect to the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Bodies, the payments for drawbacks or rebates on, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of a Joint Committee, or Joint Committees, for carrying into effect any such agreement as aforesaid.

22. To vest the said deviation railway in the

Sheffield Company, and to constitute the same for all purposes (including the levying of tolls, rates, and charges in respect thereof) part of the undertaking of that Company, in substitution for the portion of their railway in lieu of which such deviation railway is to be constructed, upon such terms and conditions as to payment and otherwise as may be agreed on between the Company and the Sheffield Company, or as may be defined in the Bill or prescribed by Parliament, and to authorise and require the Sheffield Company to abandon the said portion of railway in lieu of which such deviation railway is to be constructed; and to authorise the Company, on the completion of the said deviation railway, to remove any part of the before-mentioned portion of railway; and the Bill will or may provide for the vesting in the Company of the said abandoned portion of railway, on such terms as may be defined by the Bill or prescribed by Parliament.

23. The Bill will or may enable the Sheffield Company to construct and maintain the said deviation railway and the works connected therewith, or any part or parts thereof, either solely or in conjunction with the Company, and will or may authorise the Company and the Sheffield Company to enter into and fulfil contracts and agreements for and in relation to such construction and maintenance, and any matter incidental thereto, and to enable the Sheffield Company to provide any funds necessary to carry into execution any powers conferred on them by the Bill, by the application of their existing funds, and by the creation of new shares and stock, and by borrowing.

24. To enable the Company and the Sheffield Company to enter into and fulfil contracts and agreements for and in relation to any of the objects of the Bill.

25. To confirm with or without alteration any agreement which may have been, or which during the progress of the Bill may be entered into for any of the purposes of the Bill.

26. To enable the Company from time to time to fix, alter, demand, take, and recover tolls, rates, rents, duties, and other charges for or in respect of the use of the Navigation or any part or parts thereof, and of any docks, railways, tramways, basins, wharves, warehouses, sheds, buildings, lifts, cuts, canals, locks, gates, and other works connected therewith or vested in the Company by the intended Act, or in any way forming part of their Undertaking, and for and in respect of all services and labour performed, used, or employed by the Company in connection therewith, and to confer exemptions from, and from time to time to remit or compound for any such tolls, rents, rates, duties, and other payments and to alter existing tolls, rates, duties, and charges leviable on or in respect of any of the transferred undertakings.

27. To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay out of the capital or any of the funds of the Company, interest or dividends on any shares or stocks of the Company.

28. To empower the Mayor, Aldermen, and Burgesses of the borough of Sheffield to contribute to and hold shares in the capital of the Company, and for that purpose to apply their funds, rates, and revenues, and to borrow money on the security thereof by mortgage, bonds, annuities, or the creation and issue of corporation stock.

29. To provide for the transfer to a body of trustees or commissioners, of the undertaking, rights, powers, privileges, and duties of the

Company, in such circumstances, and upon such terms and conditions as may be contained in the Bill or prescribed by Parliament, and to make provision for payment to the Company of any sums payable to them as the consideration for such transfer; and the Bill will or may provide further for the constitution of such trustees or commissioners, and for constituting all or some of the directors of the Company, at the time of such transfer, a portion of such trustees or commissioners.

30. 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, and will or may incorporate with itself, subject to such modifications and exceptions as the Bill may provide, the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Harbours, Docks and Piers Clauses Act, 1847," and will or may, so far as may be necessary, alter, amend, extend and repeal the provisions of the following among other local Acts, namely:— 12 Geo. I., cap. 38; 13 Geo. I., cap. 20; 6 Geo. II., cap. 9; 13 Geo. II., cap. 11; 1 and 2 Geo. IV., cap. 46; 7 Geo. IV., cap. 97; 10 and 11 Vict., cap. 291; 13 and 14 Vict., cap. 57; 15 and 16 Vict., cap. 153; 22 and 23 Vict., cap. 101; 27 and 28 Vict., cap. 77; 37 and 38 Vict., cap. 131; and all other Acts relating directly or indirectly to the River Dun Navigation, or to the Sheffield Company in relation thereto; "The Trent (Burton-upon-Trent and Humber) Navigation Act, 1887," and all other Acts relating directly or indirectly to the Trent Navigation; 33 Geo. III., cap. 115; 39 and 40 Geo. III., cap. 37; 55 Geo. III., cap. 65, and all other Acts relating directly or indirectly to the Dearne and Dove Canal; 55 Geo. III., cap. 65; 11 and 12 Vict., cap. 94; 12 and 13 Vict., cap. 75; and all other Acts relating directly or indirectly to the Sheffield and Tinsley Canal; 33 Geo. III., cap. 117; 38 Geo. III., cap. 47; 49 Geo. III., cap. 71; 12 and 13 Vict., cap. 29, and all other Acts relating directly or indirectly to the Stainforth and Keadby Canal; 10 and 11 Vict., cap. 291; 13 and 14 Vict., cap. 57; 27 and 28 Vict., cap. 77, and all other Acts relating directly or indirectly to the South Yorkshire and River Dun Navigation Company; 12 and 13 Vict., cap. 81, and all other Acts relating directly or indirectly to the Sheffield Company; 10 and 11 Wm. III., cap. 19, and all other Acts relating directly or indirectly to the Aire and Calder Navigation; The Sheffield Corporation Act, 1883, and any other Act relating directly or indirectly to the Sheffield Corporation, and every other Act which will interfere with any of the objects of the Bill.

Duplicate plans and sections showing the lines, situation, and levels of the said canal, docks basins and works respectively, and the lands, houses, and property in or through which they will be made, together with an ordnance map with the line of railway diversion delineated thereon, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, and 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, houses, and property, 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 instant, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Lincoln, and on or before the same date 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 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 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 17th day of November, 1888.

Broomhead, Wightman, and Moore, Solicitors, Sheffield.

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

In Parliament—Session, 1889.

Lyonshall and Kington Railway.

(Incorporation of Company; Construction of Railway from the Kington and Eardisley Railway near Lyonshall to join the Leominster and Kington Railway at Kington; Compulsory Purchase of Lands; Power to Kington and Eardisley Railway Company to execute Purposes of Bill instead of New Company, or to contribute and make Working or other Arrangements; Working Agreements with Midland Railway Company; Running Powers over Leominster and Kington Railway; Payment of Interest out of Capital; Amendment of Acts, &c.).

IT is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain the Railway hereinafter mentioned, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say)

A Railway commencing in the parish of Lyonshall, in the county of Hereford, by a junction with the Kington and Eardisley Railway, at a point situate upon that Railway, at or near the mile post indicating one mile from Titley Junction, and terminating in the parish of Kington, in the said county of Hereford, by a junction with the Leominster and Kington Railway, at or near the Eastern end of the Kington Station yard.

And which intended Railway and the works connected therewith will be made and maintained wholly in the parishes of Lyonshall and Kington, in the county of Hereford.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, as shewn on the deposited plans or otherwise, turnpikes and other roads, tramways, drains, sewers, pipes, navigations, rivers, streams and watercourses, so far as may be necessary in constructing or maintaining the said intended Railway and works; to deviate from the lines of railway to any extent within the limits of deviation to be shewn on the deposited plans; to purchase lands, houses and other property compulsorily for the purposes of the said intended Railway and works; to levy tolls, rates, and

duties in respect thereof, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates and duties, and to exercise such other rights and privileges as may be defined by the Bill.

To authorize the purchase of part of any property defined upon the deposited plans and described in the Book of Reference, without the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

The Bill will, or may, authorise the Kingston and Eardisley Railway Company to execute and maintain the proposed Railway and works as part of their own undertaking, and to exercise the powers proposed to be granted to the Company, and either independently and instead of the Company, or jointly with the Company, in such proportions, and upon such conditions, and with such restrictions as the Bill shall define, or may be agreed upon between the two Companies, and to maintain, use, and work the hereinbefore described Railway if, and when, made by the Company, and to subscribe or contribute funds towards the construction and maintenance of the said intended Railway and works, or some part or parts thereof, and to guarantee such interest, dividends, and annual and other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between the two Companies, and to take and hold shares in the Capital of the Company, and to apply for the purposes aforesaid, or any of them, any capital or funds now, or hereafter, belonging to the Kingston and Eardisley Railway Company, or under the control of their Directors, and (if they should think fit) to raise additional Capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means, and if the Bill shall so prescribe, to attach the additional Capital to the undertaking of the Company.

To constitute the said intended Railway and works, or some part thereof, an undertaking separate from the rest of the undertaking of the Kingston and Eardisley Railway, and to provide that the capital necessary for the construction thereof shall be a separate capital distinct from the general capital of the Kingston and Eardisley Railway Company, and to make provision as to the payment to be made or secured to the holders of the said separate capital out of the gross revenue arising from the traffic upon the separate undertaking and the general undertaking of the Kingston and Eardisley Railway Company, or to secure or guarantee to the holders of such separate capital payment of interest thereon, and to authorize the Kingston and Eardisley Railway Company by resolution to determine the nature, amount, and priority of the payments to be made, secured or guaranteed to the holders of such separate capital, and to give the holders of the separate capital a lien or charge on the revenue of the separate undertaking, and to make such other provisions with respect thereto, as the Company may think proper.

To empower the Company or the Kingston and Eardisley Railway Company to purchase by compulsion or agreement, and to hold lands (in which term in this Notice houses and buildings are included) for all or any of the purposes aforesaid and for other purposes connected with their undertaking, the land following: (that is to say):

Certain lands in the parish of Kington, situate both on the northern and southern side of the Kingston and Eardisley Railway Company's railway between Kington and New Radnor, west of and adjacent to the bridge

carrying over the said railway the road leading from Kington to Presteign.

To enable the Company, on the one hand, and the Midland and the Kingston and Eardisley Railway Companies or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction and maintenance of the said intended Railway and works or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended Railway, the rents, payments, allowances, rebates and drawbacks to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint Committees for carrying into effect any such agreement as aforesaid and to confirm any agreement already made or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To empower the Company and the Kingston and Eardisley Railway Company, or any other Company or Companies lawfully using the railways of the Company, and the Kingston and Eardisley Railway Company to run over, work, and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined or authorized by the intended Act, the portion of railway following, or some part or parts thereof (that is to say):

So much of the Leominster and Kington Railway as lies between the junction therewith of the said proposed Railway, and the Kingston and Eardisley Railway Company's Railway from Kington to New Radnor, together with the Station at Kington and all other Stations on or connected with the said portion of railway, and the roads, signals, water, watering-places, engines, sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith, and with the said portion of railway, and to empower the Company and the Kingston and Eardisley Railway Company and any other such Company or Companies as aforesaid to take and levy tolls, rates, and charges upon or in respect of the said portion of railway and station so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges now authorized to be demanded and taken in respect thereof.

To empower the Company, or any other Company working or using the railway of the Company, to run over, work, and use in the like manner, and upon similar terms and conditions, the whole of the railway belonging to the Kingston and Eardisley Railway Company.

To authorize the Company or the Kingston and Eardisley Railway Company, notwithstanding anything in the Companies' Clauses Consolidation Act, 1845, contained, to pay out of the Capital or Funds of the Company, interest or dividends on any shares or stocks of the Company during the construction of the said intended Railway, or any part thereof.

To alter, amend, extend, and enlarge, and if need be, repeal the powers and provisions of the following Local and Personal Acts, viz.: 25 & 26 Victoria cap. 67, and any other Act or Acts

relating to the Kington and Eardisley Railway Company, the Act 7 & 8 Victoria cap 18, and any other Act or Acts relating to the Midland Railway Company, the Act 17 & 18 Victoria cap. 144, and any other Act or Acts relating to the Leominster and Kington Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed Railway and 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 or lessees, and of the occupiers of such lands, houses, and other property; also, an Ordnance Map with the line of the Railway delineated thereon so as to show its general course and direction; 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 Hereford, at his office at Hereford, 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 extra-parochial place in or through which the said Railway is proposed to be made, or 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, 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 14th day of November, 1888.

*Fowler and Co., 2, Victoria Mansions,
Westminster, Solicitors for the Bill.*

In Parliament.—Session 1889.

Brean Down Harbour and Railway.

(Incorporation of Company; Construction of Pier or Jetty, and Formation of Harbour at Brean Down, with Railway therefrom to Great Western Railway; Compulsory Purchase of Lands, &c.; Powers to Dredge, &c.; Defining Limits of Harbour; Constitution of Company the Harbour and Local Authority within Limits of Harbour; Exemption from Compulsory Pilotage; Tolls; Bye-Laws; Lease of Lands; Provisions as to Pilotage; Variation or Extinguishment of Rights and Jurisdictions; Working and other Arrangements with Great Western Railway Company; Repeal of Brean Down Harbour Act, 1862, and Acts amending same; and Dissolution and Winding up of Company thereby Incorporated.)

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 purposes, viz. :—

To incorporate a Company for the purposes of the Bill, and to empower the Company so to be incorporated (hereinafter called "the Company") to make and maintain the works, and effect the purposes, or some of the purposes following, that is to say :—

To make and maintain a pier or jetty so as to form a harbour at Brean Down, in the county of Somerset, which pier or jetty is intended to commence in the parish of Brean, in the said county of Somerset, at or about high water mark, at or near a point on the north side of Brean Down, distant 150 yards, or thereabouts, from the western end thereof, measured at high water ordinary spring tides, and to run from the point above referred to into the Bristol Channel for a

distance of about 300 yards, measured in a north-easterly direction, and thence continuing in an easterly direction for a distance of 150 yards, or thereabouts, and there terminating in the sea, together with one or more openings in such pier or jetty, together with all necessary and convenient landing slips, slip-ways, and other works and conveniences, which intended pier or jetty, works, and conveniences, will be situate in or adjoining the said parish of Brean, and in the Bristol Channel.

To make, provide, and maintain shipping places, wharves, warehouses, custom-houses, staiths, jetties, landing-places, stages, cranes, drops, dolphins, buoys, beacons, lightships, lighthouses, moorings, approaches, tug-boats, dredge-boats, and other works, vessels, and conveniences in connection with or for the purposes of or in connection with the intended pier or jetty.

To maintain and improve from time to time the harbour which will be formed by the construction of the said pier or jetty, and from time to time to dredge, scour, deepen, and preserve the bed and shore of the Bristol Channel for the purposes of such harbour, and for forming and maintaining channels and approaches thereto.

To make and maintain a railway with stations, approaches, and other works and conveniences, commencing in the said parish of Brean, at or near the commencement of the intended pier or jetty, as hereinbefore described, and terminating in the parish of Lympsham, in the county of Somerset, by a junction with the Bristol and Exeter Railway of the Great Western Railway Company, at or near a culvert under the said railway, along which culvert runs the boundary between the parishes of Lympsham and South Brent, both in the county of Somerset, which intended railway will be made, or pass from, in, through, or into the parishes, townships, extra-parochial, and other places, or some of them, of Brean, Berrow, Lympsham, and South Brent, all in the county of Somerset.

To cross, stop up, alter, or divert, for the purposes of the intended railway and works, and either temporarily or permanently, roads, ways, cuts, canals, streams, rivers, drains, embankments, gas, water, and other pipes, and electric and other apparatus, within the parishes and places aforesaid.

To purchase by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended Bill. To vary or extinguish all rights or claims to tolls, rates, dues, or charges, on or in respect of the proposed harbour at Brean Down, or the site thereof, or of any part thereof, and all rights or claims of any persons or body having or claiming any jurisdiction over the sites of the proposed harbour, pier, or jetty, or any or either of them, and all other rights and privileges inconsistent with the objects of the intended Bill, and to confer other rights and privileges.

To levy and recover tolls, rates, dues and charges upon and in respect of the use of the intended Harbour, Pier, Jetty, or other Works, and also upon and in respect of persons, goods, fish, wares, merchandise, cattle, articles and things, ships, vessels, boats, carts, carriages and other vehicles using, or passing over, or carried upon, or frequenting, or resorting to the proposed Harbour, Pier, Jetty or other Works connected therewith, or any part or parts thereof respectively, or for the hire or use of any vessels or boats of the Company, or in respect of any services to be rendered or performed by the Company, and to levy and recover tolls, rates and charges upon and in respect of the intended

railway and other works and conveniences, and to confer exemptions from the payment thereof.

And provision will be made in the said Bill for the following purposes, namely:—

The management, use, regulation and protection of the intended Harbour at Brean Down, and of the Pier or Jetty Railway and other works and conveniences, and the regulation and control of shipping traffic, and of persons frequenting or using the same works respectively, or any of them, the pilotage of shipping, the appointment, regulation, dismissal and payment of harbour masters, pier masters, pilots and other officers, and the imposition of penalties and restrictions.

The conferring upon the Company the exclusive control and jurisdiction over the proposed Harbour and Works, and all such powers as are usually conferred upon, or belong to the owners of Harbours.

To excavate from time to time the foreshore and bed of the sea, so far as may be necessary for the construction or maintenance of the Pier or Jetty and other Works above described, and to appropriate or dispose of the materials obtained by means of any such excavation.

To provide, maintain, and discontinue from time to time lights and beacons, and to remove wrecks, floating timber, or other obstructions within or near the proposed harbour, or any channels or approaches thereto, and to recover the costs thereof.

To empower the Company to appoint and remove harbour-masters, dock-masters, pier-masters, meters, weighers, and other officers and servants; and the Bill will define the limits within which such harbour and pier-masters and other officers and servants may exercise the powers to be conferred upon them by the Bill.

To define the limits of the harbour, and to constitute the Company the Harbour Authority and the Local Authority for the purposes of any other Act or Acts, whether public or local, within those limits.

To exempt ships and vessels bound to or from the harbour or any works of the Company, and the owners of such ships and vessels and the persons navigating the same, from any obligation under any existing Act or Acts of employing pilots in any part of the British Channel, and to confer upon the Company and empower them to exercise all or some of the jurisdictions, rights, powers and authorities conferred upon pilotage authorities by any public or local Act or Acts, and to authorise them to license pilots for the pilotage of ships and vessels into and out of the said harbour, and to make, enforce, vary or rescind bye-laws, rules and regulations with respect to pilotage, and to the granting, duration, renewing, forfeiture, and revocation of licences to pilots, and the fees or charges (fixed annual or otherwise), to be paid for the same, and for the government and regulation of pilots licensed for the purposes aforesaid, and of ships and vessels under the charge or care of such pilots, and to impose penalties for the breach of any such bye-laws, rules or regulations, and upon persons other than pilots licensed by the Company, acting as pilots or navigating ships or vessels into or out of the said harbour as aforesaid.

To authorise the Company to make and enforce bye-laws, rules and regulations, for the management, use, safety and regulation of the persons, fish, vessels, goods, merchandise, ships, boats, carts, carriages and other vehicles using or passing or being carried over, or frequenting or resorting to the proposed harbour, pier or jetty, and other works, conveniences and lands of the Company, and with respect to the supply,

shipping and unshipping, loading and unloading, removal and disposal of ballast, or things used as ballast, within the harbour, and to impose and provide for the recovery of penalties for the breach or non-observance of any such bye-laws, rules and regulations.

To lease any lands belonging to the Company for the construction of warehouses or other conveniences connected with the Undertaking or for such other purposes, and for such periods or terms as may be prescribed by the Bill.

To deviate laterally from the lines of the intended pier or jetty and railway and works to any extent within the limits of deviation shown on the plans, and to deviate vertically from the levels of the said pier or jetty and railway shown on the sections hereinafter mentioned to such an extent as may be authorised by or determined under the powers of the Bill.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of capital, or any of the funds of the Company, from time to time interest or dividends on any shares or stock or debenture stock of the Company.

To empower the Company and the Great Western Railway Company from time to time to enter into and carry into effect, vary, or rescind agreements and arrangements for or with reference to the construction, maintenance, use, and working of their respective undertakings and works, or any part or parts thereof respectively, the regulation, collection, transmission, and delivery of traffic passing over or coming from, or destined for the undertakings of the respective Companies, the fixing, levying, collection, payment, appropriation and apportionment of tolls, rates, and charges, the supply of rolling-stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic, and all incidental matters, and for or with reference to any of the other objects of the Bill.

If necessary, or thought expedient, to repeal the Brean Down Harbour Act, 1862, and all or any Acts continuing or amending the same, and to dissolve the Company incorporated by the said Act of 1862, and provide for the winding up of their affairs.

To amend or repeal, so far as may be necessary for the purposes of the intended Bill, some of the provisions of the Acts 6 and 7 William IV, cap. 36, and any other Act or Acts relating to the Great Western Railway Company or their undertaking.

And notice is hereby also given, that plans and sections showing the lines and levels of the intended Pier or Jetty and railway and works, the plans showing also the lands to be taken for the purposes or 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 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 Frome, in that county, 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 and extra-parochial place in or through which the proposed works or any of them will be made, or which may be taken compulsorily under the powers of the Bill, 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.

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

Dated this 16th day of November, 1888.

Baxters and Co., 5, Victoria-street, Westminster, Solicitors for the Bill.

Rees and Frere, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Blackpool Railway.

(Stopping up and diversion of Roads, Sowers, and Footpaths; Revival and Extension of time for Purchase of Land for and Completion of Railway; Additional Lands; Power for West Lancashire and Liverpool, Southport, and Preston Junction Railway Companies to subscribe towards the Capital of the Company; Working and Traffic Agreements; Power to attach Guarantee or Preference to portion of Capital; Alteration of Mode of Constructing certain Works authorised by Act of 1884; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Blackpool 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 execute in the County of Lancaster the following works, or some of them (that is to say):

In the township, parish, and borough of Preston.

To stop up and discontinue the footpath leading from a point in West Strand-road, immediately opposite the north-western corner of the Preston Wagon Works, across Preston Marsh to Watery-lane, near the New Ship Inn.

In the township of Freckleton, in the parish of Kirkham.

To divert the stream or estuary known as Freckleton Pool, such diversion commencing at a point in the said stream or estuary, 68 yards or thereabouts, measured in a northerly direction from the north-west corner of the shipbuilding shed belonging or reputed to belong to Peter Rawstorne and Henry Allenson, and terminating in the said stream or estuary, at a point 22 yards or thereabouts from the south-east corner of the farm buildings in the occupation of John Whiteside, measured in a line with the southern wall of such farm buildings.

To stop up and discontinue so much of the footpath leading from a point distant 40 yards or thereabouts, measured in a southerly direction, from the north-east corner of the close or field numbered 579 on the tithe map (made in the year 1838 for the township of Freckleton) to the road known as Naze-lane, as lies between the first-mentioned point and a point 187 yards, or thereabouts, measured along the said footpath in a westerly and south-westerly direction from the said first-mentioned point, and to substitute therefor new footpaths—one commencing in the existing footpath at or near the point lastly described, and terminating in the road along Freckleton Pool leading from Freckleton Village to the Naze at a point 3 yards or thereabouts, measured in a southerly direction, from the south-east corner of the farmhouse in the occupation of John Whiteside; and the other commencing by a junction with the present footpath at the north-east

corner of the said field, numbered 579, and terminating in the road running along Freckleton Pool at a point 45 yards, or thereabouts, measured along that road, in a northerly direction, from the south-east corner of the said farmhouse in the occupation of John Whiteside.

In the township of Marton, in the parish of Poulton-in-the-Fylde, and the township of Layton with Warbreck, in the parish of Bispham, or one of them, in the borough of Blackpool.

To stop up and abolish so much of the footpath leading from Blomfield-road to the Revoe-road, at or near the junction of that road with Kent-road, as lies between a point in the said footpath 34 yards, or thereabouts, measured in a south-westerly direction from the north-west corner of the dwelling-house at the Revoe Farm, and the termination of the said footpath at the Revoe-road.

To stop up and discontinue so much of the footpath leading from the last-mentioned footpath to Railway-street as lies between the junction of the two footpaths, and a point in the first-mentioned footpath 195 yards, or thereabouts, measured along that footpath in an easterly direction from the centre of Railway-street aforesaid.

To stop up and discontinue the footpath leading from a point 29 yards, or thereabouts, measured in a northerly direction, from the north side of Ibison-street, at the east end thereof, to a point in the Revoc-road, 103 yards, or thereabouts, measured along that road in a north-easterly direction from the south-east corner of Kent-road.

To divert the public road known as the Revoc-road, such diversion commencing at a point in the said road 77 yards, or thereabouts, measured in a south-easterly direction, from the southernmost corner of the house known as 68, Revoc-road, and terminating at a point in the said road 56 yards, or thereabouts, from the south-east corner of Kent-road, measured in a north-easterly direction along the centre of Revoc-road.

To stop up the sewer known as the inland main sewer from a point on the east side of Revoc-road, distant 62 yards in a north-westerly direction from the centre of Belmont-avenue, to a point distant 157 yards in a south-westerly direction from the point where the said sewer intersects the boundary of the parishes of Bispham, and Poulton-in-the-Fylde, and the townships of Layton with Warbreck and Marton.

To make a new sewer, commencing by a junction with the inland main sewer, at a point 62 yards, or thereabouts, measured along the eastern side of Revoc-road, in a north-westerly direction from the centre of the western end of Belmont-avenue, and terminating in the inland main sewer, at the viaduct carrying the Preston and Wyre Railway across Spen Dyke.

In the township of Layton with Warbreck, in the parish of Bispham, in the borough of Blackpool.

To divert the occupation road leading from Pelham Mount Estate to Revoc-road from a point 63 yards, or thereabouts, measured in an easterly direction, from the south-west corner of a field numbered 277 on the tithe map of the township of Layton with Warbreck, made in the year 1838, in the occupation of James Ward and Thomas Brown, to a point 64 yards, or thereabouts, from the centre of the western end of Belmont-avenue, measured in a north-westerly direction along the east side of Revoc-road.

To divert the occupation road and footpath known as Bonny's-lane, leading from White-gate-lane to Chapel-street, such diversion commencing at a point in the said occupation road and footpath 7 yards, or thereabouts, measured in a southerly direction, from and in line with the west wall of the garden in the occupation of Thomas Blane, and terminating at or near the junction of Great Marton-road with Chapel-street.

To stop up and discontinue so much of the road known as Charnley-street as lies between a point 30 yards, or thereabouts, measured along that road in an easterly direction from the east side of Coronation-street, and a point 82 yards, or thereabouts, measured in an easterly direction from the said first-mentioned point.

To stop up and discontinue so much of the road known as Albert-road as lies between a point 30 yards, or thereabouts, measured in an easterly direction along the said road from the east side of Coronation-street, and a point 74 yards, or thereabouts, measured in an easterly direction along the said road from the said first-mentioned point.

To make a new road, commencing in Charnley-street aforesaid, at a point 144 yards, or thereabouts, measured along that road in an easterly direction from the east side of Coronation-street, and terminating in Albert-road aforesaid at a point 136 yards, or thereabouts, measured along that road in an easterly direction from the east side of Coronation-street.

To empower the Company to stop up and extinguish all rights of way and other rights over or affecting so much of the aforesaid roads and footpaths as will be stopped up or will be rendered unnecessary by the intended diversion thereof respectively.

To vest in the Company the site and soil of so much of the said roads, footpaths, and sewer which the Company may, under the powers of the intended Act, be authorised to stop up or divert.

To authorise the Company to deviate laterally from the lines and vertically from the levels of the intended works, shown on the plans and sections hereinafter mentioned, within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, wires, telegraphs, and electric apparatus, sewers, canals, navigations, rivers, streams, bridges, and railways within the townships and parishes aforesaid, or either of them, with which it may be necessary to interfere for any of the purposes of the intended Act.

To authorise the Company to purchase by compulsion or otherwise lands, houses, tenements, and hereditaments for the purposes of the intended works, and of the intended Act, and in addition thereto to purchase by compulsion or otherwise the lands hereinafter described (that is to say):

In the township of Marton, in the parish of Poulton-in-the-Fylde, and in the borough of Blackpool:

Certain lands bounded on the west by, and forming portions of, the lands intersected by the lower limit of deviation, shown on the plans of the railway, deposited with the Clerk of the Peace for the county of Lancaster, in November 1883, and thereon numbered 36, 37, and 38 in the said parish of Poulton-in-the-

Fylde, and on the north-east by Revoe-road.

In the township of Layton with Warbreck, in the parish of Bispham, in the borough of Blackpool:

(a) Certain lands containing by estimation 2 roods, or thereabouts, adjoining and forming portions of the lands intersected by the upper limit of deviation shown on the said deposited plans, and numbered on such plans 112 and 121, in the said parish of Bispham.

(b) Certain lands bounded on the south by the northern wall of the Bethesda Chapel at Revoe, on the west by Kent-road, and by Great Marton-road and Coronation-street, on the north by Chapel-street and the north side of Read's-road, and on the east and south-east by lands intersected by the upper limit of deviation shown on the said deposited plans, and numbered on such plans 128, 135, and 149 respectively.

(c) Certain houses and lands numbered 45 and 47 in the Hornby-road, and a small piece of land fronting the north side of the said road, and opposite the said houses.

(d) Certain houses and lands containing by estimation 2 acres, 2 roods, 0 poles, or thereabouts, lying between Adelaide-street and the back road at the rear of the houses on the north side of Hornby-road, and adjoining the lands intersected by the lower limit of deviation shown on the said deposited plans, and numbered on such plans 162, 163, 164, 172, 180, 181, and 189 respectively.

To revive the powers granted and extend the time limited by the Blackpool Railway Act, 1884 for the compulsory purchase of lands, and to extend the time limited by the same Act for the construction of the railways and works thereby authorised.

To empower the West Lancashire Railway Company to subscribe for and hold shares for a sum of £25,000 in the capital of the Company, and to empower the Liverpool, Southport, and Preston Junction Railway Company to subscribe for and hold shares for a sum of £25,000 in the capital of the Company, and to authorise the said West Lancashire and Liverpool, Southport and Preston Junction Railway Companies for those purposes to apply their corporate funds and revenue, and to vote at meetings and appoint Directors of the Company.

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 those Companies, on the other hand, to enter into and carry into effect agreements with reference to the joint construction, working, use, management, and maintenance of the railways and works of either Company, and whether already authorised, or which may be authorised, or any part of such railways and works, and with respect to the supply of rolling or working stock and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the contracting Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to authorise and provide for the appointment of a joint Committee or joint Committees for carrying into effect any such agreements as aforesaid, and to confirm and give effect to any agreement which has been or may be entered into with reference to the matters aforesaid, or any of them.

To authorise the Company to attach a guaranteed or preferential dividend, or other rights and privileges, to such portion of their share capital as may be defined by the intended Act.

To amend sections 31 and 36 of the Blackpool Railway Act, 1884, with respect to the mode of carrying the railway thereby authorised over the Ribble Branch Railway and across Preston Marsh; and to provide for the said authorised railway being carried over the said Branch Railway and Marsh in a different manner, and by works of a different character than those prescribed in the said sections.

The intended Act will repeal, alter, or amend all or some of the provisions of the Blackpool Railway Act, 1884, the West Lancashire Railway Act, 1871, and the several other Acts relating to the West Lancashire Railway Company and the Liverpool, Southport, and Preston Junction Railway Acts, 1884 and 1887.

And notice is hereby given, that plans and sections in duplicate describing the lines, situation, and levels of the works proposed to be authorised by the intended Act, and also showing the lands and property sought to be acquired under the powers thereof, with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston, and so much of the said plans, sections, and book of reference as relates to each parish in which any such works will be constructed or lands taken will be deposited with the parish clerk of each such parish at his residence.

Every such deposit will be made on or before the 30th day of November, 1888, and will be accompanied with a copy of this notice as published in the London Gazette.

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, 1888.

Robert W. Perks, 9, Clements-lane,
London, Solicitor;
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1889.

Lea Bridge; Leyton, and Walthamstow
Tramways.

(Power to Lea Bridge, Leyton, and Walthamstow Tramways Company, Limited, to Construct New Tramways in Leyton; Tolls; Dissolution and Re-incorporation of Limited Company; and Transfer to New Company of Powers of Existing Acts; Amendment of Acts.)

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

To confer upon the Lea Bridge, Leyton, and Walthamstow Tramways Company, Limited (hereinafter referred to as the Company), power to form, lay down, maintain, and use, with all proper rails, plates, and conveniences connected therewith, the tramways hereinafter described, or one of them, that is to say:—

A Tramway, No. 1, commencing by a junction with the existing tramway of the Company in Lea Bridge-road, at a point about 1 chain south-west of the intersection of that road with High-street, Leyton, and passing thence into and along High-street, Leyton, and Leyton-road, and terminating in Leyton-road, at or near the end of Trelawn-road.

A Tramway, No. 1a, being a junction tramway, 2 chains in length, commencing by a junction with the existing tramway in Lea Bridge-road, at a point about 1 chain north-east of the intersection of that road with High-street, Leyton, and terminating by a junction with the proposed Tramway No. 1 in High street, Leyton, at or near the north-west end thereof.

A Tramway, No. 2, commencing by a junction with the proposed Tramway No. 1 at its termination as above described, and passing thence into and along, and terminating in Station-road, at a point about 6 chains from the north-east end of that road.

The tramways will be situate wholly in the parish of Leyton, in the county of Essex.

At the following places it is proposed to lay the tramways 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 or road hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramway No. 1.—In High-street, Leyton, on both sides between Capworth-street and a point 5 chains north-west of Capworth-street,

Tramway No. 1.—In Leyton-road, on the eastern side between points respectively 3 chains and 8 chains south of Beaumont-road.

Tramway No. 1.—In Leyton-road, on both sides between points respectively 3 chains and 8½ chains south of Cooper's-lane.

Tramway No. 1.—In Leyton-road, on both sides between Church-road and Grange-park-road.

Tramway No. 2.—In Station-road, on the south-west side adjoining the embanked railway approach, and on the south-east side for a distance of 1 chain from the termination of the proposed tramway.

The tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the intended Act, to use for moving carriages and trucks upon the proposed tramways, and upon their existing tramways, animal power, and any electrical or other mechanical power, except steam locomotives.

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, turn-outs, and other works 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 roads, 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 alter existing tolls, rates, and charges, 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 authority having the control or management of the streets or roads along which tramways are intended to be laid 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 or roads, 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.

It is proposed either to confer the powers of the intended Act upon the Lea Bridge, Leyton, and Walthamstow Tramways Company, Limited, as at present constituted, or to dissolve that Company and annul their Memorandum and Articles of Association, and to reincorporate the Company by the same or another name, under the provisions of the Companies Clauses Consolidation Act, 1845, and the Acts amending the same, and to confer upon the reincorporated Company all or some of the powers contained in and conferred by the Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881, and the Lea Bridge, Leyton, and Walthamstow Tramways (Extensions) Act, 1884, as well as the powers of the intended Act, and any other powers now possessed or enjoyed by the said Limited Company.

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.

The intended Act will or may have the effect of altering all or some of the provisions of the Lea Bridge, Leyton, and Walthamstow Tramways Act, 1881, and the Lea Bridge, Leyton, and Walthamstow Tramways (Extensions) Act, 1884.

And notice is hereby further given, that on or

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before the 30th day of November, 1888, duplicate plans and sections of the intended tramways and works, 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 a copy of the said plans, sections, and book of reference, and Gazette Notice, will also be deposited for public inspection with the parish clerk of the parish of Leyton, at his residence.

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 next.

Dated this 15th day of November, 1888.

Geo. and Wm. Webb, 11, Austin Friars,
London, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Painswick Railway.

(Incorporation of Company; Construction of Railway from the Great Western Railway at Stroud to Painswick; Compulsory Purchase of Lands; Tolls; Payment of Interest out of Capital; Working and other Arrangements with, and Powers of Subscription and Guarantee by Great Western Railway Company; Running Powers and Facilities over Portion of that Company's Railway; 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):—

1. To incorporate a Company, and to authorise the Company so to be incorporated (hereinafter referred to as "the Company") to make and maintain the railway hereinafter described, or some part or parts thereof, together with all necessary and convenient stations, bridges, viaducts, rails, sidings, turntables, buildings, roads, approaches, yards and other works and conveniences connected therewith or incidental thereto (namely):—

A railway situate wholly in the county of Gloucester, commencing in the parish of Stroud, in that county, by a junction with the Great Western Railway (Swindon and Gloucester Branch), at a point 93 yards or thereabouts, measuring along the said railway, from and to the westward of the western end of the up platform of the Stroud Station of the said Great Western Railway Company, and terminating in the parish of Painswick at or near the north-east boundary of the field numbered 778 on the 25-inch Ordnance map of the said parish, at a point in the said field 5 yards or thereabouts north-west of the north-east corner of the said field adjoining the premises known as Loveday's Mill.

The intended railway will be made or pass from, in, through, or into the parishes, townships, and places of Stroud and Painswick, or one of them.

2. To authorise the Company to purchase and take compulsorily and by agreement lands, houses, tenements and hereditaments, and easements and rights in and over the same for the purposes of the intended railway and works, and of the Bill, and notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to take any part or parts of, or belonging to any land, house, building, manufactory, or premises without being compelled to take the whole thereof, and to vary or extinguish all rights and

privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

3. 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 other funds of the Company from time to time interest or dividends on any shares or stocks in the capital of the Company during the construction of the intended railway.

4. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to confer, vary, and extinguish other rights and privileges.

5. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, highways, streets, bridges, railways, tramways, rivers, canals, navigations, streams, sewers, pipes, electric and other apparatus, and other works within the parishes and places aforesaid, or either of them, so far as may be necessary or convenient in constructing or maintaining the intended railway and works, and to deviate laterally from the lines of the intended railway and works shown upon the deposited plans, and to deviate vertically from the levels shown upon the deposited sections hereinafter mentioned to any extent which may be defined by the Bill, and whether beyond the limits allowed by the "Railways Clauses Consolidation Act, 1845," or otherwise.

6. To authorise the Company on the one hand, and the Great Western Railway Company on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways and works, or any part or parts thereof respectively, the supply and maintenance of engines, stock, plant, and machinery, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, or maintenance, the management, regulation, interchange, accommodation, collection, conveyance, and delivery of the traffic upon or coming from or destined for the respective undertakings of the contracting Companies or either of them, the levying, fixing, collection, payment, division, appropriation, and apportionment of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, the employment of officers and servants, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them for or on account of any of the matters to which the respective contracts, agreements, or arrangements relate, 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.

7. To authorise the Great Western Railway Company to subscribe and contribute funds towards the making and maintaining of the intended railway and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividend, annual or other payment on any of their shares or stock, and the principal and interest of any loan of the Company, and to appoint Directors of the Company, and

to authorise the Great Western Railway Company for all or any of the purposes of the Bill, to apply their funds and revenues, and to raise more money by the creation of new shares or stock in their undertaking, either with or without preference, priority or guarantee in payment of interest or dividend, and by borrowing.

8. To empower the Company and any Company or person lawfully working or using the intended railway, or any part or parts thereof, to run over and use either by agreement or otherwise with their engines and carriages, wagons, and trucks, 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, so much of the Great Western Railway as is situated and lies between the junction therewith of the intended railway and the Stroud Station, including that station, together with all sidings, platforms, buildings, offices, approaches, water supplies, watering-places, water engines, telegraphs, points, junctions, signals, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, machinery, works, and conveniences on, or connected, or used with the said portion of railway and station upon such terms and conditions, and on payment of such tolls, rates and charges as may from time to time be agreed upon between the Companies interested, or as in default of agreement, shall be settled by arbitration, or as shall be prescribed by the Bill, and to require and compel the Great Western Railway Company to afford all requisite facilities for the purpose, and to authorise the Company and all other Companies and persons as aforesaid, to levy tolls, rates and charges for the traffic conveyed by them over the said portion of railway.

9. To sanction and confirm any contract, agreement or arrangement between the Company on the one hand and the Great Western Railway Company on the other hand already made, or which prior to the passing of the Bill may be made with respect to all or any of the matters aforesaid or other the objects and purposes of the Bill.

10. To confer upon the Company all such powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill, and to confer other rights and privileges.

11. To alter, amend, extend, enlarge or repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several local and personal Acts of Parliament following or some of them (that is to say):— 5 and 6 William IV, cap. 107; 26 and 27 Vict., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, and all other Acts, if any, which may relate to or be affected by the objects of the Bill.

12. And notice is hereby further given, that on or before the 30th day of November, 1888, plans and sections of the intended railway and works, showing the situation and levels thereof, 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 Gloucester at his office at Gloucester, 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 as relates to each parish in or through which the intended

railway and works will be made, or in which any lands or houses intended to be taken are situate, and also a copy of this Notice, published as aforesaid, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence.

13. 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, 1888.

Croome, Ball, and Smith, Stroud, Solicitors for the Bill.

Baxters and Co., 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Lee-on-the-Solent (Light) Railway.

(Incorporation of Company; Power to Make a Railway from Fareham to Lee-on-the-Solent, in the County of Southampton; Power to Purchase Land Compulsorily or by Agreement; Power to Take Portions of Properties; Power to Pay Interest during Construction of Works; Levying Tolls, Rates, and Charges; Working Agreement and Traffic Arrangement; 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 the following purposes, or some of them (that is to say):—

To incorporate a Company (hereinafter called "the Company"), and to authorize the Company to make and maintain, wholly in the county of Southampton, the railway and works, stations, sidings, junctions, approaches, yards, and other works and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Fareham, about 25 yards to the west of the western face of the new bridge erected by the London and South Western Railway Company over the public highway immediately to the south of their Fareham station, and at or near the southern edge of the said highway, and terminating at Lee-on-the-Solent, in the parish of Titchfield, at a point situate about 150 yards measured in a westerly direction from the junction of the centre lines of the Britten and Milvill-roads, which intended railway will pass from, through, or into the parishes and places following, or some of them, that is to say, Fareham, Titchfield, and Crofton, in the county of Southampton.

To empower the Company to construct the said railway subject to the provisions of the Regulation of Railways Act, 1868, on the light railway system.

To authorize the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorized 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.

To empower the Company to cross, raise, lower, open, or break up, divert, alter, or stop up either temporarily or permanently all turnpike and other roads, streets, highways, bridges, lanes, footways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, sewers, drains, watercourses, gas, water, telegraph, electric, and other pipes, and telegraphic and electrical apparatus, within the

parishes and places aforesaid, which it may be necessary to cross, raise, lower, open, or break up, divert, alter, or stop up, or interfere with for the purposes of the intended works, or any of them, or of the Bill.

To empower the Company to take by compulsion or agreement and to hold lands, buildings, tenements, and hereditaments and easements, or rights in, over, or affecting lands, tenements, and hereditaments for the purposes of the intended railway and works, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner interfere with such purposes, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges.

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

To empower the Company to levy, demand, and recover tolls, rates, charges, and duties, for or in respect of the use of the said intended railway and works, or any part or parts thereof, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, charges, and duties respectively.

To enable the Company to pay interest or dividends during the construction of the said railway and works 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.

To authorize the Company on the one hand, and the London and South-Western Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the use by the Company of the station and sidings of the London and South-Western Railway Company at Fareham, and the works and conveniences connected therewith, the working, use, management, and maintenance of the railway and works of the Company, or of 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 thereon, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange and transmission, forwarding, or delivery of traffic, coming from or destined for the railway of the Company, the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts arising therefrom.

And the Bill will vary or extinguish all or any rights or privileges inconsistent with its objects, and will confer other rights and privileges, and will incorporate with itself 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 Lands Clauses (Umpire) Act, 1883; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863.

To alter, amend, enlarge, or repeal so far as may be necessary some of the provisions of the local and personal Act, 4 and 5 William IV, chapter 88, and of any other Acts relating to the London and South-Western Railway Company.

And notice is hereby given, that on or before the 30th November, 1888, plans and sections of the railway and works proposed to be authorized by the Bill, showing the lines and levels thereof, and the lands, houses, and other property in or

through which they will be made, together 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 Southampton, at his office at Winchester, in that county, and that on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial or other place in or through which the said railway and works, or any part thereof, are, or is intended to be made or will be situate, or in which any lands, houses, and other property intended to be taken are situate, and 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 such extra-parochial or other place with the parish clerk of the 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 15th day of November, 1888.

Kirby and Millett, 1, Old Palace-yard,
Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1889.

Metropolitan District Railway.

(Extension of Time for Completion of Acton Junction Railway and West Brompton Junction Railway; Extension of Time for Sale of Superfluous Lands, and other Powers with reference thereto and to other Lands of the Company; Repeal of Sub-section 1 of Section 7 of the Metropolitan District Railway Act, 1877; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Metropolitan District Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for all or some of the following among other purposes:—

To extend the time and powers limited by the Metropolitan District Railway Act, 1887, for the completion of the Junction Railway secondly described in and authorised by Section 5 of the Metropolitan District Railway Act, 1878, and known by the name of the Acton Junction Railway.

To extend the time and powers limited by the Metropolitan District Railway Act, 1887, for the completion of the West Brompton Junction Railway, described in and authorised by Section 5 of the Metropolitan District Railway Act, 1881.

To alter and amend, so far as may be necessary, the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to extend the time for the sale of all or any lands acquired by the Company which have not been, are not, or eventually may not be required for the purposes of their Undertaking, or to enable the Company to hold, lease, or dispose of such lands, or any lands or sites adjoining to or over their railway, or of any interest therein respectively; and to confer further powers on the Company in relation thereto.

To amend, vary, or repeal Sub-section 1 of Section 7 of the Metropolitan District Railway Act, 1877.

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, so far as may be necessary for the purposes of the intended Act, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say): 27 and 28 Vic., cap. 322; 40 and 41 Vic., cap. 233; 41 and 42 Vic., cap. 154; 44 and 45 Vic., cap. 86; 50 and 51 Vic., cap. 156, 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 20th day of November, 1888.

Baxters and Co.,

5, Victoria-street, Westminster,
Solicitors for the Bill.

Martin and Leslie,

27, Abingdon-street, Westminster,
Parliamentary Agents

In Parliament.—Session 1889.

Terrington and Walpole Tramroads.

(Incorporation of Company; Construction of Tramroads in County of Norfolk from Terrington to Walpole; Compulsory Purchase of Lands; Tolls, &c.; Use of Steam Power; Agreements with and Powers to Midland, Great Northern, and Eastern and Midlands Railway Companies; Amendment of Acts, &c., &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 purposes, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the following works, wholly in the county of Norfolk, or some of them, or some part or parts thereof respectively, that is to say:—

A tramroad, No. 1, commencing in the parish of Terrington St. Clement at or about the north-easternmost corner of the field No. 157 in that parish on the ordnance map (1-2500 scale), and terminating in the parish of Terrington St. John, in the property numbered 168 in that parish on the said ordnance map, at a point one chain or thereabouts south of the north-westernmost corner of that property.

A tramroad, No. 1A, wholly in the parish of Terrington St. Clement, commencing by a junction with the intended tramroad No. 1, at its point of commencement above described, and terminating by a junction with the Midlands and Eastern Section of the Eastern and Midlands Railway at a point 17 chains or thereabouts measured in an easterly direction along the said railway from the level crossing thereof over the public road at Terrington Station.

A tramroad, No. 2, commencing in the parish of Terrington St. John, by a junction with the intended tramroad No. 1, above described, at its point of termination, and terminating in the parish of Walpole St. Peter at a point two chains or thereabouts north of the south-westernmost corner of the property numbered 355 in that parish on the said ordnance map.

The said intended tramroads will be situate in the parishes and places following, that is to say:—Terrington St. Clement, Tilney All Saints', Tilney St. Lawrence, Terrington St. John, and Walpole St. Peter, all in the county of Norfolk.

To authorize and empower the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, divert (temporarily or permanently), remove, and otherwise interfere with streets, public roads, footpaths, watercourses, sewers, drains, pavements, thoroughfares, tunnels, pipes, and tubes, wires and apparatus, within all or any of the parishes and places mentioned in this Notice for the purpose of tramroads and works, or any of them, or for the other purposes of the Bill.

To empower the Company from time to time to make such stations, buildings, roads, approaches, bridges, culverts, tunnels, crossings, passing places, sidings, junctions, and other works and conveniences, in addition to those particularly specified in this Notice, as may be necessary or convenient in connection with or for the efficient working of the proposed tramroads, or any of them.

To empower the Company to deviate laterally from the lines of the intended tramroads and works shown upon the plans hereafter mentioned, and vertically from the levels of those works, as shown upon the sections hereafter mentioned, to such extent as, notwithstanding any general Act of Parliament relating to such matters, the Company may deem expedient.

To enable the Company, for the purposes of the proposed tramroads and works, to purchase or acquire by agreement or compulsion, or to take messuages, lands, tenements, houses, or buildings, and easements over messuages, lands, tenements, houses, and buildings.

To enable the Company to demand, take and recover tolls, rates, and charges for the use of the proposed tramroads, and for the conveyance of passengers, goods, minerals, animals, merchandise, or other traffic upon the same, and to confer exemption from the payment of such tolls, rates, and charges.

It is intended to run on the aforesaid tramroads, carriages, or trucks, adapted for use on railways, and the gauge of the said tramroads will be 4 ft. 8½ in., and it is also intended to use steam or other mechanical power on the said tramroads.

To authorize the Company to hold, acquire, and use patent and other rights or licenses relating to motive power or otherwise.

To empower the Company on the one hand, and the Midland Railway Company, and the Great Northern Railway Company, and the Eastern and Midlands Railway Company (which three Companies are hereinafter referred to as "the three Companies"), or any or either of those Companies on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them, that is to say—as to the construction of a junction or junctions between the said tramroads No. 1A, and the railway of the Eastern and Midlands Railway Company, the point at which and the mode in which any such junction shall be made.

The alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them; the construction, working, use, management, and maintenance by the three Companies, or any or either of them, of the intended tramroads, 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; the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective undertakings of the contracting Companies, or any or either of them, or any part thereof; and the employment of officers and servants; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid; and to confirm any agreements which have been made, or may be made, touching any of the matters aforesaid.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the purposes in this notice above-mentioned.

And the 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.

It is intended to incorporate with the Bill among other Acts, all or any of the provision, of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; and the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Tramways Act, 1870; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; with such alterations and amendments as may be deemed expedient, and to enable the Company to exercise the powers or any of the powers contained in those Acts respectively, as well as the powers hereinbefore mentioned.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them, that is to say—9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 45 and 46 Vic., cap. 227, and all other Acts relating to or affecting the Eastern and Midlands Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramroads and works, such plans showing the lands intended to be acquired compulsorily under the powers of the Bill, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the County of Norfolk, at his office at Norwich, in that county, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each parish in or through which the said tramroads or works, or any part thereof, are or is intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence; each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

Printed copies of the 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 16th day of November, 1888.

W. R. D. Ward, Solicitor, Terrington
St. Clement and King's Lynn.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

London and North-Western Railway.

(Additional powers to Company with reference to new railways and deviation of existing railway and other works, roads, footpaths, and lands in the counties of Warwick, Stafford, Cumberland, Middlesex, Northampton, Lancaster, York (West Riding), Flint, Denbigh, Carnarvon, Surrey, Chester, Derby, and Monmouth: Powers to Company and Great Western Railway Company for construction of railway and acquisition of lands in county of Chester; Power to Company and Midland Railway Company, and North London Railway Company, to acquire lands in county of Middlesex; Transfer to Company of certain powers conferred by the North London Railway Act, 1885, and the Columbia Market Act, 1885, and agreements with reference thereto, and other matters; Provisions as to agreements between Company, Great Western Railway Company, and Mersey Railway Company; Extension of time for sale of superfluous lands of Company, and of Company and Manchester, Sheffield, and Lincolnshire Railway Company, and in connection with Portpatrick and Wigtownshire Railways; Power to issue warehousing certificates and delivery warrants; Vesting in Company and Lancashire and Yorkshire Railway Company respectively of portions of North Union Railway; Additional capital and application of funds by Company and Great Western Railway Company; Application of funds by Midland and North London Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London and North-Western 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, and the deviation and alteration of the portion of their existing railway, hereinafter respectively described, with all proper stations, sidings, roads, approaches, works: and conveniences connected therewith (that is to say):

Three railways (to be called "the Griff Extension Railways") to be wholly situate in the parishes of Nuneaton and Ansley, in the county of Warwick:

Railway No. 1, commencing by a junction with the Company's Griff Branch Railway at or near its northern termination, and terminating on the east side of the public road leading from Church End to Chapel End, at a point one hundred and twenty yards or thereabouts north-east of the Manor House.

Railway No. 2, commencing by a junction with Railway No. 1, on the west side of the public road leading from Stockingford to Chapel End, at a point eight hundred and forty yards or thereabouts north-west of the bridge over the Midland Railway at Stockingford Station, and terminating at a point five hundred and seventy yards or thereabouts north-west of its commencement, and three hundred and twenty yards or thereabouts west of a point on the said road from Stockingford to Chapel End one thousand three hundred and forty yards or thereabouts north-west of the said bridge.

Railway No. 3, commencing by a junction with Railway No. 1, at a point one hundred and ninety yards or thereabouts west of the commencement of Railway No. 2, as above described, and terminating by a junction with the Stockingford Branch of the Midland Railway, at a point six hundred and

thirty yards or thereabouts south-east of the bridge carrying that branch over the public road from Plough Hill to Chapel End.

A railway (to be called "the Camp Railway"), wholly situate in the parish of Rugeley, in the county of Stafford, commencing by a junction with the Company's Cannock and Rugeley Railway, at a point five hundred yards or thereabouts north of the Moor's Gorse level crossing, and terminating on the south side of the public road from Penkridge to Rugeley, at a point one hundred and thirty yards or thereabouts west of Penkridge Bank Cottage.

The deviation and alteration in the township of Stainton, in the parish of Dacre, and in the township and parish of Penrith, in the county of Cumberland, of so much of the Company's Lancaster and Carlisle Railway as extends for a distance of one thousand one hundred and fifty yards or thereabouts in a northerly direction from the viaduct carrying that railway over the River Eamont.

To empower the Company to execute the works and acquire the lands (in which term houses and buildings are included), and exercise the powers following (that is to say):—

In the parish of St. Pancras, in the county of Middlesex:

To make an additional archway or opening under Stanhope-street, on the south-west side of and adjoining the existing archway by which the said street is carried over the Company's main line of railway.

In the parish of Little Bowden, in the county of Northampton:

To stop up and discontinue all rights of footpath along so much of the road which crosses on the level the Company's Northampton and Market Harborough Railway at Little Bowden as lies between the boundaries of the Company's property, and to carry the footpath over the railway by means of a footbridge.

In the parish of West Bromwich, in the county of Stafford:

To stop up and discontinue all rights of footpath along so much of the road which crosses on the level the Company's Stour Valley Railway at the Albion Station as extends for a distance of forty-five yards or thereabouts in a north-easterly direction from the south-west side of the said level crossing, and to carry the footpath over the railway by means of a footbridge.

In the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster:

(A) To extend, for a distance of twelve yards or thereabouts, in an easterly direction, over George's Road and York Street, the bridge which carries the Company's Stockport and Manchester Railway over the said road.

(B) To make an additional archway or opening under Bower House Fold Lane on the east side of and adjoining the easternmost archway by which that lane is now carried over the Company's said railway.

In the township of Salford, in the parish of Manchester, in the county of Lancaster:

To construct an additional archway or opening under Oldfield Road, on the south side of and adjoining the southernmost archway or opening by which that road is now carried over the Company's Liverpool and Manchester Railway, and to alter and enlarge the northernmost archway by which the said road is now carried over the said railway.

In the township of Salford, in the parish of Manchester, in the county of Lancaster:

To construct an additional archway or opening under Windsor Street on the north side of and adjoining the existing archway or opening by which that street is carried over the Company's Liverpool and Manchester Railway.

In the township of Atherton, in the parish of Leigh, in the county of Lancaster, in substitution for the alteration and diversion described in and authorised by subsection 8 of section 19 of the London and North Western Railway Act, 1887:

To make a new footpath commencing by a junction with Bee Fold Lane at a point one hundred yards or thereabouts south of the bridge carrying the Company's Eccles, Tyldesley, and Wigan Railway over that lane, and terminating by a junction with Miller's Lane, at a point one hundred and ninety yards or thereabouts, north of the bridge carrying the said railway over the last-mentioned lane, and to stop up and discontinue the existing footpath from Bee Fold Lane to Miller's Lane which crosses the said railway on the level at the junction of Chanter's Siding therewith.

In the township and parish of Wigan, in the county of Lancaster:

(A) To extend for a distance of ten yards or thereabouts in a north-easterly direction the bridge which carries the North Union Railway over Wallgate.

(B) To extend for a distance of twenty yards or thereabouts in a south-westerly direction the bridge which carries the said railway over Chapel Lane, and to alter the levels of that lane for a distance of forty-five yards or thereabouts, in a south-westerly direction from the said bridge.

In the townships of Marsden in Huddersfield, Slaithwaite, and Golcar, or one of them, in the parish of Huddersfield, in the West Riding of the county of York, in connection with the widening of the Company's Huddersfield and Manchester Railway, authorised by the London and North Western Railway Act, 1885:

To stop and discontinue all rights of way over:

(A) So much of the public footpath which crosses the said railway on the level between the fields numbered on the deposited plans referred to in that Act 88 and 91, in the said parish as lies between the boundaries of the said railway as widened.

(B) The public road numbered on the said plans 97, in the said parish called Park Gate Lane.

(C) So much of the public footpath shown on the said plans as leading from the said road numbered 97 to the public road called Paddock Lane, numbered on the said plans 124 in the said parish, as extends from the first mentioned road to the northern boundary of the said railway as widened.

To make a new road along the north side of the said railway as widened from Paddock Lane aforesaid to the public road called Booth Road, numbered on the said plans 130 in the said parish, and to stop up and discontinue all rights of way over Booth Road aforesaid, between the termination of the said new road and the southern side of the said railway as widened.

To alter and divert the public road called Booth-Banks Road, numbered on the said plans 189, in the said parish, between points respectively fifty yards or thereabouts west and

ninety yards or thereabouts south-east of the bridge carrying the said railway over the said road, and to stop up and discontinue all rights of way over the said road, between the commencement of the said diversion and the southern boundary of the said railway as widened.

To alter and divert the public footpaths respectively forming part of the properties numbered on the said plans 156 and 164 in the said parish, and to carry the said footpaths over the said railway, by means of a single footbridge, and to stop up and discontinue all rights of way over so much of the said footpaths respectively as lies between the boundaries of the said railway as widened.

To alter and divert the public footpath, forming part of the property numbered on the said plans 287 in the said parish, and to carry the same under the railway by means of a subway, and to stop up and discontinue all rights of way over so much of the said footpath as lies between the boundaries of the said railway as widened.

To alter and divert the public footpaths which are now carried over the said railway by means of the footbridges numbered respectively on the said plans 297A and 303A in the said parish, and to carry the same under the said railway by means of the existing archway between the fields numbered respectively 301 and 302 in the said parish and to stop up and discontinue all rights of way over so much of the said footpaths respectively as lies between the boundaries of the said railway as widened.

To vest in and appropriate to the purposes of the Company's undertaking the site and soil of the several roads and footpaths or portions thereof so proposed to be stopped up as aforesaid, and to empower the Company to close stop up and remove the several bridges by which the said road and footpaths respectively are now carried under or over the said railway.

In the township of Saltney, in the parish of Hawarden, in the county of Flint:

To stop up and discontinue all rights of footpath along so much as lies between the boundaries of the Company's property of the road which crosses on the level the Company's Chester and Holyhead Railway at the Sandycroft Station, and to carry the footpath over the railway by means of a footbridge.

In the township of Nant-with-Prestatyn, in the parish of Meliden, in the county of Flint:

To make a new road, commencing by a junction with the existing public road which crosses the Company's Chester and Holyhead Railway on the level at the Prestatyn Station at a point thereon one hundred yards or thereabouts south-east of the said level crossing and terminating by two junctions, one being with the said public road at, or near, the junction therewith of the road called Sandy-lane, leading westward therefrom at a point fifty-five yards or thereabouts north-west of the said level crossing, and the other being with the said lane at a point two hundred yards or thereabouts westward of the said junction, and to stop up and discontinue all rights of way over so much of the said first-mentioned public road at the said level crossing as is bounded on both sides by the Company's property.

And to acquire, by compulsion or agreement, certain lands lying on both sides of and adjoining the Company's Chester and Holyhead Railway between the said public

road and the junction with the said railway of the Company's Prestatyn and Cwm Railway.

In the parish of Abergele, in the county of Denbigh,

To stop up and discontinue all rights of way over so much as lies between the boundaries of the Company's property of the public road which crosses on the level the Company's Chester and Holyhead Railway, five hundred yards, or thereabouts, west of the Abergele Station, and to construct a foot-bridge over the said railway at the said level crossing.

In the parishes of Llangwystenin, in the county of Carnarvon, and of Llandrillo-yn-Rhos, in the county of Denbigh,

To alter and divert so much of the existing road which crosses on the level the Company's Chester and Holyhead Railway at the Mochdre level crossing, between points respectively two hundred and forty yards, or thereabouts, east, and one hundred and seventy-five yards, or thereabouts, west of the said level crossing, and to carry the said road over the said railway, and to stop up and discontinue all rights of way over the said level crossing.

To empower the Company to acquire, by compulsion or agreement, and to hold lands (in which term houses and buildings are included), in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended new railways deviation and other works, and for the purpose of extending their stations, sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and, for other purposes connected with their undertaking, in addition to the lands hereinbefore described or referred to, and also to acquire, by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):

In the county of Middlesex,

Certain lands in the parish of Fulham known as the Lillie Bridge Grounds.

Certain lands in the parish of Willesden, lying on the north side of and adjoining the Company's Hampstead Junction Railway, and east of and adjoining the bridge carrying the Harrow Road over that railway.

In the county of Surrey,

Certain lands in the parish of Battersea, being the house and premises lying on the north side of Lavender Hill, known as Highbury House.

In the county of Northampton,

Certain lands in the parish of Irchester, lying on the north-west side of and adjoining the Company's Northampton and Peterborough Railway, between the junction therewith of the Midland Railway, and the Company's Wellingborough Station.

In the county of Warwick,

Certain lands in the parish of Saint Michael with Saint John Coventry, lying on the north side of and adjoining the Company's Coventry and Nuneaton Railway, at or near its junction with their London and Birmingham Railway.

In the County of Stafford,

Certain lands in the parish of Wednesbury, lying on the north-east side of and adjoining Potter's Lane, and on the west side of the Company's Darlaston Branch.

Certain lands in the parish of Castle Church, lying on the south-west side of and

adjoining the Company's Grand Junction Railway at the Stafford Station.

In the county of Chester,

Certain lands in the township of Monk's Coppenhall, in the parish of Coppenhall, lying on the east side of and adjoining the Company's Crewe and Manchester Railway, and south of and adjoining Small Lane.

Certain lands in the townships of Goostrey-cum-Barnshaw and Blackden, in the parish of Sandbach, lying on the north-west side of and adjoining the Company's Crewe and Manchester Railway, and east of and adjoining the road from Goostrey to Twemlow Green, with power to divert and carry under the said railway, and along the north-west side of the said lands, the existing footpath which now crosses the said railway on the level one hundred and eighty yards, or thereabouts, north-east of the bridge carrying the said road over the said railway.

Certain lands in the township of Dukinfield, in the parish of Stockport, lying on the south side of and adjoining Wharf Street, between Charles Street and Railway Street, with power to the Company to construct a bridge over Wharf Street and Railway Street at or near their junction, and to divert Cooper-Street for a distance of seventy yards, or thereabouts, from its junction with King Street.

In the county of Derby,

Certain lands in the township of Cromford, in the parish of Wirksworth, lying on both sides of and adjoining the Sheep Pasture Incline, on the Company's Cromford and High Peak Railway, and near to and west of the bridge carrying the public road from Matlock to Derby over the said railway.

In the county of Lancaster,

Certain lands in the township of Pennington, in the parish of Leigh, lying between and adjoining the Company's West Leigh and Bedford Leigh Branch Railways, at and near their junctions with the Company's Bolton and Kenyon Railway, and also certain other lands lying on the west side of and adjoining the said West Leigh Branch Railway at and near the said junctions.

Certain lands in the township of Rainford, in the parish of Prescott, lying on the south-west side of and adjoining the Company's St. Helen's Railway, and south-east of and adjoining the public road which crosses that railway on the level at the Rookery Station.

Certain lands in the township of Wavertree, in the parish of Childwall, lying on the north side of and adjoining the Company's property at the west end of Pighue Lane, and at the back of the houses and premises on the west side of Dryden Road.

Certain lands in the township of Carnforth, in the parish of Warton, lying on the south-east side of and adjoining the Company's Lancaster and Carlisle Railway, and south of and near to the Carnforth Station.

In the county of Monmouth,

Certain lands in the parish of Bedwellty, lying on the west side of and adjoining the Company's Sirhowy Railway, and extending from one quarter to three quarters of a mile south of the Bedwellty Pits Station, and also certain other lands lying on the east side of and adjoining the said railway north of and near to the Argoed Station.

In the county of Flint,

Certain lands in the townships of Bretton and Saltney, in the parish of Hawarden,

lying on the north-east side of and adjoining the Company's Chester and Holyhead Railway, and west of and near to Queen's Ferry Road.

In the county of Carnarvon,

Certain lands in the parish of Eglwys-Rhos, otherwise Llan rhos, lying on both sides of and adjoining the Company's Llandudno Branch Railway, and between the Llandudno Station and the road which crosses the said branch railway on the level about half a mile south of the said station.

To empower the Company and the Great Western Railway Company (hereinafter called "the two Companies"), or either of them, with the consent of the other to make and maintain the railway hereinafter described with all proper stations, sidings, roads, approaches, works and conveniences connected therewith (that is to say):

A railway (to be called "the Hooton Curve"), commencing in the township of Little Sutton, in the parish of Eastham, in the county of Chester, by a junction with the Birkenhead Railway, at a point five hundred and sixty yards, or thereabouts, in a northerly direction from the booking office at Ledsham Station, and terminating in the township of Willaston, in the parish of Neston, in the same county, by a junction with the Parkgate Branch of the Birkenhead Railway, at a point one thousand and seventy yards, or thereabouts, measured along that branch from its junction with that railway, which said intended railway will be situate in the parishes, townships, or places following, or some of them (that is to say): Little Sutton, Childer Thornton, Eastham, Willaston, and Neston, all in the county of Chester.

To empower the two Companies, or either of them, with the consent of the other to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended railway and works, and also to acquire by compulsion or agreement and to hold for the purposes of their joint or separate undertakings certain lands, including part of the Great Float or Wallasey Pool, situate in the township of Bidston-cum-Ford, in the parish of Bidston, in the county of Chester, and lying partly on the north-west side of and adjoining the main line of the Seacombe Hoyle and Deeside Railway and between the New Brighton Extension of that railway and the Wallasey Bridge Road, and partly on the south-east side of and adjoining the said Wallasey Bridge Road, and to continue and preserve, and to transfer to the two Companies, or one of them, in respect to the said lands, all rights, powers, privileges, benefits, and exemptions, to which the owner thereof is entitled under the provisions of the Mersey Docks (Vyner's Exemption) Act 1865, or of any other Act, or of any agreement with the Mersey Docks and Harbour Board or their predecessors in title, and to authorise agreements between the two Companies and the owner or owners of, or other persons interested in the said lands, with respect to any of the matters aforesaid, and to confirm and give effect to any such agreement, which may have been or may be made prior to the passing of the intended Act.

To empower the Company, the Midland Railway Company, and the North London Railway Company, or any one or more, with the consent of the other or others of them, to acquire by compulsion or agreement, and to hold in connection with the undertaking of the North and South Western Junction Railway Company,

Certain lands in the parish of Acton, in the county of Middlesex, lying on both sides of and adjoining the North and South Western Junction Railway, at the footbridge over that railway two hundred and fifty yards, or thereabouts, north of Acton Station, and also lying on the west side of and adjoining the said railway north of the said footbridge.

To authorise the purchase and acquisition of part only of any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act, without the Company or Companies purchasing the same, becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, in the Company or Companies upon whom the powers to stop up the same are conferred.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus, within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or convenient to cross, stop up, alter or divert in executing the several purposes of the intended Act.

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 make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways to be constructed or altered under the authority of the intended Act 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 new or altered roads, streets, footpaths or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act.

To empower the Company and the Company, and the Great Western Railway Company, as the case may be, to demand and recover tolls, rates, dues, and other charges for or in respect of the use of the new railways and deviation, and for or in respect of the other works authorised by the intended Act, and to alter or vary all or some of the existing tolls, rates, dues, and charges which the said Companies are now authorised to demand or take, and to levy new tolls, rates, dues, and charges, and to grant exemptions from the payment of tolls, rates, dues, and charges.

To transfer to and vest in the Company, upon such terms as may have been or may be agreed upon or may be prescribed or provided for by the intended Act, all or some of the powers, rights, duties, and obligations of the North London Railway Company (hereinafter called "the North London Company"), under the North London Railway Act, 1885, and the Columbia Market Act, 1885, and all or some of the lands, or interests in lands, and other property acquired, or authorised to be acquired, by the North London Company, under or by virtue of the said Acts, and the benefit of all contracts and agreements entered into by or with or on behalf of the North London

Company, or the market owners referred to in the said Columbia Market Act.

To enable the North London Company to grant and the Company to accept a lease or leases of so many of the arches supporting the railway of the North London Company as are situate between Pearson Street and Dunloe Street, upon such terms as may have been or may be agreed upon or may be prescribed or provided for by the intended Act.

To authorise agreements between the Company and the North London Company and the said market owners, or any of them, with respect to any of the matters aforesaid; and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To confirm or give effect to an agreement dated the 23rd day of July, 1888, between the Company and the Great Western Railway Company of the one part, and the Mersey Railway Company of the other part, with respect to running powers, the interchange of traffic, and other matters, and to cancel a certain agreement between the same Companies which is scheduled to, and confirmed by, the Mersey Railway Act, 1887, and to repeal or amend so much of the said Act as relates thereto.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to the Company jointly with the Manchester, Sheffield, and Lincolnshire Railway Company, in connection with all, or some, of the undertakings in which they are jointly interested, and of the superfluous lands connected with the Portpatrick and Wigtownshire Railways, and to confer upon the Companies owning the said undertakings and railways respectively further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend, and extend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company to grant and issue certificates of the warehousing or storing of goods at any of their docks, wharfs, quays, stations, yards, warehouses, and other works and conveniences connected therewith, and to grant and issue warrants for the delivery of goods so warehoused or stored, and to make provision with respect to the transfer and delivery of such goods, and with respect to the tenor and effect of such certificates and warrants, and otherwise in relation thereto.

To provide for the vesting in the Company of such portion as may be defined by the intended Act of the North Union Railway, freed and discharged from all claims, rights, or interest of the Lancashire and Yorkshire Railway Company, therein or thereto, and for the vesting in the Lancashire and Yorkshire Railway Company of such portions as may be defined as aforesaid of the said North Union Railway, freed and discharged from all claims, rights, or interest of the Company therein or thereto, and to make such further and other provision with respect to the portions so vested, and to the remaining portions of the said North Union Railway as may be requisite or expedient for securing the rights of mortgagees and other parties, or otherwise by reason of such vesting, and to authorise agreements between the said Companies, with reference to the matters aforesaid, or any of them, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Company to increase their capital for all or any of the purposes of the

intended Act, and of any other Act or Acts of the same session, and for purposes connected with any other undertaking, in which they are jointly interested, and for the general purposes of the Company, and to raise further sums of money 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, or by any of such means, and also to apply to all or any of each purposes, any capital or funds belonging to the Company.

To empower the Great Western Railway Company, to raise further moneys for any of the purposes of the intended Act, in which they are interested 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, or by any of such means, and also to apply to such purposes any capital or funds belonging to them.

To empower the Midland Railway Company and the North London Company, respectively, to apply to any of the purposes of the intended Act in which they are interested any capital or funds belonging to them.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):—

The Act 9 and 10 Vic., cap. 204, and all other Acts relating to the Company;

The Act 22 and 23 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company;

The Act 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company;

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company;

The Act 9 and 10 Vic., cap. 396, and all other Acts relating to the North London Railway Company;

The Act 14 and 15 Vic., cap. 100, and all other Acts relating to the North and South Western Junction Railway Company;

The Act 20 and 21 Vic., cap. 162, and all other Acts relating to the Mersey Docks and Harbour Board;

The Mersey Railway Act 1866, and all other Acts relating to the Mersey Railway Company;

The Act 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company;

The Portpatrick Railway Act, 1857, the Wigtownshire Railway Act, 1872; and any other Acts relating to the Portpatrick and Wigtownshire Railway Companies respectively.

And notice is also hereby given, that on or before the thirtieth day of November instant maps, plans, and sections relating to the objects 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 as follows (that is to say):—As relates to the works and lands in the county of Middlesex, with the clerk of the peace for that county, at his office at the Sessions House, Clerkenwell. As relates to the lands in the county of Surrey,

with the clerk of the peace for that county, at his office at the Sessions House, Newington Causeway. As relates to the lands in the county of Northampton, with the clerk of the peace for that county, at his office at Northampton. As relates to the works and lands in the county of Warwick, with the clerk of the peace for that county, at his office at Leamington. As relates to the works and lands in the county of Stafford, with the clerk of the peace for that county, at his office at Stafford. As relates to the works and lands in the county of Chester, with the clerk of the peace for that county, at his office at Chester. As relates to the lands in the county of Derby, with the clerk of the peace for that county, at his office at Derby. As relates to the works and lands in the county of Lancaster, with the clerk of the peace for that county, at his office at Preston. As relates to the works and lands in the West Riding of the county of York, with the clerk of the peace for that county, at his office at Wakefield. As relates to the works and lands in the county of Cumberland, with the clerk of the peace for that county, at his office at Carlisle. As relates to the lands in the county of Monmouth, with the clerk of the peace for that county, at his office at Usk. As relates to the works and lands in the county of Flint, with the clerk of the peace for that county, at his office at Mold. As relates to the lands in the county of Carnarvon, and to the works and lands partly in that county, and partly in the county of Denbigh, with the clerk of the peace for the county of Carnarvon, at his office at Carnarvon. As relates to the last-mentioned works and lands, with the clerk of the peace for the county of Denbigh, at his office at Ruthin.

And that copies 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 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 thirtieth day of November, be deposited as follows (that is to say): As relates to the parish of Fulham, with the vestry clerk of that parish, at the vestry offices, Walham Green. As relates to the parish of Battersea, with the clerk of the Wandsworth District Board of Works, at his office at Battersea-rise, Wandsworth, and with the vestry clerk of that parish at the vestry hall, Battersea-rise, Wandsworth. As relates to the parish of Saint Pancras with the vestry clerk of that parish, at the vestry hall, Pancras-road, Saint Pancras. And as relates to the other parishes, with the parish clerk of each such parish at his residence; and as relates to any extra-parochial place with the clerk of some adjoining parish at his residence.

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 14th day of November, 1888.

C. H. Mason, Euston Station, and 9, Great George-street, Westminster, Solicitor;
Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Eastbourne Water.

(New Works; Alteration of Existing and Authorised Works; Extension of Time; Additional Share and Loan 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 by the Eastbourne Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of

the following among other purposes (that is to say):—

1. To authorise the Company to make and maintain the works hereinafter described or some of them, or some part or parts thereof respectively, to be wholly situate in the parish of Eastbourne, in the county of Sussex (that is to say):—

(a.) A reservoir to be situate in a field called or known as "part of Grey Nore," and in those portions thereof which are respectively numbered 702 and 703 on the Tithe Commutation map of the said parish of Eastbourne, the western boundary of which intended reservoir will be 170 yards or thereabouts, measured in a north-easterly direction, from the centre of the existing reservoir of the Company in land which was formerly part of the said field, and the eastern boundary of which intended reservoir will be 370 yards or thereabouts, measured in a south-westerly direction, from the National Schools at Meads, in the said parish of Eastbourne, and the northern boundary of which intended reservoir will be 40 yards or thereabouts, measured in a southerly direction, from the High-road leading from Meads to East Dean, and the southern boundary of which intended reservoir will be 60 yards or thereabouts, measured in a southerly direction, from the said road.

(b.) A reservoir to be situate immediately to the south of the intended reservoir above described, and in the said portions of the said field called "part of Grey Nore," the western boundary of which intended reservoir will be 150 yards or thereabouts, measured in a north-easterly direction, from the centre of the said existing reservoir of the Company, and the eastern boundary of which intended reservoir will be 375 yards or thereabouts, measured in a south-westerly direction, from the said National Schools at Meads, and the northern boundary of which intended reservoir will be 70 yards or thereabouts, measured in a southerly direction, from the said High-road leading from Meads to East Dean, and the southern boundary of which intended reservoir will be 90 yards or thereabouts, measured in a southerly direction, from the said road.

(c.) An enlargement by deepening of the reservoir of the Company now in course of construction, authorised by The Eastbourne Waterworks Act, 1881, and fourthly described in Section 5 of that Act, and which is situate in land formerly a portion of the said field called "part of Grey Nore," and immediately adjoining the said existing reservoir of the Company

(d.) An enlargement by deepening of the existing reservoir of the Company (authorised by and firstly described in Section 4 of The Eastbourne Waterworks Act, 1875), called or known as the "Paradise Reservoir," and which has been constructed on land which was formerly part of a certain inclosure called or known as the "Paradise Plantation."

(e.) An enlargement by removing the present slopes of the most southernmost of the existing reservoirs of the Company situate at Mill Gap.

(f.) All such embankments, walls, aqueducts, conduits, culverts, drains, wells, tanks, mains, pipes, roads, approaches, engines, machinery, appliances, and other works and conveniences as may be necessary or convenient in con-

nection with the intended works above described, or any of them.

2. To confer on the Company all or some of the powers hereinafter mentioned.

(a.) To deviate from the lines and levels of the intended works to any extent defined by the Bill or prescribed by Parliament.

(b.) To purchase and acquire by compulsion or agreement, and hold and to take on lease, and to take grants of easements in, over, through, or under any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for any of the purposes of the Bill and of their Undertaking, and to collect, impound, and take by and in their existing and intended works, and to appropriate, and use for the purposes of their Undertaking, all or any springs, streams, and waters, on or near the site of any such works, or in any lands for the time being of the Company, or in, over, through, or under, or in respect of which they have, or may acquire, any easements, and to vary and extinguish any rights or privileges connected therewith.

(c.) To cross, stop up, divert, break up, and otherwise interfere with, whether temporarily or permanently, and to construct, lay down, and maintain, mains, pipes, and other works, in, over, under, and upon, turnpike and other roads, highways, footpaths, railways, tramways, cuts, canals, rivers, streams, brooks, watercourses, sewers, drains, bridges, pipes, telegraphs, and telephone apparatus, and other works and conveniences.

3. To extend the period limited by The Eastbourne Waterworks Act, 1881, for the completion of the reservoirs (B) and (D), thereby authorised, and secondly and fourthly described in Section 5 thereof.

4. To authorise the Company to raise further moneys for the purposes of the Bill, and for the general purposes of their Undertaking, by the creation of new shares or stock, with or without a preference, priority or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and, by borrowing on mortgage or bond, and by the creation and issue of debenture stock, redeemable or irredeemable, or by any of those means, and to apply to any of the purposes of the Bill any moneys now belonging to the Company or which they have power to raise.

5. To confer upon the Company all other rights, powers, privileges and authorities necessary or convenient for carrying into complete and full effect the objects and purposes of the Bill, to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of those objects and purposes, and to confer other rights and privileges.

6. 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," and "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and to the temporary occupation of lands, with such variations, modifications, and exceptions as the Bill may prescribe.

7. 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 Eastbourne Waterworks Act, 1859," "The Eastbourne Waterworks Act, 1875," "The Eastbourne Waterworks Act, 1881," and all other Acts (if any) which may relate to or be affected by any of 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 showing the situation and levels thereof, and the lands and property to be taken 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 Sussex, at his office at Lewes, and with the Parish Clerk of the said parish of Eastbourne, 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 twelfth day of November, 1888.

Currey, Holland, and Currey, 14, Great George-street, Westminster, Solicitors.
John Charles Ball, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1889.

London Tramways Company Limited.

(Extensions.)

(Extension of authorised Clapham, Balham, and Tooting Lines to Totterdown, Lower Tooting; New Lines in Brixton and Streatham; Breaking up of Streets, &c.; Purchase and Disposal of Lands, Tolls, &c.; Provisions affecting Roads and Materials of same; Power to Use Mechanical (other than Steam) Power on Proposed and Existing Tramways; Patent Rights; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the purposes or some of the purposes following, that is to say:—

To authorise the London Tramways Company Limited (in this notice called "the Company") to construct and maintain in the county of Surrey, the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads, and produced would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

The tramways proposed to be authorised by the Bill are as follows:—

A.—Clapham, Balham, and Tooting Lines.

(Extension to Totterdown.)

A Tramway, No. 1c, wholly in Balham-road, otherwise called Balham High-road, Upper Tooting, commencing in the parish of Streatham and county of Surrey, by a junction with the Tramway No. 1b, authorised by the London Tramways Company (Limited) Various Powers Act, 1888 (hereinafter called "the Act of 1888") at a point about 2½ chains north-east from its authorised termination, and terminating in the parishes of Streatham and Tooting Gravey, in the

county of Surrey, or one of those parishes, at a point about 1 chain north-east of Totterdown, Lower Tooting.

Between two points respectively $10\frac{1}{2}$ chains and $13\frac{3}{4}$ chains north-eastward from the intended termination as above described of the proposed Tramway No. 1c, 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 each side of the street or road and the nearest rail of the tramway.

B.—Brixton Hill and Streatham Lines.

A Tramway No. 2, wholly in Brixton Hill, commencing by a junction with the Company's existing tramways there at a point about $2\frac{1}{2}$ chains from the termination (opposite Waterlane) of the said existing tramways, and terminating opposite or nearly opposite Endymion-road.

A Tramway No. 2A, wholly in Brixton-hill, commencing by a junction with the intended Tramway No. 2 at its termination as above described, and terminating opposite or nearly opposite Mill-lane.

A Tramway No. 2B, commencing by a junction with the intended Tramway No. 2A, at its termination as above described and terminating in Streatham-hill, at or near the junction therewith of Telford-avenue.

The intended Tramways Nos. 2, 2A, and 2B, will be made or pass from, in, through, or into the parishes of Saint Mary, Lambeth, and Streatham, both in the county of Surrey.

The gauge of each of the tramways to be authorised by the Bill will be 4 feet $8\frac{1}{2}$ inches.

It is intended to use animal or mechanical (other than steam) power for moving carriages or trucks on the proposed tramways.

To authorise the Company for any of the purposes of the Bill to open and break up the surface of and to alter, stop up, and otherwise interfere with streets, roads, footpaths, sewers, drains, pipes, and other apparatus within the parishes and places aforesaid, and to make provision for the maintenance and repair of the streets and roads in which tramways are proposed to be constructed as aforesaid.

To enable the Company for the purposes of the proposed tramways and works and for the general purposes of their undertaking and of the Bill to purchase or acquire by agreement, and to take on lease and to hold and to sell, let, or dispose of lands, houses, buildings, and hereditaments and easements in or over lands, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

To empower the Company 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 proposed tramways, or any of them, or for the providing access to any stables or carriage sheds or works of the Company.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to

remove or discontinue the use of any 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 make provision for the user and disposal by the Company of any paving or road materials extracted by the Company in the construction of the proposed works, or any of them.

To authorise and empower the Company from time to time on such terms and conditions, and subject to such restrictions (if any) as may be defined in or prescribed by or under the Bill to use upon the intended tramways and upon their existing tramways, or upon any or some part or parts thereof respectively, and either in substitution for or in addition to animal power any mechanical power not being steam power.

To authorise the Company to hold, acquire, and use patent and other rights or licences relating to motive power or otherwise.

To incorporate in the Bill and to confer upon the Company, with or without alteration, all or some of the provisions and powers of the Tramways Act, 1870, and especially, but not exclusively, the provisions of that Act with respect to the breaking up, reinstatement, and repair of streets and roads, to gas and water companies, and sewers, to the use by the promoters of tramways with flange-wheeled carriages, &c, to bye-laws, and to offences; and to confer upon the Company with respect to the tramways proposed to be authorised by the Bill, all or some of the powers, rights, and privileges which the Company now have or may exercise with respect to their authorised tramways and works.

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

And it is intended, so far as may be necessary, or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the London Tramways Company (Limited) (Purchase) Act, 1873, and the Act of 1888, and any other Act or Acts relating to the Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works (so far as such plans and sections are by the Standing Orders of either House of Parliament required to be deposited), together with a book of reference to such plans, 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 same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the proposed tramways and works will be made or pass will be deposited for public inspection as follows (that is to say):—In the case of the parishes of Streatham and Tooting Graveney aforesaid with the clerk to the District Board of Works for the Wandsworth District, at his office at East Hill, Wandsworth, S.W.

And in the case of the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office, at the Vestry Hall, Kennington Green, S.E.

Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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 16th day of November, 1888.

Julius O. Jacobs, 16, St. Helen's-place, London, E.C., Solicitor for the Bill.

Rees and Irere, 13, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

St. Ives (Hunts) Gas.

(Maintenance of Existing Gas Works—Manufacture and Storage of Gas and Residual Products—Supply of Gas—Fittings and Apparatus—Limits of Supply—Levying of Rates and Charges—Opening of Streets—Regulation of Capital and Dividends—Incorporation of Acts.)

NOTICE is hereby given, that the St. Ives (Hunts) Gas Company, Limited, hereinafter called "The Company," intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order, under the Gas and Water Works Facilities Act, 1870, for all or some of the following powers, that is to say:—

1. To authorise the Company to maintain and continue, enlarge, alter, and repair their existing gas works and apparatus connected therewith, and to manufacture and store gas, and the products resulting from the manufacture of gas, upon the lands hereinafter described; that is to say, land belonging to the Company, and bounded on the north-west partly by the high road leading from London to St. Ives, and partly by hereditaments belonging to James Rose; on the north-east partly by hereditaments belonging to Elizabeth Jackson, and partly by a private road; on the south-east partly by hereditaments belonging to John Topham Gadshy, and partly by hereditaments belonging to Thomas Coote; on the south-west partly by a private road, and partly by hereditaments belonging to the said James Rose, which said land lies wholly within the parish of Fenstanton, in the county of Huntingdon.

2. To authorise the Company to supply gas subject to the provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, to all or any parts of the respective parishes of St. Ives, Fenstanton, Hemmingford Grey, and Hemmingford Abbots, all in the county of Huntingdon, and to provide, fix, sell, or let on hire gas fittings, meters, stoves, engines, or other apparatus and things necessary for and incidental to any of the purposes to which gas is applicable, and to levy rents, rates, and charges for the same.

3. To exercise all such powers, rights, and privileges as are necessary for and incidental to the operations of a gas company, that is to say: To open and break up the soil and pavement of the several streets, roads, highways, lanes, passages, bridges, and other places within the parishes, districts, and places aforesaid, and to remove, divert, or alter either temporarily or otherwise any sewers, drains, pipes, or other works under the said streets and places, so far as may be necessary to enable the Company to lay down, maintain, alter, remove, and repair any mains, valves, syphons, service pipes, and other works therein for the purpose of such supply.

4. To define and regulate the existing capital of the Company, and to raise additional capital by the creation of new, ordinary, or preference shares or stock, and by loan, subject to all such additional shares or stock being sold by auction or by tender.

5. And notice is hereby further given that on or before the 30th day of November instant a copy of this notice, and a map showing the lands on which the said works are situate, will be lodged at the office of the Board of Trade, Whitehall-gardens, London; and that a copy of the notice and map will, on or before the same day, be deposited for public inspection with the Clerk of the Peace for the county of Huntingdon, at his office in Huntingdon, in the said county, and in the Private Bill Office of the House of Commons.

6. That on or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Livesey and Son, 76, Palace-chambers, Westminster Abbey, agents for the promoters, on payment of one shilling for each copy.

7. All persons desirous of making representations to the Board of Trade, or bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 15th day of January next ensuing. A copy of such objections must at the same time be sent to Messrs. Livesey and Son, 76, Palace-chambers, Westminster, the agents for the promoters; and the objections sent to the Board must state that a copy has been so sent.

8. The Provisional Order when granted by the Board of Trade will be published in the same local paper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Huntingdon, at his office aforesaid, and copies will be supplied to all persons applying for them at the offices, and on terms before mentioned.

Dated this 14th day of November, 1888.

Robert Harvey, Leicester, Solicitor.

Livesey and Son, Westminster, Parliamentary Agents.

In Parliament—Session 1889.

Holsworthy and Bude Railway.

(Extension of Time and Revival of Powers for the Compulsory Purchase of Lands, Houses, and other Property, and Completion of the Works Authorised by the Holsworthy and Bude Railway Act, 1883, and Amendment of that Act and of the Holsworthy and Bude Railway Act, 1883.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill and to pass an Act to revive the powers for the compulsory purchase of land, houses, and other property, and to extend the time limited by the Holsworthy and Bude Railway Act, 1883, and to extend the time limited by that Act, and the Holsworthy and Bude Railway Act, 1888, for the completion of the works by the first-mentioned Act authorised, and so far as may be necessary for any of those purposes to amend and extend the provisions of the said Acts of 1883 and 1888.

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 13th day of November, 1888.

Mark Shephard, 27, College-street, College-hill, London, E.C., Solicitor.

Jordan and Son, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Swansea Corporation.

(Construction of Road and Bridges in Swansea; Street Improvements; Compulsory Purchase of Lands, and Power to take part of Property; Power to Sell or Lease, and Provision as to Superfluous Lands; Extension of Borough of Swansea; Extension of Jurisdiction of Mayor, Justices, and Officers; Extension of Charters, Acts, and Bye-laws; Extension of Water Limits; Separation of added Area from County, and Exemption from County Rates; Vesting of Property; Compensation to Officers and Servants; Alter Boundaries of Wards; Dissolution of Oyster-mouth Local Board; Alteration of School Board District; Abolition of Corporation's Town and Quay Dues; Abolition of Tolls on Bridges belonging to Swansea Harbour Trustees; Maintenance of Bridges; Extension of Time for Purchase of Land and Construction of Waterworks; Infectious Diseases; Sanitary Provisions; Prohibiting Undue Use of Sewers, Privies, and Ashpits; Water-closets, Lock-up Shops; Urinals, Sinks, and Drains; Cleansing of Streams and Water-courses; Rooms over Privies; Diseased Food; Private Street Works; Backyards; New Streets; Crossings over Footpaths in Streets; Vaults under Streets; Fencing Waste Lands; Naming New Streets; Statues and Monuments; Formation of New Streets; Bringing Forward of Buildings; Buildings; Plans; Elevation and Height of New Buildings; Ashtubs; Police Provisions; Street Traffic; Slaughter Houses; Employment of Children; Borrowing of Money; Levying of Tolls, Rates, and Charges: Bye-laws; Alteration; Incorporation; Amendment, and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Swansea; in the county of Glamorgan (hereinafter called "the Corporation"), for an Act for all or some of the following purposes or objects (that is to say):—

To empower the Corporation to make and maintain the road, bridges, approaches, street improvement, and works following (that is to say):—

A road with bridges over the Swansea Canal, the River Tawe, Smith's Canal, and the railway of the Midland Railway Company, commencing in the parish of St. John-juxta-Swansea, at a point on the public highway leading from Maliphant-street to White Rock Ferry, 7 yards measured in a westerly direction from the centre of the bridge carrying the said public highway over the Swansea Canal, and terminating in the township of Llansamlet Lower, and parish of Llansamlet, in Foxhole-road, at a point on the centre of that road, 62 yards measured in a southerly direction from the south-east corner of the Welsh Baptist Chapel in Foxhole-road; which intended work will be wholly situate within the township and parishes aforesaid. And as regards the bridge carrying the intended road over the River Tawe, it will be constructed as a swing or moveable bridge; and provision will be made for opening and shutting the same.

A widening of Castle Bailey-street on the west side thereof, wholly situate within the parish of Swansea, commencing at the north-east corner of Castle-square, and terminating at

the junction of Castle Bailey-street, with Temple-street, with all necessary or convenient junctions, approaches, embankments, abutments; bridges, arches, viaducts, piers, wharves, walls, fences, drains, stairs, buildings, works, and conveniences connected with the said road and bridges and street improvement respectively. The intended road, bridges, approaches, street improvements, and works will be situate in the borough of Swansea, and in the county of Glamorgan.

To empower the Corporation to deviate laterally and vertically from the lines 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 (temporarily or permanently), and interfere with any roads, streets, highways, footpaths, railways, rivers, canals, towing paths, sewers, drains, streams, watercourses, pipes, and telegraph and other wires within the parishes and county 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, and in particular to stop up and extinguish the right of way from Foxhole-road (near the Welsh Baptist Chapel) over the Midland Railway to the east side of Smith's Canal, in the said township of Llansamlet Lower.

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 roads, bridges, and works, the River Tawe, and the Swansea Canal and Smith's Canal; and for the same purposes to construct either temporarily or permanently, any works in, over, or upon the banks, shores, and bed of the said river and canals respectively, and to authorise the temporary closing of such river and canals.

To empower the Corporation to purchase or acquire by compulsion or agreement, for the purposes of the intended road, bridges, approaches, and works, or other the purposes of the intended Act, lands, buildings, and hereditaments, and easements and rights in, under, or over any lands, buildings, and hereditaments, or in or over the River Tawe, and the Swansea Canal and Smith's Canal, and in, on, and over the banks, bed, soil, and foreshore thereof respectively, and also over the railway of the Midland Railway Company.

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 empower the Corporation to sell and convey, demise, and lease, or otherwise dispose of any lands and hereditaments purchased or acquired under the powers of the intended Act, and which may not be required for the intended works, or other the purposes of the intended Act, 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 extend the boundaries of the borough of Swansea so as to comprise all the existing borough, all or part of the township or parish of Llansamlet Lower, and parts of the following townships or parishes (that is to say) Llansamlet Higher, Clase Higher, Clase Lower; Penderry,

Swansea Higher, Swansea Lower, Oystermouth, and the whole or some part of the local board district of Oystermouth, all within the county of Glamorgan. The area so proposed to be added to the borough is in this notice referred to as the added area, and will be shown on the map of the present and proposed extended boundaries of the borough, which will be deposited for public inspection with the town clerk, at his office, at the Guildhall, in Swansea, on or before the 30th of November instant.

To extend with or without modification all or some of the powers, rights, privileges, authorities, and duties of the Corporation and of the Council to and throughout the added area.

To extend the jurisdiction, powers, authorities, rights, privileges, and duties (or some of them) of the Justices of the Peace and police constables appointed for the existing borough, to and throughout the proposed extended borough, and to provide for the trial of offences committed within the added area.

To extend and make applicable to the borough as proposed to be extended all charters, enactments, bye-laws, rules, and regulations now in force within the existing borough, with such additions, variations, and exceptions as may be provided for by the intended Act, and to repeal or render inapplicable all or some of the enactments, bye-laws, rules, and regulations now in force within the added area.

To extend the limits of the Corporation for the supply of water to the borough as proposed to be extended.

To exempt the added area from all contributions to county expenditure and from the payment of county rate and county police rate and other rates which are or which by law might be levied in such area, or any part or parts thereof.

To separate the added area from the administrative county of Glamorgan and to constitute the proposed extended borough a county borough within the meaning of the Local Government Act, 1888, and to apply the provisions of that Act as if the boundaries of the borough as proposed to be extended had been extended before the passing of that Act.

To vest in the Corporation for the benefit of the extended borough all the property, powers, rights, and privileges of the Corporation subject to the duties and liabilities affecting the same.

To provide for the deposit of plans of the extended borough, and for making certified copies of the extracts from such plans evidence in all courts and proceedings.

To continue in office the present Justices of the Peace, town clerk, and all other officers and servants of the Corporation in respect of the extended borough, and to constitute the auditors of the existing borough auditors of the extended borough, and also to extend the jurisdiction and authority of the Mayor in and throughout the extended borough.

To provide for the payment of compensation to any officer or servant in respect to the loss of the whole or part of his emoluments in consequence of the passing of the intended Act, and to empower the Local Government Board or other authority to settle the amount of such compensation, and to determine differences arising in relation thereto.

To alter the boundaries of the existing wards of the borough or some of them, and to provide for the division of the added area (with or without portions of the existing borough) into new wards, and generally to re-arrange the wards of

the borough as proposed to be extended, and either to define in the intended Act the number, names, and boundaries of the wards, or provide for their being fixed by a commissioner appointed by the Home Secretary. To make provision for the election of Aldermen and Councillors in respect of such new wards. To increase the existing number of aldermen and councillors in the Swansea Borough Council, and to apportion or make provision for the apportionment of existing councillors amongst the new or altered wards, and to make provision for the assignment of aldermen as returning officers in respect of the new or altered wards, and to make all or other necessary and proper provision in relation to the election or continuance in office, of Mayor Aldermen, and Councillors of the extended borough.

To enable the Commissioner appointed under the intended Act to make a scheme dealing with all or any of the matters aforesaid, and to provide for the approval, confirmation, and publication of any such scheme, and to apply all or some of the provisions of section 30 of the Municipal Corporations Act, 1882, with or without amendment in regard to such scheme, and to the division of the borough into wards, or otherwise in relation thereto.

To provide for the dissolution of the Oystermouth Local Board, and for the transfer to and vesting in the Corporation of all their property, rights, powers, and privileges, or some of them, and also to provide for the separation of the various other portions of the added area from the rural sanitary districts to which they are at present attached, and for the adjustment of the property, debts, and liabilities and all financial matters arising upon such separation; and to provide for the erection of works, the levy of differential and other rates, and such other special provisions in regard to the added area as may be set forth in the intended Act.

To extend and alter the boundaries of the School Board for the borough and district of Swansea so as to include any portions of the added area which are not at present within that district, and to make such alteration of the boundaries of adjoining School Board districts as may be necessary for that purpose, and to transfer and adjust all property and rights affected.

To apply to the School Board for the extended borough the bye-laws and regulations in force in respect of the School Board for the existing borough, and to render inoperative in any part of the added area all bye-laws and regulations of any School Board now having jurisdiction in any part thereof.

To abolish, reduce, alter, or modify the town and quay dues payable to the Corporation in respect of goods and articles imported and exported into and from the borough of Swansea, or to make other provision in regard to the levying of such dues.

To provide for the freeing from toll and throwing open to the public the bridges in the borough of Swansea, known as the North Dock Lock Bridge, and the Pottery Bridge, and also the bridge over the New Cut or River Tawe, and all other bridges over that river, or over any docks, locks, or harbour within the borough of Swansea, and which bridges so proposed to be freed (hereinafter referred to as the freed bridges) belong, or are reputed to belong, to the Swansea Harbour Trustees (hereinafter referred to as the Harbour Trustees).

To authorise the making and carrying into effect agreements between the Corporation and

the Harbour Trustees (or to make provision in the intended Act) in regard to the terms and conditions upon which the town and quay dues shall be abolished or altered, and the bridges freed; and to enable the Corporation to make contributions for or in respect of any loss that the Harbour Trustees may sustain by reason of the abolition of the bridge tolls, and to empower the Corporation to contribute to or guarantee the payment of any loans of the Harbour Trustees, or any interest thereon, and to charge the borough fund and rate or other rates or property of the Corporation with any such contribution or payment. Also to make provision for the repair and maintenance of the freed bridges, and the roads and approaches thereto, and to confirm any agreements entered into prior to the passing of the intended Act, in relation to the matters aforesaid.

To extend the time limited by the Swansea Corporation Water Act, 1884, for the purchase of land and for the construction and completion of the Upper Lliw Reservoir; the conduit or line of pipes and the new embankment or wall of the Lliw Reservoir, and other works authorised by that Act.

To make further provisions with respect to the prevention or spreading 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, or the isolation of such persons, the removal and burial of dead bodies, for preventing the letting of infected premises, and for imposing penalties for offences under Section 84 of the Public Health Act, 1875. Also for the furnishing certain particulars by cowkeepers, dairymen, and others, both within and beyond the borough, and for restricting or regulating the sale of milk.

To make better provision in regard to the health and sanitary condition of the borough and particularly in the following respects: to authorise the Corporation to provide furnaces for the destruction of night soil, filth, and rubbish, to prohibit the filling up or embanking of any ground with offensive or unwholesome matter, to prohibit the passing into sewers or drains of matters interfering with the flow of sewage or injurious to the construction of the sewers and drains, and to prohibit the discharge of steam or heated water into sewers or drains, for the filling up of privies and ashpits, the cleansing of privies, urinals, and other conveniences, for preventing injury or improper fouling of any privy, urinal, or other conveniences, for requiring a proper supply of water to all water closets, for preventing habitation of lock-up shops and other similar places of business, for requiring the owner or occupier of inns, public houses, or beer houses to provide urinals; to prohibit the erection of urinals in any street or public place without the consent of the Corporation; for securing proper junctions and connections between drains and the sewers of the Corporation, and to provide for the cost thereof; for the alteration or enlargement of sewers and drains and extension of Section 41 of the Public Health Act, and better provision in regard to slop stones and pipes connected with sinks and drains; to provide for access to premises for scavenging purposes; to deal with nuisances on premises partly within and partly without the boroughs; for cleansing streams, water courses and ditches

forming boundaries of the borough; for preventing the closing of any courts without the consent of the Corporation; to prevent rooms over privies from being used as sleeping rooms; and the extension of Sections 116 to 119 and other provisions of the Public Health Act in regard to the sale or exposure for sale of diseased, unsound, or unwholesome food.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channelling, lighting, repairing, and taking over or adoption of streets, footways, courts, yards, and passages, or some part or parts thereof respectively, within the borough, whether public or private, the apportionment and recovery of the expenses of such works with interest and commission from the owners or occupiers of the adjoining or neighbouring lands, houses, or other property, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property with power of sale and letting and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses, to authorise agreements between the Corporation and owners with limited interest in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters, or some of them, to alter or render inapplicable the provisions of the Public Health Act, 1875.

To make further provision with regard to new streets and public places within the borough; to require the construction of back passages in the case of new streets; to limit the length of the continuous line of buildings and to define new streets; to enable the Corporation to vary the line and level of new streets; to enable the Corporation to define the termini of new streets; for requiring gardens and forecourts to be fenced; to provide for the repair of vaults, arches, and cellars under streets, and to extend Section 31 of the Towns Improvement Clauses Act, 1847, in regard to vaults under footways; to provide for the flagging and channelling of courts and passages; to regulate or prohibit crossings over footpaths for horses or vehicles; to empower the Corporation to require the temporary repair of certain streets, the removal and appropriation of old materials in streets; to provide for the recovery of damages caused to footways by excavations; for requiring waste lands to be fenced; for the naming of streets and numbering of houses; for preventing the deposit of building materials or excavations on any street; to empower the Corporation to erect and maintain statues, and other monuments, drinking and other fountains in any streets or public places; to provide for the formation and construction of new streets before the erection of buildings; to amend Section 156 of the Public Health Act in regard to the erecting or bringing forward of any new building or addition beyond the adjoining houses or buildings; to prohibit the construction of cellars or basement storeys in parts of the borough subject to floods, and to make such other provisions in relation to the matters aforesaid as may be set forth in the intended Act.

To make better provision in regard to buildings within the borough, to define new buildings for the purposes of the Public Health Act, and the intended Act; to provide for the deposit of plans, sections, and specifications of new streets and buildings, and to limit the period during which the Corporation's approval is to operate;

to provide for the consent of the Corporation in regard to the elevation of buildings in certain cases; to prohibit or restrict projections from buildings; to prescribe the height of rooms and buildings; for securing proper water-closet or other accommodation for factories; to extend the term ashit in the Public Health Act, 1875, so as to include any ashtub or other proper receptacle for the deposit of ashes, refuse, faecal matter or sewage; to provide for the use of pail closets or ash closets, and to prescribe the size and materials, and to provide for the sale and supply by the Corporation of such pails or closets; for providing sinks and drains to dwelling-houses; for prohibiting the occupation of dwelling houses until duly certified in regard to their erection and construction; and to make such other provision in regard to the matters aforesaid as may be mentioned in the intended Act.

To make better provision in regard to the police and local government of the borough, particularly with reference to the following matters:—To prohibit the fixing or inscription of obscene bills or writing, or the exhibition of any indecent show in any street; to prohibit the use of obscene or profane language in any street, and the throwing of stones in streets; to regulate the sale and delivery of coal; to regulate bathing from the sea beach or from the banks of any river, stream, dock, or canal; and to regulate pleasure boats and licensed boatmen.

To make further provision with respect to street traffic and the regulation thereof, the driving of cattle and sheep, and the starting and stopping places of omnibuses and tramcars, and the comfort and convenience of the passengers, and for securing the safety of passengers and traffic over level crossings.

To make better provision with regard to the use of slaughter houses and knackers' yards, and to enable the Corporation to grant licences to slaughtermen, and to prohibit any persons not so licenced from slaughtering animals in any slaughter house or knackers' yard within the borough.

To prohibit the employment (in certain cases to be defined by the intended Act) of children within the borough at night, or after a time to be specified in the intended Act, and to impose penalties on parents and persons employing children in contravention of the intended Act.

To authorise the Corporation to borrow money for the payment of the expenses incurred by them, and the costs, penalties, and damages recovered in the recent actions brought against the Corporation in regard to litigation arising from defects in their waterworks, or otherwise, in relation to their water undertaking; also for or in respect of the exceptional expenses incurred by the Corporation for the delivery of water during the recent scarcity of the water supply of the borough; also for the construction of the works proposed to be authorised by the intended Act, and also for any other purposes of the intended Act; and to charge the moneys so proposed to be borrowed on the borough fund and rate, the district fund and general district rate, or other local rates, the water undertaking of the Corporation, the estates, tolls, rates, rents, revenue, and other property of the Corporation, or on any such securities; and to execute, grant, and issue mortgages, Corporation stock, debentures, debenture stock, and annuities in respect thereof; and to authorise the Corporation to apply any of their funds, or any money borrowed, or authorised to be borrowed under former Acts, to all or any of the purposes of the intended

Act; and to extend the period limited by any Act, or the sanction of any public department for the repayment of money already borrowed.

To authorise the Corporation within the extended borough to levy tolls, rates, rents, and charges; to increase or vary existing tolls, rates, rents, and charges; and to confer, vary, or extinguish exemption from payment of tolls, rates, rents, and charges; and to authorise differential rates and charges; and to make further and better provision for the recovery thereof; to increase the library rate; and to remove the limit imposed by the Public Libraries Act, 1855.

To empower the Corporation to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws.

To vary or extinguish all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts and public Acts of a local character, 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; the Swansea Harbour Act, 1883; and the Swansea Harbour Act, 1886; and any other Acts relating to the Harbour Trustees; the 5 and 6 William IV, cap. 107; the 35 and 36 Vic., cap. 152; and all other Acts relating to the Great Western Railway Company, or to the undertaking late of the company of proprietors of the Swansea Canal Navigation; the 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Swansea Improvement Act, 1844; the Swansea Local Board of Health Water Works Act, 1860; the Swansea Municipal Corporation Act, 1863; the Swansea Local Board of Health Act, 1872; the Swansea Water Works Act, 1873; the Swansea Corporation Loans Act, 1881; the Swansea Corporation Loans Act, 1882; the Swansea Corporation Water Act, 1884; and any other Act relating to the Corporation.

To incorporate and apply, with or without modification, or render inapplicable all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Act, 1875; the Elementary Education Acts, 1870 to 1879; the Burial Acts, 1852 to 1871; the Burial Laws Amendment Act, 1880; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses (Umpire) Act, 1883; the Towns Police Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Water Works Clauses Act, 1847; the Rivers Pollution Prevention Act, 1876; the Public Libraries (England) Acts, 1855 to 1887; the Local Loans Act, 1875; the Local Government Act, 1888; and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to crossing of roads and temporary occupation of lands and all Acts amending those Acts respectively.

And notice is hereby further given, that on or before the 30th day of November instant, plans

and sections of the intended new works, and a book of reference to such plans, 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 Glamorgan, at his office at Cardiff; and a copy of so much of the said plan, section, and book of reference as relates to the several parishes in which the intended works are proposed to be made or lands situate, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of each such parish at his residence.

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

Dated this 14th day of November, 1888.

Jno. Thomas, Town Clerk, Swansea.

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

Board of Trade.—Session 1889.

Otley Gas.

(Application to the Board of Trade by the Otley Gas Company, for a Provisional Order under the Gas and Water Facilities Act, 1870, for powers to maintain and continue Gas Works; and to manufacture and supply Gas within the parishes, townships, or places of Otley, Newall with Clifton, Farnley, and Weston, all in the West Riding of the County of York; supply of Gas in bulk; extension of mains, &c.; breaking up, &c., of streets; patent rights; rates and charges; increase of capital; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Otley Gas Company, (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 their existing Gas Works, retorts, gas holders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, 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 parish of Otley, in the West Riding of the County of York, containing 7674 square yards or thereabouts, and bounded on or towards the south partly by property belonging or reputed to belong to the devisees of William Maston, other part by property belonging or reputed to belong to the devisees of William Fieldhouse Freeman, partly by the streets called Bondgate, Gay Lane, and Crow Lane, and partly by property belonging or reputed to belong to Dan Robinson; north partly by property belonging or reputed to belong to Charles James Walker and Fred Walker, and partly by property belonging or reputed to belong to Thomas Constable, and by property belonging or reputed to belong to Thomas Houlding; east partly by property belonging or reputed to belong to the said Thomas Constable, partly by Crow Lane aforesaid, by property belonging or reputed to belong to the Trustees of St. Joseph's Roman Catholic Schools, by property belonging or reputed to belong to Thomas Longfield Brown, and by property belonging or reputed to belong to Dan Robinson; and on west by Charles Street, and partly by houses and outbuildings, the property or reputed to be the property of the devisees of

William Maston, deceased, by a cottage-house, outbuildings and garden belonging or reputed to belong to Thomas Houlding, and by property belonging or reputed to belong to the devisees of William Fieldhouse Freeman, deceased.

To supply gas in bulk to any local authority authorised to supply gas, or to any other Gas Company for re-sale and distribution in any adjoining districts beyond the Company's limits.

To make such extension of their mains, pipes, and works within the proposed limits of supply as may in the opinion of the Company be necessary; and for that purpose to open and break up the soil and pavement of any streets, roads, highways, bridges, or other passages or places within the limits of supply.

To authorise the Company to acquire and hold patent rights and licenses in relation to the manufacture or distribution of Gas and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

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 Townships of Otley, Newall with Clifton, Farnley and Weston 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, and to alter, amend, or repeal any Acts or Orders that may interfere with the objects of the proposed Order.

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 or extinguish 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 gas-works or with the supply of gas.

To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

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, 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 West Riding of the County of York, at his office at Wakefield in the said West 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. C. J. and A. E. Newstead, Victoria Chambers, Otley, Solicitors, and Messrs. Batten, Proffitt, and Scott, No. 32, Great George-street, Westminster, Parliamentary Agents, 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, 1889, and that copies of the objections must at the same time be sent to the Solicitors for the Promoters, Messrs C. J. and A. E. Newstead, at their offices, Victoria Chambers, Otley, 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 20th day of November, 1888.

C. J. and A. E. Newstead, Victoria Chambers, Otley, Solicitors;
Batten, Proffitt, and Scott, 32, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

Kensington Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order to authorise the House-to-House Electric Light Supply Company (Limited), to supply electricity for public and private purposes in the parish of St. Mary Abbots, Kensington, in the county of Middlesex; Power to make Charges; to Acquire Lands; to Construct Works; to Make Arrangements with Local Authorities; to Open Streets and Lay Electric Lines.)

NOTICE is hereby given, that application will be made to the Board of Trade on or before the 21st day of December next, by the House-to-House Electric Light Supply Company (Limited), whose Registered Office is situate at 117, Bishopsgate-street Within, in the city of London, and who are hereinafter called "The Undertakers," for a Provisional Order (hereinafter called the Order) under the Electric Lighting Acts, 1882 and 1888, for all or some of the following purposes (that is to say):

1. To authorise and empower the Undertakers for such period as shall be prescribed to produce store, supply, sell, and distribute electricity for all public and private purposes, as defined by the said Acts, or either of them, within the area of supply hereinafter mentioned (that is to say): All the streets and thoroughfares in the parish of St. Mary Abbots, Kensington, in the county of Middlesex (other than High-street, from its eastern end as far west as the Kensington High-street Railway Station, King-street, Church-street, Ball-street, Kensington-square, Young-street, James-place, Charles-street, Kensington-court, Prince of Wales'-terrace, Victoria-road, Cambridge-place, Albert-place, Dora-place, St. Alban's-road, De Vere-gardens, Palace-gate, Canning-place, Hyde Park-gate, and Kensington-gate), and also the following private streets (that is to say):

Adam and Eve-mews, Adrian-mews, Albert-mews, Alveston-mews, Ashburn-mews, Atherstone-mews, Avenue (The), Barkstone-gardens, Bolton-mews, Bolton Studios, Bramham-gardens, Bremner-road, Canning-mews, Chelsea-grove, Cleveland Terrace-gardens, Cluny-mews, Collingham-gardens (west of Collingham-road), Courtfield-mews, Cranley-mews, De Vere-mews, Evelyn-terrace, Evelyn-gardens, Egerton-gardens, Elm-mews, Farnell-mews, Faucett-mews, Gaspar-mews, Grenville-mews, Harrington-mews, Hyde Park-gate, Holmes-place, Hollywood-mews, Jay-mews, Kramer-mews, Kensington-crescent, Kensington-gate, Kingsley-mews, Lexham-mews, Ligon-mews, Logan-mews, Nevern-square, Old Manoryard, Onslow-mews, Ovington-mews, Denant-mews, Pembroke-place West, Philbeach-gardens (Warwick-road), Queensbury-place, Queensbury-mews, Radley-mews, Redcliffe-mews, Roland-gardens, Shaftesbury-mews, Stratford-avenue, Sydney-mews, Tarn-mews, Victoria Grove-mews, Wynnstay-gardens, Abbey-road, Airlie-gardens (north side), Albion-place, Bassett-road (west of St. Mark's-road), Bransford-street, Braunstone-street, Campden House-mews, Colville Mansions, Colville-mews, Colville Square-mews, Drayson-mews, Edinburgh-road, Fowell-street, Golden-mews, Hansard-mews, Hayden's-mews, High Lever-road, Lambton-mews, Linden-gardens, Linden-mews, Lorne-gardens, Murchison-mews, Observatory-gardens, Oxford-gardens (west of St. Mark's-road), Oxford-mews, Palace Gardens-mews, Railway-mews, Roseland-place, Ruston-mews, St. Helen's-gardens, Silvester-mews.

Which area is hereinafter called the said area of supply.

Wherever a road or street is mentioned as a boundary of supply, the houses on both sides of such road or street are included within the area of supply.

2. To authorise and empower the Undertakers to purchase, hold, acquire, or take on lease any lands or easements in lands for the purposes of the said Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain on lands belonging to or leased by, or to be acquired or leased by the Undertakers within the said area of supply, such central and other stations, buildings, and works, for the generation, storage, supply, and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with all steam and other engines, machinery, and apparatus, necessary or convenient for the pur-

poses aforesaid, and to lay down, place, and maintain, alter and renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity and electric currents in, over, along, or across all streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, and public passages and places within the said area of supply.

To authorise and empower the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the said area of supply, and to take up, re-lay, divert, or alter sewers, drains, mains, and all pipes therein within the said area, and do all such other works as may be necessary to carry into effect the objects of the Order.

To authorise the Undertakers to cross the River Thames, and to open up and break up and cross with their electric lines and works the following railways, tramway, and canal, so far as the same are respectively situate within the said area of supply (that is to say):

The railways and tramway and canal respectively of the Metropolitan and Metropolitan District Railway Companies; the West London Extension Railway Company; the London and North Western Railway Company; the London and South Western Railway Company; the Great Western Railway Company; the Hammersmith and City Railway Company; the Harrow Road Tramway Company; the Grand Junction Canal Company; and the several lines, branches, sidings, waters, and works belonging to, worked, or used by such Companies respectively, with or without the consent of the Company to and by whom such railways, tramways, lines, branches, sidings, works, and waters respectively belong or are repairable.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any Vestry, Local Board, or other urban authority, company or person, to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the said area of supply, or under such conditions or circumstances, as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888.

Notice is hereby given, that printed copies of the draft Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order when made, can be obtained at the office of the undersigned, William Capel Slaughter, 18, Austin Friars, in the city of London; and at the office of the House to House

Electric Light Supply Company (Limited), situate at 117, Bishopsgate-street Within aforesaid, and at their central Electric Lighting Station, adjoining the Metropolitan District Railway Station at West Brompton, in the Parish of St. Mary Abbots, Kensington, within the proposed area of supply, at the price of 1s. for each copy by all persons applying for the same.

And notice is hereby further given, that a map showing the boundaries of the said area of supply and a copy of this advertisement as published in the London Gazette, will be deposited, on or before the 30th November inst., for public inspection at the office of the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, in the said county, and with the Vestry Clerk of the parish of St. Mary Abbots, Kensington, at his office, at the Town Hall, Kensington High-street.

And notice is hereby further given, that every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 1st day of February, 1889.

Dated this 16th day of November, 1888.

William Capel Slaughter, 18, Austin Friars, London, Solicitor for the Company;
Wyatt, Hoskins, Hooker, and Williams, 23, Parliament-street, Parliamentary Agents.

In Parliament—Session 1889.

Manchester, Bury, Rochdale, and Oldham Steam Tramways.

(Incorporation of New Company; Winding Up and Dissolution of Old Company; Transfer to New Company of Undertaking, Rights, and Privileges of Dissolved Company; Sanction or Confirmation of Reconstruction and Arrangement; New Share and Loan Capital; Arrangements with Holders of Existing Share Capital and Creditors; Power to New Company to Maintain and Work Existing Tramways and Levy Tolls; Alteration or Repeal of certain Provisions in Bury and District Tramways Order, 1881; Modifications of Sections of Tramways Act, 1870; Suspending Actions, &c.; Amendment and Repeal 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 Manchester, Bury, Rochdale, and Oldham Steam Tramways Company (hereinafter called "the old Company") or the Official Liquidators of that Company, for leave to bring in a Bill to effect the following or some of the following purposes, that is to say:—

To incorporate either by the Bill or by registration under the provisions of the Companies Acts, 1862 to 1886, a Company (hereinafter referred to as "the new Company") under the same name as the old Company or under a different name, and to enable the new Company to exercise all the powers conferred by Provisional Order, Act of Parliament, or otherwise, upon the old Company so far as such powers are now or were immediately before the liquidation hereinafter mentioned exercisable by the old Company, and also the powers to be conferred by the proposed Bill.

To transfer to and vest in or provide for the transfer to and vesting in the new Company upon such terms and conditions as may be

agreed upon between the new Company and the old Company, or the official liquidators in the liquidation of that Company, or upon such terms and conditions as may be prescribed by or provided by the Bill of all the tramways, property, works, rights, interests, assets, stock, plant, and appliances of the old Company prior to such liquidation, and to enable the new Company to exercise all or some of the powers, rights, and privileges, including those proposed to be restored, revived, and extended by the Bill of the old Company in connection with the tramways when transferred, including the powers of purchasing lands by agreement, levying tolls, and all other rights and powers of the old Company in connection with their tramways, subject to such of the liabilities and obligations of the old Company as may be defined by the Bill or the scheme of arrangement hereinafter mentioned; and to sanction, confirm, and give effect to any agreement which may be entered into between the new Company and the old Company and the official liquidators relating to any such matters.

To provide for the continuance or discontinuance of the proceedings in the Court of Chancery of the county palatine of Lancaster for the winding up and liquidation of the affairs of the old Company and for the sanction or confirmation and carrying out, with or without modification, of the scheme of reconstruction or arrangement proposed by the official liquidators of the old Company, and if necessary to provide for the dissolution of the old Company, and the distribution of its assets.

To confirm and provide for the confirmation and carrying out of any scheme of arrangement with the mortgagees or debenture holders, creditors, and shareholders of the old Company which has been or may be sanctioned by the Court of Chancery of the county palatine of Lancaster under the provisions of the Companies Act, 1862, and if necessary to amend and enlarge such scheme.

To enable the new Company to raise additional capital for the purposes of the scheme and of the Bill, and the general purposes of the tramways undertaking by new ordinary or preference shares, and by mortgages or debenture bonds, with such priorities and other privileges as the Bill may prescribe, and to provide for the application of such shares, mortgages, and bonds, and any money to be received in respect thereof, and to alter or vary the application of the revenue or income of the undertaking, and to provide for the future application thereof.

To increase or reduce the amount of and discharge or exchange and continue or redeem all or some of the existing shares, mortgages, and debenture and other bonds of the old Company, or to discharge, pay off, or redeem the same, and issue new shares and securities in lieu thereof, and to alter or vary the classification and priorities of the mortgages, debentures, and bonds and shares, and alter, rearrange, and regulate the existing and new capital.

To reduce the rates of interest and dividend to which the several holders of mortgages, debentures, bonds, and shares in the old Company are now entitled, and to provide for and prescribe the mode of payment of such reduced rates of interest and dividend, and to require the existing securities and certificates to be called in and cancelled and new securities and certificates to be issued.

To suspend for the period to be fixed by the

Bill, and upon such conditions as the Bill may prescribe all actions, suits, judgments, and other proceedings against the old Company or their undertaking for the recovery of debts, and to stay all proceedings against that Company in the said Palatine Court and other courts, and to make provision for the costs of the receivers and official liquidators.

To enable the new Company to levy tolls, rates, and charges in respect of the use of the tramways when transferred to and vested in them for carriages passing along the same, and for the conveyance of passengers and goods or traffic upon the same, and to confer exemptions from the payment of tolls, rates, and charges.

To confirm and make binding upon the new Company any agreements entered into or which may before the passing of the Bill be entered into between the old Company or the official liquidators and any one or more of the several local boards and corporations whose districts are traversed by the tramways of the Company under the Acts and Orders of the Company, or any of them, as to the mode, cost, material, and time of repairs of those tramways or portions of those tramways respectively, or as to any other matter in relation thereto; and similarly to give effect to any agreement or arrangement entered into with the Board of Trade in that behalf.

To restore, revive, and extend the power to maintain and work so much of the tramways of the old Company, described in and authorised by the Bury and District Tramways Order, 1881, as are situate within the town and borough of Bury, so far as such tramways have been constructed, and all other powers in respect of such tramways heretofore at any time possessed by the Company, and to provide that the provisions of sections 41 and 42 of the Tramways Act, 1870, and other provisions of that Act shall not in certain events apply to such tramways, but that such other provisions as are contained in the Bill shall be applicable and be deemed to have been applicable to such tramways in substitution for or in addition to the said powers of the Act of 1870 as the Bill may provide.

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

The Bill will incorporate, with or without modification, all or some of the powers and provisions of the Companies Clauses Consolidation Acts, 1845; the Companies Clauses Acts, 1863 and 1869; the Tramways Act 1870; the Companies Acts, 1862 to 1886; 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 Bury and District Tramways Order, 1881; the Rochdale Tramways Order, 1881; the Manchester, Bury, and Rochdale Tramways (Extensions) Order, 1882, and the Manchester, Bury, Rochdale, and Oldham Steam Tramways Acts, 1884, 1885, and 1887.

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, 1888.

Addleshaw and Warburton, 15, Norfolk-street, Manchester;

William Webb and Co., 6, Essex-street, Strand, London;

Solicitors for the Bill.

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

In Parliament.—Session 1889.

Wigan Borough Extension.

(Extension of Borough of Wigan; Dissolution of Local Boards of Ince-in-Makerfield, Hindley, and Pemberton; Extension of Charters; Enactments and Bye-Laws and Jurisdiction of Recorder, Justices, Coroner, and Officers; Vesting of Property in Corporation for Benefit of the several Districts; Added Area Exempt from County and other Rates; Application of Local Government Act to Extended Borough; Compensation to Officers; Redivision and Alteration of existing Wards of Borough and Formation of New Wards; Increase of Members of Council; Government of Borough by District Councils; Sewer Arrangements; Charge of Loans in each District and Adjustment of Property, Debts, and Liabilities; Main Roads in Added Area; Expenses of District Committees; Raising of Special Expenses; Adoption of Baths and Washhouses Acts; Wigan Free Library and Increase of Rate; School Board Provisions; Creation and Issue of Corporation Stock and other Financial Arrangements; New Street and Compulsory Purchase of Land; New Street Works and Private Improvement Expenses, and Arrangements with Landowners; Telegraph and other Wires; Borrowing of Money; Levy of Differential and other Tolls, Rates, and Charges; Bye-Laws and Regulations; Appropriation and Sale of Corporate Lands; Returns by Borough Treasurer; Cleansing of Streams; Buildings Unfit for Human Habitation; Paving, Drainage, and Ventilation of Back Yards and Courts; Licensing of Marine Stores and other Dealers; Extension of Time for Recovery of Rates and Charges; Obscene Bills; Proper access to Public Buildings; Paid Auditors; Purchase by Agreement of Water; Amendment, Repeal, and Incorporation of Acts).

NOTICE is hereby given, that the mayor, aldermen, and burgesses of the borough of Wigan, in the county of Lancaster (hereinafter called the Corporation), intend to apply to Parliament in the next Session, for leave to bring in a Bill for an Act for the following, or some of the following amongst other purposes (that is to say):—

To extend the boundaries of the existing borough so as to comprise the borough of Wigan and the local government districts of Ince-in-Makerfield, Hindley, and Pemberton, all within the parish of Wigan and county of Lancaster, or some part or parts of those local government districts. The parts so proposed to be added to the borough are in this notice referred to as the added area.

To extend, with or without modification, all or some of the powers, rights, privileges, authorities, and duties of the Corporation, and of the council, and of the officers and servants of the Corporation, to and throughout the added area.

To extend the jurisdiction, powers, authorities, rights, privileges, and duties (or some of them) of the recorder, clerk of the peace, coroner, justices of the peace, and police constables appointed for the existing borough, to and throughout the proposed extended borough, and to provide for the trial of offences committed within the added area.

To extend and make applicable to the borough, as proposed to be extended, all charters, enactments, bye-laws, rules, and regulations now in force within the existing borough, with such additions, variations, and exceptions as may be provided for by the intended Act,

and to repeal or render inapplicable all or some of the enactments, bye-laws, rules, and regulations now in force within the added area.

To exempt the added area from all contributions to county expenditure, and from the payment of county rate, and county police rate, and other rates.

To separate the added area from the administrative county of Lancaster, and to constitute the proposed extended borough a county borough within the meaning of the Local Government Act, 1888, and to apply the provisions of that Act as if the boundaries of the borough, as proposed to be extended, had been extended before the passing of that Act.

To vest in the Corporation all the property, powers, rights, and privileges of the Corporation and of the local boards of Ince-in-Makerfield, Hindley, and Pemberton, subject to the duties and liabilities affecting the same, to be maintained for the benefit of the district to which the same now belong.

To provide for the deposit of plans of the extended borough, and for making certified copies of or extracts from such plans evidence in all Courts and proceedings.

To continue in office the present recorder, clerk of the peace, coroner, justices of the peace, town clerk, and other officers and servants of the Corporation, or some of them, in respect of the extended borough, and to constitute the auditors of the existing borough auditors of the extended borough, and also to extend the jurisdiction and authority of the mayor in and throughout the extended borough.

To provide for the payment of compensation to any officer or servant in respect of the loss of the whole or part of his emoluments in consequence of the passing of the intended Act, and to empower the local government board or other authority to settle the amount of such compensation and to determine differences arising in relation thereto.

To provide for the redivision of the existing borough into wards, and for the division of the district of Ince-in-Makerfield, the district of Hindley, and the district of Pemberton into new wards, and either to define in the intended Act the number, names, and boundaries of the altered and new wards, or to provide for their being fixed by some Commissioner or person to be appointed by the Home Secretary or some public department.

To increase the number of members of the council of the extended borough, and to provide for the election of new aldermen and councillors, and for the apportionment of existing councillors amongst the new or altered wards; for the assignment of aldermen as returning officers in respect of new or altered wards; for the retirement of aldermen and councillors, and to make special provision for the appointment of aldermen by the various districts, and to make all other necessary and proper provision in relation to the reconstitution of the council of the extended borough.

To enable the Commissioner appointed under the intended Act to make a scheme dealing with all or any of the matters aforesaid, and to provide for the approval, confirmation, and publication of any such scheme, and to apply all or some of the provisions of section 30 of the Municipal Corporations Act, 1882, with or without amendment in regard to such scheme, and to the division of the borough into wards, or otherwise in relation thereto.

To provide for the dissolution of the Ince-in-Makerfield Local Board, the Hindley Local

Board, and the Pemberton Local Board, and for the transfer to, and vesting in the Corporation of all their property, rights, powers, and privileges, or some of them, subject to the debts and liabilities affecting the property and undertakings so to be transferred, to be held and maintained for the benefit of the district to which the same now belong.

To make special provision for the government of the extended borough by means of district committees appointed for the existing borough and the local government districts of Ince-in-Makerfield, Hindley, and Pemberton (in this notice referred to as the districts of Wigan, Ince, Hindley, and Pemberton respectively), and to provide for the appointment by the council of members to serve on such committees, for regulating and controlling the acts and proceedings of such committees, and for determining differences arising between district committees, and to make other provision in regard to the local government and management of the extended borough.

To provide for the management by the respective district committees of the gas and water undertakings of the Corporation and the water undertakings of the Ince, Hindley, and Pemberton Local Boards, and to provide that the debts and liabilities of each such undertaking shall be charged upon and the receipts carried to the credit of the respective district, and to make such other provision in regard to the management of those undertakings and the exercise of the enactments in force relating thereto as may be mentioned in the intended Act, and to provide for the application of any surplus revenue or for the payment of any deficiency.

To continue in force within the respective districts all or some of the existing bye-laws, rules, and regulations respecting the said undertakings, and to make provision in regard to the supply and price of gas and water to and within the extended borough.

To make special provision with regard to the acquisition by the Corporation of the gas undertaking of the Hindley Local Board, and the terms and conditions upon which they are to hold the same, and the supply of gas given.

To make provision for connecting the sewers of the Ince district, the Hindley district, and the Pemberton district with the outfall sewers of the Corporation, and as to the terms and conditions therefor, and to make other provision in regard to the sewerage and disposal of sewage of the extended borough.

To provide that the respective districts shall be liable to pay the amount of the several loans effected by the Corporation and the Ince and Pemberton Local Boards respectively, and to provide for the raising of moneys for the payment of such loans, and to provide for the adjustment as between the several districts of the property, debts, and liabilities of the Corporation and local boards.

To make special provision for the maintenance of main roads within the added area, so that each district may receive similar benefits to those they would have received if not incorporated with the borough.

To make provision in regard to expenses incurred by the several district committees in repairing, sewerage, cleansing, and lighting the streets, and otherwise in exercising their powers within their several districts.

Also to provide for raising the special expenses of each district, either as a separate rate or together with and as part of the general district rate of the extended borough, and to

make such other rating provisions (differential or otherwise) as may be necessary or proper for carrying into effect the purposes of the intended Act.

To provide for the adoption of the Acts relating to baths and washhouses within the districts of Ince, Hindley, and Pemberton, by resolution of the respective district committees or otherwise as may be provided by the intended Act.

To increase the Wigan Library rate, and to remove the limits imposed by the Public Libraries Act, 1855, and to empower the Ince, Hindley, and Pemberton districts respectively, by resolution of the district committees or otherwise, to become entitled to the use and benefits of those institutions, subject to the like liabilities as the Wigan district.

To extend with or without amendment all or some of the Acts and Orders relating to or affecting the Corporation to and throughout the proposed extended borough.

To constitute the extended borough a school district, and to make the members and officers of the school board for the existing borough members and officers of the school board for the extended district, and to make such other provisions as may be necessary for the dissolution of the various school attendance committees in existence at the passing of the intended Act, and for the reconstitution of the school board for the extended borough, and to apply to the school board for the extended borough the bye-laws and regulations in force in respect of the school board for the existing borough.

To authorise and provide for the consolidation and conversion into one or more stock or stocks of the various loans, mortgages, debentures, debenture stock, annuities, and securities raised, granted or issued by the Corporation or by the Ince Local Board, the Hindley Local Board, or the Pemberton Local Board, or which may hereafter be raised, granted, or issued by the Corporation under any present statutory powers, or under the powers of the intended Act or of any Act now or hereafter in force within the extended borough, and for that purpose to authorise the creation and issue of consolidated or other stock 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, debentures, debenture stocks, annuities and securities, and the transfer and application of the sinking funds in relation thereto, and to extend or alter the periods for such repayments, and to make other provision as to or in lieu of sinking funds.

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 or the Ince Local Board, Hindley Local Board, or the Pemberton Local Board now, or which the Corporation may, by the intended Act or hereafter, be authorised to raise.

To charge the said stock upon the borough fund and rate, the district fund and general district rate, and other local rates; the gas and water undertakings of the Corporation, including those now of the said local boards, the estates, lands, property, tolls, rates, rents, charges, and other revenues for the time being belonging to or leviable by the Corporation, or any of such securities.

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.

To empower the Corporation to pay off, discharge, or extinguish, either by agreement or compulsion, any of their existing mortgages, debentures, debenture stock, annuities, and securities, and to enable them to enter into and carry into effect arrangements with persons holding mortgages, debentures, debenture stock, annuities, and securities of the Corporation, or of the said local boards, 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, and to empower the Corporation to compensate the holders of any such securities for any loss sustained by such exchange or conversion.

To make provision with reference to the exemption from stamp duty in respect of the issue and transfer 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.

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 of keeping of books and accounts in relation thereto.

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.

To provide for the formation of a fund for the purposes of the payment of 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.

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.

To authorise the Corporation to make the new streets and street improvements hereinafter described, all wholly situate in the borough and parish of Wigan and county of Lancaster, with all proper approaches, buildings, works, and conveniences connected therewith (that is to say):—

- (1.) A street commencing at the south-east side of Market-place, at a point 25 yards south-west of the Wiend, and terminating in Rodney-street, on the north-east side of the Wigan Free Library.
- (2.) A widening and improvement of Warrington-lane, between Scholes-street and Hardybutts.

To empower the Corporation to deviate laterally from the line of the intended street to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be prescribed by the intended Act, and also to deviate from the levels shown in the sections hereinafter mentioned.

To empower the Corporation, by agreement or compulsion, to acquire lands in the parish and county aforesaid, for the purposes of or in connection with the intended street, street improvements, and other the purposes of the intended Act, and also for those purposes temporarily to stop up any street.

To make junctions or communications with

roads, streets, sewers, and drains, and, if necessary, to alter the levels thereof, and to remove, alter, or interfere with sewers, drains, gas, water, or other mains or pipes, and telegraph, telephone, or other electric apparatus.

To make further provision in relation to the forming, sewerage, levelling, paving, metalling, flagging, channelling, lighting, repairing, and taking over or adoption of streets, footways, courts, yards, back yards, and passages, or some part or parts thereof respectively, within the extended borough, whether public or private, or repairable by the inhabitants at large or not, the apportionment and recovery of the expenses of such works, including all incidental works, with interest and commission, from the owners or occupiers of the adjoining or neighbouring lands, houses or other property, or some of them, and for declaring that such expenses shall be a first charge upon such adjoining or neighbouring property, with power of sale and letting, and appointment of receiver, and in other respects to make further provision in relation to the ascertaining, apportionment, and recovery of private improvement expenses; to authorise the Corporation to borrow for the purpose of providing for expenses of any such works; to authorise agreements between the Corporation and owners with limited interests in relation to any of the matters aforesaid, and to empower such owners to borrow money and charge lands with such expenses, and in respect of the above matters, or some of them, to alter or render inapplicable some of the provisions of the Public Health Act, 1875. Also to authorise agreements between the Corporation and the owner or owners of lands laid out or intended to be laid out for building purposes, for the making by the Corporation of any new street or streets, and for the recovery of the expenses as private street improvement expenses or otherwise as may be provided for by the intended Act.

To empower the Corporation to prohibit or regulate by licence, or otherwise, the placing or maintaining of wires, conductors, cables, tubes, or other projections, works, or things over, above, along, across, or beneath streets, or other public places within the extended borough.

To authorise the Corporation to borrow money for the proposed new streets and street improvements, slaughter houses, purchase of insanitary houses, street improvements, and markets, and general stores depôt, or any of the purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund and general district rate, or other local rate, the gas and water undertakings of the Corporation, or those now of the said local boards, the estates, tolls, rates, rents, revenue, and other property of the Corporation, or on any such securities, and to execute, grant, and issue mortgages, Corporation stock, 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.

To empower the Corporation to retain, appropriate, and use for the purposes of any public or local Act or Order in force within the extended borough any lands for the time being vested in them, and to empower the Corporation to sell any lands vested in them discharged from all mortgages and charges, and to provide for the application of the purchase money.

To require the treasurer to make and furnish all returns in relation to the accounts of the borough, which by the Municipal Corporations

Act, 1882, or any other public or local Act, are required to be made and furnished by the town clerk, and to impose penalties in case of neglect or default.

To authorise the Corporation to cleanse the River Douglas and any other stream within the extended borough, and to remove obstructions therein, and to enter upon lands and houses for those purposes.

To authorise the Corporation to purchase by agreement buildings unfit for human habitation, and to pay compensation in regard thereto.

To make better provision for the paving and drainage of back yards and courts made before or after the passing of the intended Act, and for the opening out and ventilation of such yards and courts, and for the recovery of the expenses in relation thereto.

To make better provision in regard to the trades of marine store dealers and dealers in old clothes, metals, and rags, and to grant licences in respect of such trades.

To extend the time limited for the recovery of gas and water rents and local rates, and make other provision in regard to the recovery of such rents and rates.

To prohibit the affixing on any building or hoarding of obscene or offensive bills.

To make provision for the proper construction of buildings and to secure in all buildings used as places of public resort sufficient means of ingress and egress.

To authorise the appointment of paid auditors in substitution for the auditors appointed under the Municipal Corporations Act, 1882.

To authorise the Corporation to acquire by agreement water for domestic or trade purposes.

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 exemption from payment of tolls, rates, rents, and charges, and to make further and better provision for the recovery thereof.

To empower the Corporation to make and enforce bye-laws, regulations, and standing orders in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach thereof respectively.

To vary or extinguish all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts, and public Acts of a local character (that is to say):—The Wigan Waterworks Act, 1853; the Public Health Supplemental Act, 1850 (No. 2); the Local Government Supplemental Act, 1859 (No. 2); the Wigan Waterworks Act, 1860; the Wigan Gas Act, 1861; the Wigan Rectory Glebe Act, 1871; the Wigan Improvement Act, 1874; the Local Government Board's Provisional Orders Confirmation Act, 1873; the Local Government Board's Provisional Orders Confirmation (Bournemouth, &c.), Act, 1878; the Wigan Improvement Act, 1880; and the Wigan and District (Mines and Sewers) Act, 1883; the Ince-in-Makerfield Local Board Water Act, 1871; the Pemberton Local Board Water Act, 1875; the Pemberton Local Board Water Act, 1879; the Local Government Board's Provisional Orders Confirmation (Bournemouth, &c.),

Act, 1878; the Local Government Board's Provisional Orders Confirmation (No. 6) Act, 1882; the Hindley Local Board Act, 1872; the Hindley Local Board Act, 1875; and the Leigh and Hindley Local Boards (Water) Act, 1876.

To incorporate and apply, with or without modification, or render inapplicable all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Act, 1875; the Elementary Education Acts, 1870 to 1879; the Burial Acts, 1852 to 1871; the Burial Laws Amendment Act, 1880; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses (Umpire) Act, 1883; the Towns Police Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the 9 and 10 Vic., cap. 74; the Rivers Pollution Prevention Act, 1876; the Public Libraries (England) Acts, 1855 to 1887; the Local Loans Act, 1875; the Bills of Exchange Act, 1882; the Bankers Books Evidence Act, 1879; the Customs and Inland Revenue Act, 1887; the 24th and 25th Vic., cap. 98; the Forgery Act, 1870; the Local Government Act, 1888; and the Provisions of the Railways Clauses Consolidation Act, 1845, with respect to crossing of roads and temporary occupation of lands, and all Acts amending those Acts respectively.

And notice is hereby further given, that on or before the 30th day of November instant, a map in duplicate showing the present and proposed extended boundaries of the borough will be deposited for public inspection with the Town Clerk of the borough, at his office at the borough courts, King-street, Wigan; and on or before the same day plans and sections of the intended new streets and street improvements, and a book of reference to such plans, 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 Lancaster, at his office at Preston, and with the parish clerk of the parish of Wigan, at his residence.

Printed copies of the intended Act or 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, 1888.

Ralph Darlington, Town Clerk, Wigan.

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

In Parliament.—Session 1889.

Marton, Southam, and Stockton Tramroads.

(Incorporation of Company; Power to Construct and Maintain Tramroads across Lands and along Streets and Roads, at and in the neighbourhood of Marton, Southam, and Stockton, in the County of Warwick; Use of Mechanical Power; Power to acquire Lands; Tolls; Agreements with 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, maintain, and use with all proper rails, plates, sleepers, works, and conveniences con-

nected therewith, the tramroads hereinafter described:—

Tramroad No. 1, commencing by a junction with the sidings on the north side of the Rugby and Leamington Branch of the London and North Western Railway at Marton Station, passing in a south-westerly direction to and under the bridge carrying that branch over the Coventry and Southam road, and thence in a southerly direction through the village of Long Itchington over the Warwick and Napton Canal, and terminating in Coventry-street, Southam, at a point 3 chains or thereabouts north of Wood-street.

Tramroad No. 2, commencing in the parish of Long Itchington by a junction with Tramroad No. 1, at or near the north-western corner of the field numbered 616 on the 25-inch ordnance map, thence passing in an easterly direction over the canal leading to Long Itchington Lime Works, and terminating in the parish of Birdingbury in the property adjoining the Stockton Lime and Cement Works, and numbered 185 on the said ordnance map.

The said intended tramroads and works will pass from, in, through, or into, or be situate in the parishes, township, or places of Marton, Long Itchington, Southam, Stockton, and Birdingbury, all in the county of Warwick.

The tramroads will be constructed on the gauge of 4 feet 8½ inches, and it is proposed to run on the said tramroads carriages or trucks adapted for use upon railways.

To empower the Company to use on the intended tramroads, steam or other mechanical power as well as animal power, for moving carriages or trucks thereon, and to provide (if thought fit) that such power shall not be revocable by the Board of Trade, or otherwise.

To authorise the Company from time to time and either temporarily or permanently to make, maintain, alter, and remove such crossing, passing-places, sidings, junctions, turnouts and other places as may be necessary or convenient for the efficient working of their tramroads, or any of them, or for facilitating the passage of traffic along the streets, or for providing access to any stable or carriage sheds of the works or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to cross, stop up, alter, and remove, and otherwise interfere with streets, roads, highways, footpaths, railways, rivers, water-courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric and telegraph pipes, poles, and apparatus within any of the parishes or places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramroads and works, or for substituting others in their places, or for the other purposes of the intended Act.

7. 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, in the parishes aforesaid, and to erect offices, buildings, or other conveniences, on any such lands.

8. 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 tramroad, or any part thereof, laid along a street or road, 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 tramroad, or temporary tramroads, in lieu of the tramroad or part of a tramroad so removed or discontinued to be used, or intended so to be.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramroad 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 local and road authorities and other bodies and persons having respectively the control or management of any streets or roads along which tramroads 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 tramroads, 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 Railways Clauses Consolidation Act, 1845, so far as the same are applicable to the intended tramroads, and will also incorporate the provisions of the Tramways Act, 1870, so far as the same are applicable to such parts of the intended tramroads as are intended to be laid along streets or roads (but except section 43 of that Act), with such alterations, exemptions, or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by the said Acts respectively, as well as the powers hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections of the proposed tramroads 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 the county of Warwick at his office at Leamington, 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 with the Parish Clerk of 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 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 15th day of November, 1888.

Carr and Son, 23, Rood-lane, London,
Solicitors for the Bill.

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

In Parliament.—Session 1889.

Worcester and Broom Railway (Extension to Aylesbury).

(New Railways in the counties of Northampton, Oxford, and Buckingham; Running Powers over Banbury Branch of London and North Western Railway and Aylesbury and Buckingham Railway; Provisions as to Repair and Maintenance of East and West Junction Railway, and Evesham, Redditch, and Stratford-upon-Avon Junction Railway, and laying down of Additional Rails thereon; Capital Powers; Powers to Metropolitan Railway Company to Subscribe and Guarantee; Payment of Interest out of Capital; Powers to Landowners; Provisions as to Rebate out of Receipts for through traffic of Evesham, Redditch, and Stratford-upon-Avon Junction and East and West Junction Railway Companies; Working Agreements with other Companies; 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 purposes following (that is to say):—

1. To enable the Worcester and Broom Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter described, with all proper junctions, sidings, stations, approaches, roads, works, and conveniences connected therewith (that is to say):—

A Railway (No. 1), commencing in the parish of Canons Ashby, in the county of Northampton, by a junction with the East and West Junction Railway, at a point on that railway 18 chains or thereabouts in a south-easterly direction from the bridge carrying the road from Canons Ashby to Eydon over that railway, and terminating in the parish of Quainton, in the county of Buckingham, by a junction with the Aylesbury and Buckingham Railway, at a point 20 chains or thereabouts in a north-westerly direction from the booking office at the Quainton Road passenger station.

A Railway (No. 2), commencing in the parish of Quainton, in the county of Buckingham, by a junction with the intended Railway No. 1, at or near the north-west corner of a piece of land numbered 192 on the large scale 25-inch ordnance map, and terminating in the parish of Aylesbury-with-Walton, in the same county, by a junction with the Aylesbury and Buckingham Railway, at a point 13 chains or thereabouts in an easterly direction from the bridge carrying the road from Thame to Aylesbury over that railway near the Prebendal Farm.

A Railway (No. 3), wholly situate in the parish of Moreton Pinkney, in the county of Northampton, commencing by a junction with the East and West Junction

Railway, at a point 12 chains or thereabouts in a westerly direction from the bridge carrying the road from Moreton Pinkney to Canons Ashby over that railway at Moreton Pinkney Station, and terminating by a junction with the intended Railway No. 1, in a field numbered 95 on the large scale 25-inch ordnance map, near the southern fence thereof, and 5 chains or thereabouts from the south-west corner of the said field measured in an easterly direction.

A Railway (No. 4), commencing in the parish of Brackley St. Peter, in the county of Northampton, by a junction with the Banbury Branch of the London and North Western Railway, at or near the occupation bridge over that railway, which bridge is 23 chains or thereabouts in a south-easterly direction from the booking office at the Brackley Passenger Station, and terminating by a junction with the intended Railway No. 1, in the parish of Turweston, in the county of Buckingham, at or near the north-west corner of the farm buildings numbered 179 on the large scale 25-inch ordnance map.

The said intended railways will pass through or into, or be situated within, the parishes, townships, extra-parochial or other places following, or some of them (that is to say):—

Canons Ashby, Moreton Pinkney, Weedon, Sulgrave, Helmdon, Wappenham, Falcott, Astwell, Radstone, Whitfield, Brackley St. Peter, Brackley, Evenley, Mixbury, Fimere, Turweston, Westbury, Tingewick, Barton Hartshorn, Chetwode, Preston Bissett, Twyford, Charndon, Steeple Claydon, Grendon Underwood, Quainton, Shipton Lee, Doddershall, Waddesdon, Fleet Marston, Quarrendon, Hartwell, Aylesbury-with-Walton, and Aylesbury.

2. To authorise the Company to deviate from the lines and levels of the intended works to the extent authorised by the intended Act, and whether in either case within or beyond the limits prescribed by "The Railways Clauses Consolidation Act, 1845."

3. To authorise the Company to purchase and take by compulsion and agreement lands and houses and easements therein for the purposes of the intended Act, and notwithstanding Section 92 of "The Lands Clauses Consolidation Act, 1845," to take part only of any property without being compelled to take the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. To empower the Company to purchase and take the following pieces of land or such part or parts thereof as may be required for the intended railways and works, which land is, or is reputed to be, common or commonable land, viz.:

Description of common or commonable land and name of parish.	Area within limits of deviation not exceeding	Area estimated to be required.
Site of old road in the parish of Twyford, in the county of Buckingham.	a. r. p. 3. 0. 20.	a. r. p. 0. 1. 0

5. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads,

highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, and

places aforesaid, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended Act.

6. To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other railway companies, and to alter the tolls, rates, and charges which the Company and the Companies hereinafter mentioned are respectively now authorised to take, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

7. To empower the Company on the one hand, and the East and West Junction Railway Company, the Aylesbury and Buckingham Railway Company, and the London and North-Western Railway Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect, vary, and rescind agreements with respect to the construction of any junction or junctions of any of the intended railways, and any of the railways of the said several Companies, the alteration, reconstruction, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the aforesaid Companies, or any of them, and the construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the said Companies, or any of them, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

8. To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part thereof, on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or provided for by the intended Act, to run over, work, manage, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains, or for any purpose whatsoever, and for the purposes of their traffic of every description, the portion of railway and railways and stations hereinafter described, or some part thereof, that is to say:—

- (1) So much of the Banbury branch of the London and North Western Railway Company as lies between the junction therewith of the intended Railway No. 4 and the Banbury Station of that Company including that station.
- (2) The railways of the Aylesbury and Buckingham Railway Company, and the railways belonging to that Company and the Great Western Railway Company, or one of them, between the termination of the intended Railway No. 2 and the Aylesbury and Rickmansworth Railway of the Metropolitan Railway Company including the station at Aylesbury.

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

9. To empower the Company to repair, alter, improve, equip, and maintain the East and West Junction Railway, the Evesham, Redditch, and Stratford-upon-Avon Junction Railway, and the Aylesbury and Buckingham Railway, and, if thought fit, to lay down additional

rails on all or some or one of those railways, and to fit and adapt the same to the traffic to pass thereover from and to the intended railways, and to do all necessary works in that behalf and to apply their funds and revenues to such purposes, or any of them. To make provision for the payment of the expenses incurred by the Company in such repair, alteration, improvement, equipment, and maintenance or other works by the Companies owning the said railways respectively; and if thought fit, to require those Companies respectively to execute and maintain the works necessary for the purposes aforesaid, and to authorise agreements between the Company and the said Companies respectively with reference to the matters aforesaid, and to confirm and give effect to any such agreement.

10. To enable the Company to raise additional moneys for the purposes of the intended Act, and for the general purposes of their undertaking by the creation of new shares and stock with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, and by borrowing on mortgage or bond and debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct; and to enable the Company to apply any capital or funds now or hereafter belonging to them or under their control, to all or any of such purposes.

11. To authorise the Metropolitan Railway Company to subscribe and contribute a sum of one hundred thousand pounds towards the making and maintaining of any authorised railways of the Company, and the intended railways and works, or any 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 payments on any such shares or stock, and the principal and interest of any loan of the Company, and to appoint a director or directors of the Company, and for such purposes to apply their corporate funds and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preference, or both, and by borrowing, and by the creation of debenture stock and by any of such means.

12. To enable the Company or the Directors of the Company notwithstanding anything to the contrary contained in the Companies Clauses Consolidation Act, 1845, or in any Act or Acts relating to or affecting the Company, to pay interest or dividends to any shareholder or class or classes of shareholders of the Company during the construction of the works out of the capital of the Company already authorised or to be authorised by the intended Act.

13. To enable any owner or owners from whom the Company is authorised by any Act relating to the Company or by the intended Act, to purchase lands and houses, to agree with the Company that the purchase money for the same and the compensation for damage (if any) shall be paid and discharged by the allotment or issue to such owner or owners of shares in the capital of the Company.

14. To provide that notwithstanding Section 64 of the Worcester and Broom Railway Act 1885 (hereinafter called "the Act of 1885"), or any other provisions in that or any other Act, or any agreement or agreements contained, the allowance and application of 25 per cent. of the "receipts for through traffic" of the Evesham, Redditch, and Stratford-upon-Avon

Junction and the East and West Junction Railway Companies to provide (as by Section 63 of the Act of 1885 is provided) a guarantee fund to secure *pro tanto* the payment of a dividend of 4 per cent. on the loan and share capital of the Company, authorised by the Act of 1885, shall be a first charge on and be payable out of the said 25 per cent. of the "receipts for through traffic" in priority to all other charges, rebates, claims, or payments thereon or thereout in favour of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, or any other Company or Companies.

15. To empower the Company on the one hand and the Metropolitan Railway Company, the Aylesbury and Buckingham Railway Company, the London and North Western Railway Company, the East and West Junction Railway Company, the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company, the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, and the Oxford and Aylesbury Tramroad 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 and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or any or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof; the employment of officers and servants; the appointment of Joint Committees for carrying into effect every or any such agreement as aforesaid, and the intended Act will or may sanction, confirm, and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

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

17. And it is intended so far as may be necessary for the purposes of the intended Act, to alter, extend, amend, or repeal all or some of the provisions of the several local and personal Acts of Parliament hereinbefore and hereinafter mentioned (that is to say): the Worcester and Broom Railway Act, 1885, the Metropolitan Railway Act, 1854, the Aylesbury and Buckingham Railway Act, 1860, the Oxford and Aylesbury Tramroad Act, 1888, the East and West Junction Railway Act, 1864, the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Act, 1873, the 5 and 6 Will. IV, cap. 107, relating to the Great Western Railway Company, the 9 and 10 Vic., cap. 204, relating to the London and North Western Railway Company, the Stratford-upon-Avon, Towcester, and Midland Junction Railway Act, 1882, and the 26 and 27 Vic., cap. 114, relating to the Evesham and Redditch Railway Company and all other Acts relating to the several Companies hereinbefore mentioned or referred to and their respective undertakings.

Notice is hereby also given, that on or

before the 30th day of November, 1888, plans and sections of the railways proposed to be authorised by the intended Act, showing the situation and levels thereof with a book of reference to such plans, and an ordnance map with the general course or direction of the said 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 Buckingham, at his office at Aylesbury, and with the Clerk of the Peace for the county of Oxford, at his office at Oxford, and with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and a copy of so much of the said plans, sections, and book of reference, as relates to each parish and extra-parochial place in or through which the said railways, or 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 parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the intended 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, 1888.

Evan Morris and Co., Wrexham;

Robert W. Perks, 9, Clement's-lane, Lombard-street, London;

Solicitors for the Bill.

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

In Parliament.—Session 1889.

Morley Gas.

(Purchase of Land and Construction of Gas Works in Parish of Batley; Additional Capital; Charges, &c.; Agreements with and Powers to Public Bodies; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the session of 1889, by or on behalf of the Morley Gas Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To enable the Company to lease or acquire by agreement, or to confirm the acquisition by the Company of and to enable them to hold for the purposes of the intended Act and of their undertaking generally, additional lands, houses, buildings, and hereditaments and property, and especially certain lands and property in the parish of Batley, in the county of York, belonging or reputed to belong to Enoch Hardwick and occupied by the Company, whereof the following is a description; that is to say:

A plot of land containing 4 acres and 9 perches, or thereabouts, adjoining and on the northern side of the London and North Western Railway, extending northwards from that railway for a distance of 125 yards or thereabouts, and bounded on or towards the north by the land belonging to the Company secondly hereinafter described, on the west by the siding called or known as Lister's siding leading from the aforesaid railway to a now disused colliery known as the Dartmouth Colliery, and on the east by land belonging or reputed to belong to the Earl of Dartmouth.

To enable the Company on the said lands and on the following lands now belonging to them in the said parish, that is to say:—

(First).—A plot of land on which the Company's present works are situate, containing 1 acre 2 roods and 5 perches, or thereabouts, bounded on or towards the north and west by land belonging to the London and North Western Railway Company, on or towards the south by a road known as the Valley-road, and on or towards the east by land belonging or reputed to belong to the Valley Mill Company; and

(Second).—A plot of land on which the Company are now erecting works, containing 2 acres and 37 perches, or thereabouts, situate immediately to the south of the Dartmouth Colliery aforesaid, and bounded on or towards the east and north by land belonging or reputed to belong to the Earl of Dartmouth, on or towards the west by the aforesaid siding known as Lister's siding, and on or towards the south by the land hereinbefore described as belonging to Enoch Hardwick;

or on some part or parts of such lands respectively to construct and maintain, and from time to time alter, improve, enlarge, extend, and renew or discontinue gas works and works for the manufacture, conversion, utilization, and distribution of materials used in or about the manufacture of gas, and of residual products resulting therefrom, and to manufacture and store gas, and to manufacture, convert, utilize, distribute and store, sell, and supply such materials and residual products.

To enable the Company to manufacture, supply, let on hire, and sell meters, stoves, ranges, engines, fittings, and other gas apparatus, and to charge therefor, and for the supply of gas thereto, and to erect, fit up, maintain, let and dispose of houses, workmen's cottages, and other buildings, and to sell, demise, or dispose of any land not required by the Company upon such terms and conditions as they consider expedient.

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.

To repeal section 19 of the Morley Gas Act, 1848, and to alter the scale of voting at meetings of the Company, and to define the same.

To repeal section 20 of the aforesaid Act of 1848, and to enable the Company to increase their reserve fund and to make further provision with respect thereto and with respect to accident and insurance funds.

To increase the qualification of Directors of the Company, and to alter and if need be repeal the provisions of the aforesaid Act of 1848 with respect to the convening of meetings of the Company.

To authorize the Company on the one hand, and any sanitary authority, company, or public body on the other hand, to enter into and fulfil contracts and agreements for the supply by the Company to the other contracting party of gas for any and every purpose, and of all necessary apparatus therefor, and to enable the contracting parties to expend their funds and to levy rates and charges for the purpose, and if thought fit to amend or repeal the provisions of the aforesaid Act of 1848 with respect to the lighting of streets and the payment of the expenses thereof.

To make further provision for ensuring the payment of gas rates and other charges of the Company, and for the prevention of waste or misuse of gas, and as to meters and the laying of gas pipes.

To empower the Company to acquire and hold licenses under letters patent or other rights or privileges in connection with their business.

To confer upon the Company powers with respect to the supply of electricity and the application for Provisional Orders in that behalf, and all such other powers, rights, and privileges as are usually conferred upon gas companies.

The Bill will or may incorporate with itself, subject to any alteration or variations which may be deemed expedient, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act 1847," and "The Gas Works Clauses Act, 1871," and will alter and amend and if thought expedient repeal and consolidate such of the provisions as may be thought expedient of "The Morley Gas Act, 1848," "The Morley Gas Act, 1868," and any other Act or Order relating directly or indirectly to the Company, and will confer upon the Company all powers, rights, and privileges necessary for carrying into effect the objects of the Bill, and will vary or extinguish all rights and privileges which will interfere with its objects.

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 15th day of November, 1888.

Snowdon and Meredith, 13, East-parade,
Leeds, Solicitors for the Bill.

Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1888-9.

Rossendale Valley Tramways (Burnley Extension.)

New Tramways from Rawtenstall to Burnley. Additional Capital. Mechanical and other Power. Tolls, Agreements with Local Bodies. Alteration and Widening of Streets, Compulsory Purchase of Land.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Rossendale Valley Tramways Company for leave to bring in a Bill for all or some of the following amongst other purposes (that is to say): 1.—To enable and empower such Company to make, form, lay down, maintain, work and use the Tramways hereinafter described, all in the county of Lancaster, with all proper rails, plates, sleepers, works and conveniences connected therewith (that is to say):—

Tramway No. 1, commencing in the Burnley and Edenfield-road, otherwise King-street, Rawtenstall, by a junction with the Company's authorised Tramways at or near the White Lion Inn and passing thence into and along the Burnley and Edenfield-road, South Parade and Market-street, otherwise Manchester-road, and terminating in Manchester-road, at or near St. James-street, Burnley.

Tramway No. 1 will be single line throughout except between the following points, where it will be a double line, the distances between all such points being 3 chains in length.

Point of commencement.	Point of termination by reference to preceding column.
4 chains south of Constable Lee Bridge	1 chain south of Constable Lee Bridge.
3 chains south of lane leading to Higher Constable Lee	Opposite lane leading to Higher Constable Lee.
1½ chains south of Holmes Mill Weaving Shed (North End)	1½ chains north of same point.
1 chain south of Reed's-lane	2 chains north of Reed's-lane.
3½ chains north of Rush Bed Bridge	6½ chains north of Rush Bed Bridge.
3 chains south of York-street, Opposite Goodshaw-lane	Opposite York-street.
1½ chains south of Spring-street	3 chains north of Goodshaw-lane.
Opposite New Inn terrace (South End)	1½ chains north of Spring-street.
Opposite Goodshaw Fold road	3 chains north of same point.
3 chains south of Underwood-terrace (South End)	3 chains north of same point.
1½ chains north of Commercial-street, or Love Clough-road	Opposite same point.
Opposite Union-terrace (South End).	4½ chains north of same point.
2 chains south of Oak Mill Cotton Factory (South Corner)	3 chains north of same point.
Opposite Prospect-terrace (North End)	1 chain north of same point.
3½ chains south of Clough Bridge Cotton Mill (South Entrance)	3 chains north of same point.
6 chains south of Padham Church Schools (South End)	½ chain south of same point.
3 chains south of 3 mile milestone	3 chains south of same point.
2 chains north of road leading to Gambleside	Opposite 3 mile milestone.
4½ chains south of Higher Oaken Eaves	5 chains north of same point.
19 chains north of 2 mile milestone	1½ chains south of same point.
Opposite Bull and Butcher Inn (North End)	22 chains north of two mile milestone.
4 chains south of Sep Clough-lane	3 chains north of same point.
Opposite Higher Houses (North Corner)	1 chain south of same point.
3 chains south of entrance gate to Apple-tree Carr	3 chains north of same point.
1½ chains south of Rose Hill-road	Opposite same point.
1 chain north of entrance gate to Healey House	1½ chains north of same point.
1 chain north of centre of railway bridge, Lancashire and Yorkshire Railway	4 chains north of same point.
Opposite Foundry-street	4 chains north of same point.
1 chain north of Grimshaw-street	3 chains north of same point.
	4 chains north of same point.

Tramway No. 1 will be situated in the Local Board and District of Rawtenstall, and in the townships of Dunnockshaw, Hapton, Habergham, Eaves, and the Borough of Burnley, all in the parish of Whalley, in the County of Lancaster.

Tramway No. 2 commencing in Bank-street in the Local Board and District of Rawtenstall, in the County of Lancaster, by a junction with the Company's authorised Tramways at or near the end of the New Church lower road, and passing thence into and along the Burnley and Edenfield-road and terminating in that road at or near the railway gates at level crossing, Rawtenstall Station (north side).

Tramway No. 2 will be single line throughout, except between the following points, where it will be a double line, viz.:

Between points respectively 1 chain and 4 chains, north-east of its termination.

In the following instances Tramway No. 1 will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of tramway.

In the Burnley and Edenfield-road.

Between the points respectively, York-street, and 4 chains south on the east side of street.

Between the points respectively, ½ a chain and 2½ chains north-east of Goodshaw Lane, on the easterly side.

Between the points respectively, 1 chain north and 1 chain south of Spring Street on the east side.

Between the points respectively, ½ a chain and 2½ chains north of Goodshaw Fold-road, on the west side.

Between the points respectively, 2 chains and 4 chains north of Commercial-street, otherwise Love Clough-road, on the west side of road.

Between the points respectively, ½ chain north, and 1½ chains south, of the Oak Mill Cotton Factory (south corner), on the western side of the road.

Between the points respectively, 1 chain and 3 chains of Clough Bridge Cotton Mill (south entrance), in a southerly direction, on the west side of road.

Between the points respectively, 2½ chains and 4½ chains north of road leading to Gambleside, on the east side of road.

In the Manchester-road (otherwise South-parade and Market-street.)

Between the points respectively, ½ a chain and 2½ chains south of the entrance gate to Apple-tree Carr, on the east side of road.

Between the points respectively, 1 chain south and 6 chains north of Rose Hill-road, on both sides of the street.

Between the points respectively, 1½ chains and 3½ chains north of entrance gate to Healey House, on east side of road.

To enable the Company to make the following works, or some of them, or some part or parts of them, in the Local Board and District of Rawtenstall, viz. :-

To widen the western side of the Burnley and Edenfield-road, from Co-operation-street to a point 1 chain north of Bon Fire Hill-road.

In the Borough of Burnley, viz.:

To lower the crown of road over the Leeds and Liverpool Canal in Market-street, otherwise Manchester-road.

To authorise the Company to work and use the proposed tramways by means of steam, electrical, or mechanical or animal power, or by all or any of those means.

The tramways will be constructed on a gauge of 4 feet, or such other gauge as may be authorised by the Board of Trade, and power will be

sought to authorise the Company on all or any of such tramways as aforesaid to use engines, carriages, or cars of any width not exceeding 6 feet 3 inches. It is not intended to run on the tramways, carriages or trucks adapted for use on railways.

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, widen, raise, lower, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and apparatus within all or any of the parishes or places mentioned in the 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 any 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.

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 any 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 exemptions upon the payment of tolls, rates or charges.

To empower the Company to increase their capital and to raise further sums of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation and issue of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debentures, and by borrowing 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.

To empower the Company on the one hand and the local boards and the several vestries, district 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 confer upon the Company all powers, rights, and authorities which are or may have 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.

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," or any statutory modifications thereof respectively for the time being.

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 the County of Lancaster at his office at Preston in the said County and with the Parish Clerk of the parish of Whalley at his office.

And Notice is hereby further given that on or before the 21st day of December in the present year printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1888.

Edward Morley Chubb, 11, Pancras lane,
London, Solicitor and Agent for the Bill.

In Parliament.—Session 1889:

Vale of Glamorgan Railway.

(Incorporation of Company; Power to make New Railways in the Vale of Glamorgan; Running Powers over portions of Railways of Great Western Railway and Barry Dock and Railways Companies; Working and other Agreements with those Companies; Subscription by Barry Dock and Railways Company; Amendment of Acts.)

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 incorporate a Company (hereinafter called "the Company") and to confer upon the Company the following powers, or some of them, that is to say:—

To empower the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively, all in the county of Glamorgan, that is to say:—

A Railway No. 1, commencing in the hamlet of Coity Lower and parish of Coity, by a junction with the Llynvi and Ogmere section of the Great Western Railway, 50 yards or thereabouts, measured along that railway in the direction of Bridgend, from the mile post on that railway denoting one mile from Bridgend, and terminating in the parish of Barry, by a junction with the Railway No. 1, as in course of construction, of the Barry Dock and Railways Company (hereinafter called "the Barry Company") authorized by the Barry Dock and Railways Act, 1884, at a point measured in a south-westerly direction 250 yards or thereabouts from the house called and known as East Barry House.

A Railway No. 2, wholly in the hamlet of Newcastle Lower and parish of Newcastle, commencing in an enclosure numbered 32

on the ordnance map (scale $\frac{1}{25000}$) at a point 120 yards or thereabouts in a south-westerly direction from the bridge which carries the Great Western Railway over the turnpike-road leading from Bridgend to Tondŭ, and terminating by a junction with the intended Railway No. 1 in an enclosure numbered 188 on the said ordnance map, at a point 10 yards or thereabouts from the south-west boundary thereof, and 60 yards or thereabouts from the south corner thereof.

A Railway No. 3, commencing in the hamlet of Newcastle Higher and parish of Newcastle, by a junction with the South Wales section of the Great Western Railway at a point 270 yards or thereabouts measured along that railway in the direction of Milford, from the mile post on that railway denoting $191\frac{3}{4}$ miles from London, and terminating in the hamlet of Newcastle Lower and parish of Newcastle by a junction with the intended Railway No. 2 at the commencement thereof, as hereinbefore described.

A Railway No. 4, commencing in the hamlet of Newcastle Higher and parish of Newcastle, at a point 30 yards or thereabouts, measured in an easterly direction from the south-east corner of the general office at Tondŭ of the Tondŭ Ironworks, and terminating in the hamlet of Newcastle Lower and parish of Newcastle by a junction with the intended Railway No. 2 at the commencement thereof, as hereinbefore described.

A Railway No. 5, commencing in the hamlet of Coity Lower and parish of Coity, by a junction with the South Wales section of the Great Western Railway opposite the mile post on that railway denoting 191 miles from London, and terminating in the hamlet of Newcastle Lower and parish of Newcastle by a junction with the intended Railway No. 1, in an enclosure numbered 184 on the said ordnance map at a point 50 yards or thereabouts in a north-westerly direction from the north-west corner of Newcastle Corn Mill.

The said intended railways will be made or pass from, through, or into, or be situate in the following parishes, townships, and places, or some of them, namely: Coity, Coity Higher, Coity Lower, Newcastle, Newcastle Higher, Newcastle Lower, Bridgend, Ewenny, St. Bride's Major, Llandow, Llantwit Major, Boverton, St. Athan, Gileston, Penmark, East Aberthaw, Roose, Porthkerry, Barry, Tondŭ, and Aberkenfig, all in the county of Glamorgan.

To authorize the crossing, stopping up, altering, or diverting, temporarily or permanently, of railways, tramways, turnpike and other roads, streets, canals, watercourses, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic apparatus, 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 lines and levels of the intended railways, laterally or vertically, to such an extent as may be authorized or prescribed by the intended Act.

To authorize the Company to purchase by compulsion or agreement, lands, houses, and buildings, and easements therein, in the parishes and places hereinbefore mentioned, for the purposes of the said intended railways and works, 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.

To authorize the Company to purchase and take the following pieces of land, or such part or parts thereof as may be required for the intended railways and works, which land is, or is reputed to be, common or commonable land:

Description of common or commonable land and name of parish.	Area within limits of deviation not exceeding.	Area estimated to be required.
Old Castle Down, parish of St. Bride's, Major Waun Pen y Fai Common, parish of Newcastle	25 Acres.	$6\frac{1}{2}$ Acres.
	20 "	4 "

To levy, demand, and recover tolls, rates, and charges in respect of the said intended railways and works, and to grant exemptions from payment of tolls, rates, and charges.

To empower the Company and any other company or companies working or using the railways of the Company to run over and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined or authorised by the intended Act, the railways and portions of railways and stations following (that is to say):—

So much of the railways of the Barry Company as is situate between the termination of the intended Railway No. 1 and Cogan, including the railways and sidings to the Docks at Barry, and the wharves, staiths, coal tips, and shipping places at those Docks.

Also so much of the Llynvi and Ogmor section of the Great Western Railway as extends from the commencement of the intended Railway No. 1 to and up the Llynvi, Cwm Garw, Ogmor Fawr, Ogmor Fach, and Avan Valleys respectively;

The Bridgend Station of the Great Western Railway Company and the railway into that station;

together with all stations on or connected with the said railways and portions of railways respectively, and the roads, signals, water, watering places, engines, sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith; and to empower the Company and any such other company or companies as aforesaid to take and levy tolls, rates, and charges upon or in respect of the said railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges now authorized to be demanded and taken in respect thereof.

To empower the Company on the one hand, and the Barry Company and the Great Western Railway Company (hereinafter called "the two Companies") or either of them on the other hand; to enter into and carry into effect agreements for or with respect to the working, use, management and maintenance of the intended railways and works, or any part thereof, and with respect

to the supply of rolling or working stock, and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the interchange, transmission, and delivery of traffic coming from or destined for the respective railways of the Company and the two Companies, or either of them, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and to confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

To require the two Companies, or either of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, docks, wharves, staiths, shipping places, and booking offices thereof, all traffic of whatsoever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, as failing agreement, shall be settled by arbitration, or in such manner as may be provided by the intended Act.

To authorise the Barry Company to subscribe or contribute funds towards the construction and maintenance of the intended railways and works, or any part or parts thereof, and guarantee such interest, dividends, annual, or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between the Barry Company and the Company, and to take and hold shares in the capital of the Company, and to appoint a director or directors of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds belonging to the Barry Company, and under the control of their directors; and, if they shall think fit, to raise additional capital for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by debenture stock, or by any of those means, or such other means as Parliament shall authorize or direct.

To authorize the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company during the construction of the said intended railways or any of them.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges.

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): 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Company; the Barry Dock and Railways Act, 1884, and all other Acts relating to the Barry Company.

And notice is hereby further given, that plans and sections of the intended railways and works, and showing the lands intended to be taken, with a book of reference to such plans, and an ordnance map shewing the general course or direction of the intended railways, and a copy of this notice as published in the London Gazette,

will, on or before the 30th day of November, 1888, 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 railways 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.

And notice is hereby further given; that on or before the 21st day of December, 1888, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1888.

Blunt and Lawford, 95, Gresham-street,
London, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Mersey Docks and Harbour Board.

(Deviation of Authorized Overhead Railways; Purchase of Lands by Compulsion, &c.; Tolls; Stopping up of Parts of Streets, &c.; Alteration of Existing Agreement and Confirmation of New and Supplemental Agreements with Liverpool Overhead Railway Company; Alteration of Ferry Goods Landing Stage, and Repeal and Variation of and New Provisions as to use of Landing Stages; Further Powers as to Removal, &c., of Wrecks; Limitation of Period for Vessels Lying in Mersey, &c.; Bye-Laws, Penalties, &c.; Provisions as to Employment of Persons at Warehouses and Docks; Constituting Board the Local Authority under the Weights and Measures Act, 1878, for Dock Estate; Further Provisions as to Pilotage and Refusal of Masters of Vessels to Employ Pilots; Rates on Steam Tugs and Vessels Lying Unemployed, &c., and in Respect of User of River or other Walls, Piers, &c.; Provisions as to Vessels Trading with Faro Islands; Coasting Vessels; Prevention of Injury to Docks, &c., by Reason of, and Regulations and Penalties as to, the Speed of Vessels; Provisions as to Nomination and Election and Retirement of Members of Board and Filling up Vacancies in Pilotage Committee; Money Powers; 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 Mersey Docks and Harbour Board (in this notice called "the Board") for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:

1. To authorize the Board to make and maintain the deviation railway hereinafter mentioned, together with all proper and sufficient viaducts, columns, bridges, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:

A deviation railway commencing in the parish of Liverpool, in the county palatine of Lancaster, by a junction with the railway No. 1, authorized by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882 (hereinafter called "the Act of 1882"), at a point about $3\frac{1}{2}$ chains northward from the south-eastern corner of Wapping Dock

and terminating in the extra-parochial place of Toxteth Park, in the said county palatine, by a junction with the said authorized railway No. 1 at a point about $4\frac{1}{2}$ chains southward from the western end of Hill-street.

2. To authorize lateral deviations from the line of the intended railway to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned, and in either case whether beyond the limits of lateral and vertical deviation prescribed by the Railways Clauses Consolidation Act, 1845, or otherwise.

3. To authorize and empower the Board to cross and alter, and temporarily to stop up, take up, and divert so far as may be necessary for the purposes of the intended railway and works and of the Bill, but under and subject to such conditions and restrictions as may be provided by the Bill, roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parish and the extra-parochial place aforesaid.

4. To authorize the Board to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments in the parish and in the extra-parochial place aforesaid, for the purposes of the intended railway and works and of the Bill, and for the improvement or general purposes of their Dock Estate, and the Bill will or may vary or extinguish all or any rights or privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

For the purposes of tolls, rates, and charges, and for all or some other purpose, to substitute the proposed railway for the part of railway No. 1 authorized by the Act of 1882, lying between the commencement and termination, as above described, of the proposed railway, and to authorize or require the abandonment of the said part of the said authorized railway No. 1 and of the railway No. 2A, authorized by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1887, or one of them.

5. To authorize and empower the Board to stop up and discontinue for public traffic, and to extinguish all public and private rights of way, or other rights in, over, or affecting:

(a) So much of the following streets and roads respectively in the city of Liverpool as lies westward of Challoner-street and Sefton-street, or either of those streets, that is to say: Kitchen-street, Bridgewater-street, Norfolk-street, Jordan-Street, Greensland-street, Parliament-street, and Stanhope-street, and

(b) The street or road in the same city known as the east side of Queen's Dock; and

(c) Queen Ann-street-south, in the same city, and to vest in the Board the sites and soil of the streets or roads or parts of streets or roads so to be stopped up.

6. To vary or modify some of the provisions of the agreement between the Board and Sir William Bower Forwood, on behalf of the Liverpool Overhead Railway Company, scheduled to and confirmed by the Liverpool Overhead Railway Company Act, 1888, and to sanction, confirm, and give effect to any new or supplemental agreement or agreements entered or to be entered into between the Board and the last-mentioned Company.

7. To authorize the Board to alter the floating landing stage (commonly known as the Ferry Goods Landing Stage), constructed under the

powers of the Mersey Docks (Liverpool River Approaches) Act, 1871, and described in section 4 and sub-section 2 of that Act, by filling up the embayment or recess formed in the river frontage of the said landing stage, and referred to in section 9 sub-section 1 of that Act, and to repeal, vary, or amend so much of the last-mentioned section 9 as relates to the appropriation for the exclusive use and the working and mooring of ferry steamers of the whole river frontage of the western side of the said landing stage, known as the Ferry Goods Landing Stage, and of part of the Prince's Landing Stage, and to make other provision for the appropriation of the said landing stages respectively, or of parts thereof respectively.

8. To confer further powers on the Board and their marine surveyor and other officers with reference to the removal or destruction of wrecks in the river Mersey or the sea approaches thereto, and so far as may be necessary or expedient to amend section 11 of the Mersey Docks Act, 1874, in that behalf.

9. To empower the Board to limit or restrict the period during which vessels may remain in the river Mersey or the sea approaches thereto or elsewhere within the jurisdiction of the Board, and if necessary to remove any such vessel and to enable the Board from time to time to make bye-laws, rules, and regulations with respect to any such matters, and the Bill will or may impose or authorize the Board to impose, and will provide for the recovery of penalties for the breach or non-observance of any provisions of the Bill, or any bye-laws, rules, or regulations of the Board with respect to any such matters.

10. To vary or amend the provisions contained in section 183 of the Mersey Dock Acts Consolidation Act, 1858 (hereinafter referred to as "the Act of 1858"), and to confer on the Board discretionary power to remove or suspend at any time, or in the case of any person or persons, the prohibition contained in the said section against any persons other than those appointed and employed by the Board being allowed to work within the walls of any warehouse or dock.

11. To constitute the Board (in reference to weights, scales, and measures used in or upon the docks or dock estate of the Board) the local authority for the purposes of the Weights and Measures Act, 1878, in respect of such parts of and places in the counties of Lancaster and Chester as are comprised within or form part of the said docks and dock estate, and to confer upon the Board and enable them to exercise the rights, duties, and powers conferred on local authorities by the said Act or any Act amending the same, and so far as may be necessary or thought expedient to exempt the Board and their said docks and dock estate and their officers and servants and persons using or resorting to the said docks or dock estate from the provisions or some of the provisions of the said Act with respect to the local verification and inspection of weights and measures, and with respect to local authorities and with respect to legal proceedings (sections 43 to 61, both inclusive).

12. To prescribe and regulate the mode in which pilots may offer themselves to pilot vessels, whether inward or outward bound, coming or being within the pilot stations as fixed from time to time by the bye-laws of the Board or the Pilotage Committee of the Board, or within the pilotage jurisdiction of the Board, and to define and declare what shall be deemed to be a refusal of the master of any such vessel to take on

board or to employ a pilot for the purposes of the provisions of the Act of 1858, as to the duties of and penalties on masters and owners of vessels (sections 129 to 141, both inclusive).

13. To make further provision with respect to the rates to be taken by the Board upon or in respect of steam-tugs and other steam vessels lying unemployed or undergoing repairs in the docks of the Board, and if thought expedient to provide for a minimum payment in such cases.

14. To authorize the Board to demand, take, and recover rates and charges upon or in respect of vessels making fast to or using any of the river or other walls, piers, landing or other stages, or works of the Board, or upon or in respect of passengers or goods carried by or landed or discharged from such vessels, or to increase or vary the rates now leviable upon or in respect of such vessels, passengers, and goods.

15. To vary and amend section 133 of the Act of 1858, so far as relates to vessels trading with the Islands of Faro or Ferro, into or out of the port of Liverpool, and to provide that such vessels shall not for the purpose of pilotage rates be deemed to be coasting vessels.

16. To make provision for the prevention of injury to the docks, locks, gates, river walls, works or property of the Board, or the banks of the river Mersey, by reason of the speed at which vessels may be navigated on the said river, and for regulating or prescribing such speed, and to attach or to enable the Board to impose and enforce penalties to or in respect of breach of any such provision.

17. To alter the time at which the poll for the election of elective members of the Board shall be opened, to extend the interval to elapse between the day of nomination of elective members of the Board and the date of polling, and to make further provision with respect to the dates for the retirement of nominee and elective members of the Board and the nomination of new members of the Board and the time at which new members shall enter into office, and for filling up vacancies in the Pilotage Committee of the Board, and to vary or amend the provisions or some of the provisions of section 22, sub-section 4, of the Mersey Docks and Harbour Act, 1857, and of sections 25 to 28 (both inclusive) of the Mersey Docks Act, 1881, and of section 10 of the Mersey Docks Act, 1884, with respect to those matters or some of them.

18. To authorize the Board for the purposes of the intended railway and works and of the Bill, to apply the income and any other moneys of the Board, and to borrow and from time to time to re-borrow further money by bonds or otherwise.

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

20. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or appeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say: 20 and 21 Vic., cap. 162; 21 and 22 Vic., caps. 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic., cap. 150; 24 and 25 Vic., cap. 188; 26 Vic., cap. 54; 27 and 28 Vic., cap. 213; 29 Vic., cap. 84; 29 and 30 Vic., cap. 103; 30 and 31 Vic., cap. 206; 34 and 35 Vic., cap. 197; 36 and 37 Vic., caps. 143 and 144; 37 and 38 Vic., cap. 30; 38 Vic., cap. 19; 39 and 40 Vic., cap. 69; 40 Vic.,

cap. 2; 41 and 42 Vic., cap. 198; 43 and 44 Vic., cap. 14; the Mersey Docks Act, 1881; the Act of 1882, the Mersey Docks Act, 1884; and the Mersey Docks and Harbour Board (Overhead Railways) Act, 1887; and all or any other Acts relating to the Board and the Liverpool Overhead Railway Company Act, 1888.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of such of the works proposed to be authorized by the Bill as are works of the second class specified in the standing orders of Parliament showing the situation and levels thereof, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston, in that county, and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Liverpool aforesaid, 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 17th day of November, 1888.

A. T. Squarey, Dock Solicitor, Liverpool.
Rees and Frere, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Burnley Corporation.

(Extension of Borough for all purposes; Cesser of Jurisdiction of Lancaster County Council, Rural Sanitary Authority, County Justices, and other Authorities in, and Extension of Jurisdiction of the Corporation, the Burnley County Council, and the Burnley School Board over Districts to be included in the Borough; Alteration of Wards and number of Aldermen and Councillors; Extension of Gas and Water Limits and Powers; Discontinuance of Supply of Gas and Water to added area by Padiham Local Board, &c.; Power to Construct Additional Gasworks; Amendment of Section 46 of the Burnley Borough Improvement Act, 1883; Tolls, Rates, Powers, and Duties; Application of Funds and Borrowing Powers; Agreements and Confirmation of Agreements; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Burnley (hereinafter called "the Corporation") intend to apply to Parliament in the ensuing Session 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 county government, sanitary, local government, highway, educational, cemetery, burial board, markets, and all other purposes, the boundaries of the said borough and of the urban sanitary district of the said borough (hereinafter called "the existing borough"), and to include in and incorporate with the existing borough the places or parts of places hereinafter described, or some of them, or some part or parts thereof respectively (all in the county of Lancaster), which places or parts are hereinafter called "the added area," and the existing borough, including the added area, is hereinafter called "the extended borough," or "the borough," as the case may require.

The added area is as follows:—

- (a.) So much of the township of Habergham Eaves not within the existing borough as is situate to the north north-east and north-west of a straight line drawn from a point on the boundary line dividing the townships of Habergham Eaves and Hapton, at the junction of Habergham Clough, New Barn Clough, and Micklehurst Clough to a point on the boundary line dividing the townships of Habergham Eaves and Cliviger on the west side of the road from Burnley to Rochdale, near the junction of that road with the road leading from Burnley to Todmorden.
- (b.) So much of the township of Burnley as is not now situate within the existing borough.
- (c.) So much of the township of Briercliffe-with-Extwistle as is situate west of a straight line drawn from a point on the boundary dividing the townships of Briercliffe-with-Extwistle and Burnley situate at the junction of the River Brun with the River Don to a point on the boundary between those two townships on the north side of Walshaw Clough, where that boundary leaves that clough 58 yards or thereabouts, measured in a southerly direction from the south-easterly corner of the building known as Widow Hill, and 28 yards or thereabouts measured in a northerly direction from the north-easterly corner of the building known as Widow Green.
- (d.) So much of the township or extra-parochial place of Reedley Hallows, Filly Close, and New Laund Booth, as lies between the boundary of the existing borough and a line drawn as follows, viz.:—commencing at a point on the borough boundary where the boundaries of the township of Burnley and the township or extra-parochial place of Reedley Hallows, Filly Close, and New Laund Booth, leave the borough boundary near the road leading from Burnley to Nelson, and proceeding thence in a north-easterly direction along the boundary of the township or extra-parochial place of Reedley Hallows, Filly Close, and New Laund Booth, to a point on that boundary on the south side of a fence situate 35 yards or thereabouts, south of the south-east corner of the building known as Reedley House, and thence along the south side of such fence in a westerly direction for a distance of 75 yards or thereabouts, and thence along the centre of the stream proceeding from Wells, situate at or near the last-mentioned point to a point on such stream situate immediately on the west side of the road leading from Burnley to Nelson, and thence in a straight line in a westerly direction to the north corner of the boundary wall and fence of the Corporation's sewage disposal works at Duckpits, and thence in a straight line in a south-westerly direction to the junction of the boundaries dividing the township of Burnley, and the townships or extra-parochial places of Reedley Hallows, Filly Close, and New Laund Booth, and Ightenhill Park, at the River Calder, thence in an easterly direction along the boundary of the township or extra-parochial place of Reedley Hallows, Filly Close, and New Laund Booth, until it joins the boundary of the existing borough.

- (e) So much of the township or extra-parochial

place of Ightenhill-park as is situate south of a straight line drawn from a point where the public footpath from Whittlefield to Park-lane crosses the boundary dividing the township of Habergham Eaves and the township or extra-parochial place of Ightenhill-park, and situate near the buildings known as Clifton, to a point on the boundary line dividing the township or extra-parochial place of Ightenhill-park and the township of Habergham Eaves, at a point on such boundary where the occupation road leading from the road from Burnley to Padiham to Cornfield intersects the footpath leading from the road from Burnley to Padiham, near the Wesleyan Methodist Chapel to the building known as Top o' th' Close.

2. To alter, re-arrange, and define the number and boundaries of the wards in the extended borough, or to provide for the determining of the boundaries of such wards by a commissioner to be appointed for that purpose or otherwise, as may be prescribed by or under the Bill.

3. To fix and determine the number of the Aldermen and Councillors, and to apportion them among the several wards in the extended borough, and to provide for the election, time of going out of office, and rotation of the Aldermen and Councillors, or to make provision in the Bill for the doing and determining of the aforesaid matters, and to make all such other provision with reference thereto as may be necessary or convenient.

4. To make copies of the map of the extended borough evidence, and to authorise charges to be made for inspection or copies of or extracts from any such map.

5. To extend and apply to and throughout the extended borough with or without alteration or variation as may be defined or provided by the Bill, all or some of the powers, rights, privileges, jurisdiction, authorities, and duties of the Corporation acting in execution of the Municipal Corporations Acts, the Public Health Acts, the Local Government Act, 1888, and the Acts for the time being affecting the Corporation as a Borough County Council, municipal body, and sanitary authority respectively, and all the special Acts, Orders, by-laws, and charters relating to the Corporation and of their officers, clerks, and servants, and of the Justices of the Peace, and constables of the existing borough.

6. To provide that all estates, property, funds, tolls, or other revenues, rights and privileges vested in the Corporation, or in any trustees, committee, or society for charitable, educational, or any other purposes whatsoever, for the benefit of the existing borough, or any part thereof, or any persons residing therein, shall be held for the benefit of the extended borough, and the persons residing therein.

7. To make provision for the repayment and discharge of all or such part of the moneys borrowed, and now owing by any authority and body, having any jurisdiction, rights, or powers in or over the added area, as the Corporation may be required to repay and discharge either out of the funds, rates, or revenues of the extended borough or otherwise as the Bill may prescribe.

8. To exempt all property within the added area from all county, police, sewer, sanitary, educational, highway, and other rates now leviable therein, and from the jurisdiction of the county council of the county of Lancaster, the Justices of the Peace, and of any sanitary

authority, surveyors of highways, or other authority exercising jurisdiction or powers within the added area, and to transfer to the Corporation all property, real and personal, of those bodies or persons respectively, within the added area.

9. To constitute the extended borough a school district for the purposes of the Elementary Education Act, 1870, and the Acts amending the same, and to alter and abolish the jurisdiction of any school board or attendance committee within the added area, and to make all consequential provisions relative thereto, and to confer on the school board for the extended borough all necessary powers with reference to schools within the extended borough, and to provide that all orders, bye-laws, and regulations made under and by virtue of the Elementary Education Act, 1870, and the Acts amending the same, and in force in the existing borough shall be in force in the extended borough.

10. To extend the limits within which the Corporation are authorised to supply gas and water, and to include within such limits the added area, and to authorise the Corporation to exercise within such extended limits all or any powers with respect to the supply of gas and water, and with respect to rates, rents, and charges, and otherwise in relation thereto; as they are now authorised to exercise within the present gas and water limits, subject to such alterations (if any) as may be prescribed by the Bill.

11. To repeal, alter, and amend so much of the Padiham Waterworks Act, 1854; the Padiham Water Act, 1874; the Padiham Local Board Act, 1876; and the Padiham Local Board Act, 1882; and all other Acts authorising or empowering the Local Board for the district of Padiham and Hapton, in the county of Lancaster, to supply gas and water within the township of Habergham Eaves, or any part thereof, and to prohibit (upon such terms as may be agreed upon or as may be prescribed by the Bill) the said Board from continuing to supply gas and water within that township, and to make all necessary provisions for the enforcement of this object.

12. To authorise the Corporation and the said Local Board, and any other body, company, or person, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the acquisition by the Corporation of any mains, pipes, apparatus, or other works or conveniences belonging to such local board, body, company, or person, and situate within the added area, and for or in connection with the supply of gas or water by such local board, body, company, or person, and to authorise the Corporation to apply their funds for the purpose of any such contract, agreement, or arrangement.

13. To provide that, after the passing of the Bill, all such streets, roads, or bridges in the added area as shall be thereby prescribed shall become highways repairable by the inhabitants at large, and to make other provisions with respect to streets, roads, and bridges within the added area.

14. To apply to the added area all the provisions of the Local Government Act, 1888, as if such added area had formed part of the borough at the passing of the Local Government Act, 1888.

15. To enable the Corporation to extend and enlarge their existing gas works, and to construct, maintain, and use additional works for

the manufacture, storage, and supply of gas, and for the manufacture, conversion, and utilisation of residual products producible or resulting from the manufacture of gas upon the following lands (that is to say):—

A piece of freehold land containing about 900 square yards or thereabouts, situate in the parish of Whalley and township of Habergham Eaves, adjoining the existing gas works of the Corporation, and bounded on the north and west sides by land belonging, or reputed to belong to, and occupied by the Corporation, and used for gas works, on the east side by land belonging, or reputed to belong to, and occupied by the Leeds and Liverpool Canal Company, and on the south side by a strip of land belonging, or reputed to belong, to the Leeds and Liverpool Canal Company and the Corporation jointly, and intended to be used by the said Canal Company and the Corporation as a joint occupation road. Also a piece of freehold land in the same parish and township, belonging, or reputed to belong, to the Corporation, and containing about 6,769 square yards or thereabouts, bounded on the north side by the aforesaid strip of land intended to be used as a joint occupation road, and by other land belonging, or reputed to belong to, and in the occupation of the Leeds and Liverpool Canal Company, on the east side by the slope and embankment to the canal, belonging, or reputed to belong, to the said Canal Company, on the south side irregularly by property belonging, or reputed to belong, to Ashworth Read, and in the occupation of John William Stott and Company, and used as a cotton weaving shed, and by land belonging, or reputed to belong, to and occupied by the said Ashworth Read, and on the west side by parts of the east end of Leeds-street and Bark-street, by land and buildings belonging, or reputed to belong, to and occupied by William Hough and Company, and used by them as a tan yard, and by land belonging, or reputed to belong, to and occupied by the Corporation, and used by them for gas works.

16. To amend Section 46 (as to buildings on the banks of the Rivers Brun and Calder) of the Burnley Borough Improvement Act, 1883, so as to enable the Corporation in any case when they think fit, and upon such terms as they think fit, to sanction or allow the building, erection or placing of any building, erection or thing which is now prohibited by that Section.

17. To authorise the Corporation to apply any rates, rents, duties and charges levied by them or under their control, and to apply any other moneys or property belonging to them or under their control for all or any of the purposes of the Bill or of the Acts, Orders, or sanctions hereinafter mentioned, or any of them, and for those purposes, or any of them, to alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of such purposes to borrow or raise further moneys by the creation of stock or otherwise on the security of the borough fund and the borough, general, highway, lamp, cemetery, and other rates, tolls, revenues, estates, lands, undertakings, and properties of the Corporation; and if thought fit to empower the Corporation to make, levy, and recover rates and assessments for the purposes of the Bill, and to alter existing rates and assessments, and to grant exemptions from the payment of rates and assessments.

18. To authorise the Corporation to levy and

recover tolls, rates, rents, and charges for all or any of the purposes of the Bill or any of the Acts hereinafter mentioned, and to alter existing tolls, rates, rents, and charges, and to confer, vary, or extinguish exemptions from existing or future tolls, rates, rents, and charges.

19. To empower the Corporation, and any county, local or other authority, body or person, to enter into and carry into effect agreements in respect of any of the purposes of the Bill, and to confirm and give effect to any such agreement which may be made before the passing of the Bill.

20. 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 Bill, and to confer other rights and privileges.

21. To incorporate with the Bill, and to apply to the existing and extended borough, with or without variations, such of the provisions as may be thought fit of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Water Works Clauses Acts, 1847 and 1863; the Gas Works Clauses Acts, 1847 and 1871; and any Acts amending or extending the same respectively.

22. To vary, amend, extend, repeal, apply, alter, or consolidate such of the provisions as may be deemed expedient, of the following Acts, or some of them, viz., the Public Health Acts; the Municipal Corporations Acts; the Local Government Act, 1888; the Burnley Borough Improvement Act, 1871; the Burnley Borough Improvement Act, 1883; the Padiham Waterworks Act, 1854; the Padiham Water Act, 1874; the Padiham Local Board Act, 1876; the Padiham Local Board Act, 1882; the Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act, 1878, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (Aspull, &c.) Act, 1879, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (Abingdon, &c.) Act, 1880, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (No. 5) Act, 1883, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1884, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (No. 3) Act, 1885, and the Provisional Order relating to the borough thereby confirmed; the Local Government Board's Provisional Orders Confirmation (No. 8) Act, 1887, and the Provisional Order relating to the borough thereby confirmed, and all other Acts, Orders, sanctions, or charters, relating to the Corporation, the Padiham and Hapton Local Board, or the borough or any undertaking of the Corporation or the said Local Board.

23. And notice is hereby given, that on or before the 30th day of November, 1888, a map in duplicate showing as well the present boundaries of the borough as the boundaries of the proposed extension thereof will be deposited for public inspection with the town clerk of Burnley, at his office, in the said borough.

24. And notice is hereby further given that 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 14th day of November, 1888.

Walter Southern, Town Clerk, Burnley,
Solicitor for the Bill.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Metropolitan Railway.

(Railway at Chesham; Additional Lands; Further Powers for Completion of Portion of Aylesbury and Rickmansworth Railway and as to Constituting the same a separate Undertaking; Running Powers over Aylesbury and Buckingham Railway; Further Provisions as to Surplus Lands; Additional Powers to Surplus Lands Committee; Power to Use Electricity and other Motive Power; Amendment of Acts.)

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

To enable the Company to make and maintain the following railway in the county of Buckingham, with all proper stations, approaches, sidings, works, and conveniences connected therewith, that is to say:—

A railway 7 furlongs and 1 chain or thereabouts in length, commencing in the parish of Chesham Bois, in the county of Buckingham, by a junction with the authorised branch of the Metropolitan Railway to Chesham, now in course of construction, at or near the north-west corner of a close of land numbered 28 on the plans deposited with the Clerk of the Peace for the county of Buckingham in November, 1884, in respect of the Metropolitan Railway Act, 1885 (hereinafter referred to as "the Act of 1885") authorising that railway, and terminating in the parish of Chesham, in the county of Buckingham, in a field numbered 1293 on the large scale 25-inch ordnance map at or near the northern fence thereof, and 2 chains or thereabouts from the north-west corner thereof measured in a south-easterly direction, which said intended railway will pass from, in, through, or into, or be situated within the parishes or places of Chesham Bois and Chesham, or one of them.

It is proposed to take for the purposes of the intended Act, a portion of the common or commonable land known as "the Moor," in the said parishes of Chesham Bois and Chesham, of which it is estimated that 0A. 2R. 13P. will be included within the limits of deviation, and 0A. 0R. 33P. will be required to be taken.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, wires, telegraph and electric apparatus, sewers, streams, rivers, and bridges, as may be necessary for the purposes of the intended works, or of the intended Act.

To authorise the Company to purchase and take by compulsion or otherwise, lands, houses, tenements, and hereditaments for the purposes of the intended railway and works, and in addition thereto to purchase and take by compulsion or otherwise the lands hereinafter described (that is to say):—

Certain lands in the parishes of Great Missenden and Little Missenden, or one of

them, in the county of Buckingham, being the lands numbered 806 on the large scale 25-inch ordnance map of that county.

To authorise the purchase of a portion only of any property which may be required for the purposes of the intended Act, without the Company being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To continue and extend, and, if necessary, to revive the powers conferred by the Aylesbury and Rickmansworth Railway Act, 1881, as extended by the Metropolitan Railway (Various Powers) Act, 1884, and the Act of 1885 for the completion of so much of the railway authorised by the said Aylesbury and Rickmansworth Railway Act, 1881, as lies between the authorised point of commencement of such railway and the point of commencement of the said railway authorised by the Act of 1885 (except so much of the first-mentioned railway and works as was by the same Act authorised to be abandoned).

To empower the Company, on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or may be settled by arbitration or be provided by the intended Act, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, whether in charge of any engines or trains, or for any other purposes, and for the purposes of their traffic of every description, the railways and stations of the Aylesbury and Buckingham Railway Company.

To repeal, alter, amend, extend, and enlarge the provisions of the Act of 1885, enabling the Company to constitute the Aylesbury and Rickmansworth Railway a separate undertaking, and to provide that any portion of the said railway may be a separate undertaking with separate capital, and to extend to any such separate undertaking or capital some or all of the provisions of the Act of 1885 applicable thereto, with such variations or additions as may be deemed expedient, or may be prescribed or provided for by the intended Act, and to make further provision with reference thereto, and to the intended railway and to the capital authorised to be raised for the same. To empower the Company to purchase on the terms prescribed by the scheme set forth in the schedule to the Metropolitan Railway Act, 1887, or on such other terms as may be prescribed or authorised by the intended Act, any lands, houses, tenements, and hereditaments of whatever tenure belonging to or under the control and management of the Metropolitan Railway Surplus Lands Committee (hereinafter called the Surplus Lands Committee) and which may be required from time to time by the Company for the purposes of their railway stations and works.

To enable the Surplus Lands Committee to acquire by agreement and to hold, sell, lease, or appropriate for building lands and property as well of leasehold as of freehold tenure.

To amend Section 39 of the Act of 1885 in such manner with reference to the retirement and appointment of elective members of the Surplus Lands Committee, the payment of dividends, and other matters relating to the control and management of the surplus lands of the Company, or of the said Committee, as may be defined by the intended Act.

To empower the Company and all persons, bodies, and Companies lawfully using their railways and works to work and use the same by means of carriages and engines propelled by

electricity, or any mechanical or other power other than steam power, and either in addition to or in substitution for steam power.

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

To empower the Company to apply to all or any of the purposes of the intended Act any capital or funds belonging to them, or under their control.

To repeal, alter, or amend all or some of the provisions of the several Acts of Parliament hereinbefore mentioned, and also of the Metropolitan Railway Act, 1854, and the several other Acts relating to the Company, and the Aylesbury and Buckingham Railway Act, 1860, and the several other Acts relating to the Aylesbury and Buckingham Railway Company.

And notice is hereby further given, that plans and sections in duplicate describing the line and levels of the railway and works proposed to be authorised by the intended Act, and also showing the lands, houses, and property sought to be acquired under the powers thereof, with a book of reference to such plans, and an ordnance map showing the general course of the intended railway, will be deposited for public inspection with the Clerk of the Peace for the county of Buckingham at his office at Aylesbury; and so much of the said plans, sections, and book of reference as relates to each parish in which the said railway and lands will be situate will be deposited with the clerk of such parish at his residence. Every such deposit will be made on or before the 30th day of November, 1888, and will be accompanied by a copy of this notice as published in the London Gazette.

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, 1888.

Dated this 13th day of November, 1888.

Robert W. Perks, 9, Clement's-lane, Lombard-street, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1889.

Long Eaton and District Water.

(Incorporation of Company; Construction of Works; Pumping and Storage of Water; Supply of Water to the Parishes and Townships of Long Eaton, Sandiacre, and Stapleford, and other places, in the counties of Derby and Nottingham; Compulsory Purchase of Lands, Water Rights, and Easements; Provisions as to Supply and Fittings; Power to Levy Rates; Agreements with Local and Sanitary Authorities, Public Bodies, and others; Amendment or Incorporation and Repeal of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for an Act for all or some of the following purposes:—

To incorporate a Company (hereinafter referred to as the Company), and to authorize the Company to supply water for all purposes within the parishes and townships of Long Eaton, Sandiacre, and Stapleford, in the counties of Derby and

Nottingham, or some of them, or some part or parts thereof respectively.

To authorize the Company to make and maintain all or some of the works hereinafter described, that is to say:—

- (1.) A well and pumping station (herein referred to as Work No. 1), situate at or near the south-east corner of a field reputed to belong to the Earl of Harrington, in the occupation of Reuben Berrisford, and numbered 18 on the ordnance map; and abutting on Bostock-lane, and which intended work will be wholly situate in the parish of Sawley, in the county of Derby.
 - (2.) A conduit or line of pipes (herein referred to as Conduit No. 2) commencing in the parish of Sawley at the intended well in the field lastly hereinbefore described, and terminating in the parish of Sandiacre, at or near the centre of the southern half of the field reputed to belong to Elizabeth Sheldon, in the occupation of Isaac Breedon, and numbered 272 on the ordnance map, and which field abuts upon Rushy-lane, and which intended Conduit No. 2 will be wholly situate within the said parishes and county of Derby.
 - (3.) A covered reservoir (herein referred to as Work No. 3), wholly situate within the parish of Sandiacre, in the county of Derby, in the southern half of the said field numbered 272 on the ordnance map.
 - (4.) A conduit or line of pipes (herein referred to as Conduit No. 4), commencing in the parish of Sandiacre, in the said field numbered 272 on the ordnance map at or near the centre of the southern half of that field, and terminating in the township of Long Eaton and parish of Sawley, at or near the centre of the Market-place of the town of Long Eaton, which intended Conduit No. 4 will be wholly situate in the said parishes of Sandiacre and Sawley, and township of Long Eaton, in the county of Derby.
 - (5.) A conduit or line of pipes (herein referred to as Conduit No. 5), commencing in the parish of Sandiacre, in the county of Derby, at or near the centre of the southern half of the said field numbered 272 on the ordnance map, and terminating in the parish of Stapleford, in the county of Nottingham, near the south-west corner of the field reputed to belong to and in the occupation of Messrs. John Frettingham and Son, numbered 354 on the ordnance map and abutting upon Toton-lane, which intended Conduit No. 5 will be wholly situate within the said parishes and counties aforesaid.
 - (6.) A conduit or line of pipes (herein referred to as Conduit No. 6), commencing by a junction with Conduit No. 5 at the point where Church-street crosses the main road from Sandiacre to Stapleford, and terminating opposite to a house in the occupation of George Parnham, which intended Conduit No. 6 will be wholly situate within the parish of Sandiacre and county Derby.
 - (7.) A well and pumping station (herein referred to as Work No. 7), wholly situate in the parish of Stapleford, and county of Nottingham, near the south-west corner of the said field, numbered 354 on the ordnance map.
- Together with all such cuts, channels, adits, softening tanks, filter beds, aqueducts, culverts, tunnels, drains, sluices, bye-washes, weirs, gauges, reservoirs, wells, tanks, banks, walls, approaches, buildings, engines, machinery, and appliances as

may be necessary or convenient in connection with the before-mentioned works, or any or either of them.

The ordnance maps referred to in this notice are the maps known as the ordnance ($\frac{1}{25000}$ scale) parish maps.

To empower the Company to take, collect, and divert and pump into the intended reservoir and works aforesaid, and therein store, and thence distribute the waters of any springs, or any other waters on or under any lands for the time being of the Company.

To empower the Company to purchase and take compulsorily, or by agreement, lands, houses, springs, streams, wells, waters, and other property for their intended works; and also to take and acquire way leaves, water leaves, and easements in and over the same, and to confer, vary, or extinguish any rights, easements, or privileges connected therewith, or which would in any way interfere with the objects and purposes of the undertaking.

To empower the Company 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 authorize the Company 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, canals, paths, and railways, and for the purposes of the intended Act to break up, cross, alter, divert (either permanently or temporarily), and interfere with any roads, streets, highways, footways, bridges, canals, towing paths, railways, sewers, drains, streams, brooks, watercourses, and telegraph or telephone wires, mains, and pipes.

To make provision for, or with respect to, the waste, misuse, undue consumption, or contamination of the water to be supplied by the Company, and as to the fittings to be used for the purposes of such supply, and for the protection of the works, fittings, properly, and water supply of the Company, and for defining and regulating the supply and for preventing frauds and abuses thereof, and to empower the Company from time to time, to make, vary, and rescind bye-laws, rules, and regulations for or with respect to such matters, and to impose and recover 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 Company and their officers to enter any premises for the time being supplied with water by the Company, or in which any pipes or fittings for such supply are situate, and to repair, replace, or remove any such pipes or fittings; and to empower the Company to make, supply, and let on hire water meters and fittings.

To empower the Company to make, demand, take, and recover rates, rents, and charges in respect of the supply of water, water meters, and fittings, and to grant exemptions therefrom, and to enter into and carry into effect special 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 incorporate with or without alteration all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Lands Clauses (Umpire) Act, 1883, the Companies Clauses Acts, 1845, 1863, and 1869, the Waterworks Clauses Acts, 1847 and 1863, 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 works, and of the lands and other property in or through which the same 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 in the office of the Clerk of the Peace for the county of Derby at his office at Derby, and with the Clerk of the Peace for the county of Nottingham at his office at Newark; 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, 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 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 16th day of November, 1888.

Whittingham and Williams, Middle-pavement, Nottingham, and New - street, Long Eaton, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Sun Life Assurance Society.

(Cancelling Deed of Settlement; Making New Rules and Regulations; Repeal of Acts; Alteration of Capital; Proprietors' and other Special Funds; Liability of Members; Provisions as to Trustees and Trust Property of the Society; Investments; Void or Voidable Policies; Receipts, Service of Notices, and Legal Process; Suing in Name of Society.)

THE Sun Life Assurance Society (hereinafter called "the Society") 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, that is to say:—

To annul the Deed of Settlement of the Society, dated the 15th day of June, 1810, and every other deed, instrument, and resolution under which the Society are now carrying on or are empowered to carry on business, or to provide for the annulling of the same, and for the making of new laws and regulations in lieu thereof.

To repeal, or, if thought fit, to alter and amend or to re-enact with or without alteration, all or some of the provisions of the local and personal Acts, 54 Geo. 3, cap. 8, intituled "An Act to enable the Sun Life Assurance Society to sue and be sued in the name of their chairman or secretary under certain regulations," and 7 Will. 4, cap. 47, intituled "An Act to enable the managers of the Sun Life Assurance Society to appropriate any part of the profits thereof

for the benefit of any persons who have already effected or may hereafter effect policies of assurance with the Society"; and to make provision for disposing of memorials enrolled in the Court of Chancery under the Act of 1813, as the Master of the Rolls may see fit.

To provide for the continuance of the Society subject to the provisions of the intended Act, and of the new laws and regulations to be made as aforesaid, or of the existing Deed of Settlement of the Society.

To vary the denomination of the shares in the capital of the Society, to increase and fix the amount of that capital, and the amount thereof deemed to be paid up, and to make other provisions as to that capital, the shares into which it is to be divided, and their substitution for the existing shares of the Society, the calls thereon, and the liability of members for the time being and past members of the Society in respect thereof, and as to the declaration of dividend and the application of profits, and to authorise the raising from time to time of additional capital.

To create and require or empower the Society to maintain a fund (to be called by the name of the Proprietors' Fund or by some other name), to be constituted by the transfer of certain of the accumulations on the paid-up capital of the Society, known as "the Separate Fund," and of the extra dividend reserve fund "with or without other moneys," and to reduce the liability of members of the Society by the amount of the fund so to be constituted and maintained, and to make further provision respecting the said fund and the application of any surplus thereof, and respecting any other funds of the Society.

To authorise the Society to lay out and invest all or any of their funds and moneys in the names of trustees in or upon any such securities and investments as they think fit, or as may be prescribed by the Bill, or by any new laws and regulations, and to provide for the appointment of new trustees from time to time, and the enrolment or registration in the Supreme Courts of Judicature in England and Ireland, and in the books of Council and Session in Scotland of the names of the trustees for the time being of the Society, and for the devolution to and vesting in them from time to time (without deed) of the securities and other property of the Society, and all rights, powers, authorities, and privileges attaching thereto, and to provide for the giving of receipts by and the indemnification of the trustees, and the proving of the contents of the memorials of enrolment or registration.

To provide for the revival or continuance of void or voidable policies, on such terms and conditions as may be prescribed by the Bill or agreed between the Society and any person interested in any such policy, and to enable persons under disability to enter into agreements for the purposes of the proposed enactment.

To provide for the service of notices, writs, and other legal process on the Society, and for making and verifying affidavits, answers, and declarations on behalf of the Society, and to enable the Society to sue and be sued by and in the name of the Society or of one of the officers of the Society.

To make provision for the signing of policies and other documents at home and abroad, and for the evidence of title of persons claiming to be entitled to the moneys secured by any policy, or to any other moneys payable by the Society, and for the discharge of the Society on such receipts being given as provided by the Bill.

To empower the Society or its managers to

provide a seal and to make regulations respecting the use thereof.

The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer other rights and privileges, and will or may re-enact some of the provisions of the Society's Deed of Settlement.

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 17th day of November, 1888.

Jas. Robinson, 23, Philpot-lane, Fenchurch-street, London, E.C., Solicitor.

Dyson and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1839.

Sutton Harbour Improvement Company.

(Construction of Quay and New Street or Roadway, Establishment of Fish Market, and Construction of Market, with Sheds, Offices, Stores, and other Buildings and Enclosures, Approaches and Conveniences, in the parish of St. Andrew, Plymouth, and the extra-parochial place of Sutton Pool, in the county of Devon; Regulating the Landing, &c., of Fish; Making of Bye-Laws; Power to Grant Leases, &c., of Sheds, Stores, &c.; Levying and Collection of Rents, Rates, Tolls, &c.; Penalties for Infringing Rights of Company to take Tolls for Landing Fish within the Harbour of Sutton Pool, and Provisions as to Sale of Fish; Alteration and Revision of Rates and Dues under Sutton Harbour Act, 1847; Purchase and Acquisition by Agreement or Compulsion, or Lease of Lands, Houses, and other Buildings, &c.; Stopping up of Roads, &c.; Repair and Vesting of New Street or Roadway, and Agreements with reference thereto; Sale, Lease, or other disposition of Lands, Houses, and other Buildings acquired; Excavation and Dredging of Harbour; Construction of Sewage Channels, Tanks, Sluices, and Works connected therewith, and arrangements with Urban Sanitary Authority with reference thereto; Further Money Powers; Conversion and Consolidation of Bonded Debts of Company and Creation and Issue of Debenture Stock; Issue of Transferable Warrants or Certificates; Incorporation, Repeal, or 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 Sutton Harbour Improvement 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 authorise the Company to make and maintain in the parish of St. Andrew, Plymouth, and the extra-parochial place of Sutton Pool, or one of them, in the county of Devon, the Quay hereinafter described, with all necessary buildings, approaches, landings, works, and conveniences connected therewith (that is to say):—

A Quay to be situate within or bounded by an imaginary line, drawn from and commencing at the western end of the northern face of the West Pier, at the junction of the Barbican Quay therewith, and running thence in a northerly direction for a distance of 460 feet or thereabouts, to a point in the harbour of Sutton Pool 60 feet or thereabouts distant in an easterly direction from

the easternmost angle of Smart's Quay, thence in an easterly direction, and at right angles to the last-mentioned line, for a distance of 60 feet or thereabouts, thence in a northerly direction at right angles to the last-mentioned line, for a distance of 117 feet or thereabouts, thence in a westerly direction at right angles to the last-mentioned line for a distance of 155 feet or thereabouts, thence for a distance of 256 feet or thereabouts, to a point in the Parade Quay, 57 feet or thereabouts distant from the northern face of the Ship Inn, thence in a southerly direction for a distance of 20 feet or thereabouts along the Parade Quay Wall, thence in an easterly direction parallel to, and 36 feet or thereabouts from the northern face of the buildings abutting on the portion of the Harbour of Sutton Pool, known as Parade Creek for a distance of 293 feet or thereabouts, thence in a southerly direction for a distance of 68 feet or thereabouts to a point in the northern face of Smart's Quay, 10 feet or thereabouts distant from the said easternmost angle of Smart's Quay, thence in a southeasterly and southerly direction along the face of the wall of Smart's Quay and Barbican Quay to the point of commencement above described.

To authorise the construction and formation of a new street or roadway hereinafter described (that is to say):—

A new street or roadway to be situate in the parish of St. Andrew, Plymouth, and the extra-parochial place of Sutton Pool, or one of them, in the county of Devon, commencing at the southern end of the Parade Quay wall, where it joins the Ship Inn, and to be 36 feet or thereabouts in width, and extending or running in an easterly direction for a distance of 296 feet or thereabouts along the southern side of the portion of Sutton Pool known as Parade Creek, and abutting upon the northern face of the buildings and Smart's Quay, adjoining the said portion of Sutton Pool.

To authorise the Company to establish a market for the sale of fish (hereinafter called "the intended Fish Market"), and to construct and maintain all suitable sheds, offices, stores, and other buildings and enclosures, erections, warehouses, cellars, wharves, quays, landing places, roadways, approaches, and conveniences, in connection therewith upon the site or area of the intended quay hereinbefore described and coincident therewith.

To regulate the landing, shipping, and conveyance of fish upon, in, through, or over the intended quay, new street, or roadway, and into and out of the intended Fish Market, or any of the streets, roads, approaches, quays, wharves, and landing places leading thereto or connected therewith respectively.

To make bye-laws and regulations for the government and regulation of the intended Fish Market, or quay and approaches, and of persons frequenting the same respectively, and to make provision and impose penalties for enforcing such bye-laws and regulations.

To grant leases, licences, or otherwise to let or dispose of any sheds, stores, offices, enclosures, cellars, wharves, quays, landing places, rights, or conveniences connected with the intended Fish Market, or the undertaking of the Company, or any part or parts thereof respectively.

To empower the Company to levy and collect rents, rates, tolls, stallages, dues, and charges in, or in respect of, the intended Fish Market, sheds,

offices, stores, and other buildings and enclosures, wharves, quays, landing places, approaches, and other works and conveniences to be established, regulated, and constructed under the powers of the Bill, and to confer, vary, or extinguish exemptions from the payment thereof, and of any existing rents, rates, tolls, stallages, dues, and charges, leviable within the area of the intended quay, Fish Market, or approaches, and other works and conveniences to be established, regulated, and constructed under the powers of the Bill, and to confer, vary, or extinguish other rights or privileges.

To confer upon the Company the exclusive right to take and demand tolls for all fish landed, and all fish brought into or sold within, the harbour of Sutton Pool, and borough of Plymouth, and to make provisions, and impose penalties upon all persons infringing, disregarding, or evading such rights, or selling such fish outside the intended Fish Market, or otherwise than by public auction.

To empower the Company to alter and revise the schedule of rates, dues, and tolls leviable by them under the provisions of the Sutton Harbour Improvement Act, 1847, and to substitute such other rates, dues, and tolls for the existing rates, dues, and tolls as may be prescribed by the Bill.

To authorise the Company to enter upon, purchase, and acquire by agreement or compulsion, or to take on lease, with or without powers of purchasing the reversion thereof, and to hold all or any lands, houses, erections, and buildings, or estates, rights, or interests in or over the same, for the purposes of, or in connection with, the intended quay, new street, or roadway, and the intended Fish Market, hereinbefore described respectively, and for the general purposes of the Company, or their undertaking, or as may be provided by the Bill, 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 empower the Company to cross, open, or break-up, divert, alter, stop-up, or interfere with, whether temporarily or permanently, all such ways, streets, lanes, alleys, courts, passages, foot-paths, market-places, landing-places, quays, stairs, or places, sewers, drains, aqueducts, culverts, gas, water, telegraphic, telephonic, pneumatic, electric, and other pipes, tubes, and apparatus, within the parish, extra-parochial, and other places aforesaid, or any or either of them, as may be necessary or convenient for any of the purposes of the Bill, and to authorise the making and maintaining within the parish, extra-parochial, and other places before mentioned, or any or either of them, of junctions and communications with any existing ways or streets which may be intersected or interfered with by the intended new street or roadway, and the altering of the lines or levels of any existing ways or streets for the purpose of connecting the same with the intended new street or roadway.

To provide for the dedication to the public and subsequent vesting in and repair by the urban authority of the parish or district within which the same shall be situate of the said new street or roadway when completed, and to empower the Company and any local authority to enter into and carry into effect agreements and arrangements, and to sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with reference to the matters aforesaid, or any of them.

To enable the Company to sell, lease, let, exchange, pull down, or otherwise deal with all or any of the lands, houses, and buildings to be purchased or acquired by them, and to re-arrange and lay out, and build on or rebuild, any such lands, houses, and buildings, and to sell, let, or lease the same for such price or prices, and at such rents or other consideration as they think fit, either by way of absolute sale or in consideration of ground or annual rents, and either in perpetuity or for a term of years, and subject to such stipulations and conditions as they think fit as to the character and uses of the buildings to be erected.

To enable the Company to excavate and dredge all such parts of the harbour of Sutton Pool and the approaches thereto, and of the adjoining lands, by agreement as may be necessary for the purpose of providing access by water at low tides to the intended quay and Fish Market.

To authorise the Company to make arrangements, and under such arrangements, and in conjunction with the urban sanitary authority of the district of the borough of Plymouth, to construct channels, and tanks, and sluices for sewage under or through the intended quay and new street or roadway, and to carry out all needful and desirable works in connection therewith.

To deviate from the lines and levels of the intended quay and new street or roadway, shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised by or provided by the Bill.

To authorise and empower the Company for the purposes of the intended quay, new street, or roadway and Fish Market, and of the Bill, and for the purpose of enabling them to purchase the fee simple and reversion and all other the estate and interest of the Duke of Cornwall in the water, the soil, and the pool of Sutton, situate within the Manor of Trematon, in or near the borough of Plymouth, and being the extra-parochial place of Sutton Pool, and adjacent to the parishes of St. Andrew and Charles, Plymouth, in the county of Devon, and the lands, messuages, storehouses, cellars, buildings, quays, wharves, and structures thereto belonging or adjoining, and being parcel of the possessions of the Duchy of Cornwall, to raise further moneys by the creation and issue of new shares of stock, and by borrowing, and by the creation and issue of debenture stock, bonds, or other securities, or by any of such means, and, if the Company think fit, to attach to all or any of such new shares, or stock, or moneys raised by borrowing a preference or priority of dividends or interest, and other special privileges.

To authorise the Company from time to time to convert and consolidate their existing shares and future bonded or other debt or debts or obligations into debenture or other stock, and to create and issue, for that purpose, debenture or other stock, with such priorities, preferences, rights, or privileges as the Company think fit, or as may be prescribed by the Bill, and to require the holders of any security or securities of the Company, or the persons entitled thereto, with reference to such shares, bonded, or other debt or debts or obligations as aforesaid, to deliver up the same to the Company for such consideration and upon such terms and conditions as may be agreed upon or determined by arbitration, or otherwise, or as may be prescribed by the Bill.

To empower the Company from time to time, at the request of any person or persons warehousing or depositing goods in any warehouses or premises of the Company, or entitled to any

goods so warehoused or deposited, to issue and deliver to him, or them, a certificate that such goods have been so warehoused or deposited, or a warrant for the delivery of such goods, or of any part thereof, specified in such warrant, which certificate or warrant shall be deemed a document of title to the goods therein specified, and be transferable by endorsement, so that the holder or holders of such certificate or warrant, whether the person or persons named therein, or endorsee or endorsees thereof, shall have the same right to the possession and property of such goods as if they were deposited in his or their own warehouse.

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

To incorporate with the Bill all or some of the provisions of the Companies' Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts, 1845, 1863, and 1869; the Markets and Fairs Clauses Act, 1847; the Harbours, Docks, and Piers Clauses Act, 1847; the Companies Clauses Acts, 1863 and 1869; and the Lands Clauses (Umpire) Act, 1883; and so far as may be necessary or expedient for any of the purposes aforesaid, or of the Bill, to incorporate, make applicable, amend, or repeal the provisions, or some of the provisions, of the Duchy of Cornwall Management Act, 1863.

To amend or repeal, so far as may be necessary or expedient for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 51 George III., cap. 196; 2 and 3 Will. IV., cap. 9; 10 and 11 Vic., cap. 297; 35 and 36 Vic., cap. 94, and 39 and 40 Vic., cap. 66, and all other Acts relating to the Company, and 4 and 5 William IV., cap. 88, and all other Acts relating to the London and South Western Railway Company.

And notice is hereby also given, that, on or before the 30th day of November, 1888, plans and sections of the intended quay and new street or roadway and plans of the lands to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, 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 Devon, at his office at Exeter, 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 intended quay, new street, or roadway, or any part thereof respectively, 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 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, 1888.

Dated this 16th day of November, 1888.

Thomas Wolferstan, 22, Princess-square,
Plymouth, Solicitor for the Bill.

Bircham and Co., 46, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

St. Helens and Wigan Junction Railway.
(Revival of Powers and Extension of Time for the Purchase of Land and Extension of Time for the Construction of Railways and Works; Alteration of Name of Company, and Number and Quorum of Directors; Payment of Interest, &c., out of Capital; Additional Share and Loan Capital; Preference Capital; Alteration of Height and Span of a certain Bridge; Purchase of Lands; Working and other Agreements; Subscriptions to Company's Undertaking; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the St. Helens and Wigan Junction Railway Company, hereinafter called the Company, for leave to bring in a Bill for an Act for the following or some of the following amongst other purposes, that is to say:—

To revive the powers granted by the St. Helens and Wigan Junction Railway Act, 1885, hereinafter called the Act of 1885, for the acquisition of lands for the purposes of the railway and works authorized by that Act, except such part thereof as was authorized to be abandoned by the St. Helens and Wigan Junction Railway Act, 1886, and to extend the time by the first mentioned Act limited for the completion of the said railway and works.

To extend the period limited by the St. Helens and Wigan Junction Railway Act, 1886 (hereinafter called the Act of 1886) for the acquisition of lands required for the purposes of the railways and works authorized by that Act, and to extend the time by that Act limited for the completion of the said railways and works.

To change the name of the Company.

To repeal or amend section 61 of the Act of 1885, and section 40 of the Act of 1886, and to authorize the Company or the Directors of the Company, notwithstanding anything to the contrary contained in the Companies Clauses Consolidation Act, 1845, or in the Company's said Acts, on such terms and subject to such conditions as may be prescribed by the intended Act, to pay out of the capital or any funds of the Company interest or dividend on any shares or stock of the Company already issued and created or which may hereafter be issued and created.

To empower the Company to apply their corporate funds to any of the purposes of the intended Act, and to authorize them for all or any of the purposes of their undertaking to raise further moneys by the creation and issue of ordinary or preferential shares or stock or by both of those modes, or by borrowing or by debenture stock, and to empower the Company to attach preferential rights in regard to any share capital already authorized.

To authorize an alteration of the height and span and other dimensions of the bridge for carrying the railway authorized by the Act of 1885 over lands in the parish of Winwick, and county of Lancaster, belonging or reputed to belong to Lord Gerard, and in the occupation of the Ashton-in-Makerfield Local Board, and to authorize agreements for modifying the accommodation works authorized by sections 8 and 10 of such Act.

To empower the Company to acquire by compulsion or agreement the lands following, that is to say—

Certain lands in the township of Ashton-in-Makerfield, in the parish of Winwick, in the county of Lancaster, on the westwardly side of and adjoining Ashton Heath,

and to provide that such lands, when acquired, shall be thrown into and form part of the said heath, and be taken as satisfying the obligation in that respect contained in section 6 of the Act of 1886; and to authorize the execution and completion of all necessary and proper deeds and assurances for affecting that purpose; and to provide that such lands when so thrown into the said heath, shall be taken in satisfaction of all common and other rights now enjoyed over or in respect of the portion of the said heath to be taken by the Company.

The intended Act will alter and amend the provisions of the Act of 1885, with respect to the number and quorum of Directors of the Company.

To authorize the Company, on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company, on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, construction, and maintenance of the authorized railways 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 such railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the conveyance, interchange, and accommodation, transmission, forwarding, and delivery of traffic, the laying and fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts and revenues arising therefrom, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting parties to the other of them for or on account of any of the matters to which the respective agreements relate, the appointment of joint committees, and the exercise by them of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them; and the intended Act will confirm and give effect to any contracts or agreements which have been or may before the passing thereof be entered into between the Company and the Manchester, Sheffield, and Lincolnshire Railway Company with reference to the matters aforesaid.

To empower the Manchester, Sheffield and Lincolnshire Railway Company to subscribe, advance, and contribute funds not exceeding the sum of £100,000 towards the making and maintaining of the railways and works authorized by the Acts of 1885 and 1886 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, and to empower the Company to give to the Manchester, Sheffield, and Lincolnshire Railway Company such security for the funds to be subscribed, advanced, or contributed by them as aforesaid, or such preference or priority in payment of interest or dividend or other privileges in respect thereof as may be mentioned in the intended Act, or in any contracts or agreements which have been or may before the passing thereof be entered into between the Company and the Manchester, Sheffield, and Lincolnshire Railway Company, with reference to the matters aforesaid, or to make such other financial arrangements as may

be mentioned in the intended Act or the said contracts and agreements, and to authorize the Manchester, Sheffield, and Lincolnshire Railway Company to appoint Directors of the Company, and to confirm any agreements which may have been or may be made for that purpose.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the intended Act all or some of the provisions (with or without amendment) of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, 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 to alter, amend, extend, and enlarge, and if need be to repeal all or some of the provisions of the Act of 1835, and the Act 1886, and the 12 and 13 Vict., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company.

Duplicate plans of the lands which may be taken under the compulsory powers to be conferred by the intended Act, together with books of reference to such plans and a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and a copy of the said plans and book of reference; and also 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 the parish of Winwick, at his place of abode.

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

Dated this 16th day of November, 1888.

Oppenheim and Malkin, Solicitors, St. Helens.

Darlington and Sons, Solicitors, Wigan.
Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Aire and Calder Navigation (Alteration of Rating).

(Repeal or Alteration of Acts relating to the Navigation, Alteration of Rating of Selby Canal, Knottingley and Goole Canal, and other Property of the Undertakers; Repeal, Variation, or Extinguishment of Undertakers' Exemptions from Rating; Conferring Additional Rating Powers upon the Guardians of Goole, Pontefract and Selby Unions, and Varying their Existing Powers; Amendment of Undertakers' Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Guardians of the Poor for the Unions of Goole, Pontefract, and Selby, in the West Riding of the county of York, or some or one of those bodies (hereinafter called "the Guardians,") for leave to bring in a Bill for the following or some of the following purposes that is to say:—

1. To alter the present system or mode of rating, or assessing to poor and other parochial rates and taxes of the Knottingley and Goole Canal and the Selby Canal, in the West Riding

of the county of York, and any other canals, docks, works and property which are not now liable to be fully rated, belonging to the Undertakers of the Navigation of the rivers of Aire and Calder, in the West Riding of the county of York (hereinafter called "the Undertakers"), and all which canals, docks, works, and other property above-mentioned are hereinafter referred to as "the Navigation."

2. To enable the guardians, or any other rating authority or assessment committee within the districts of the said unions, or any of them, to rate or assess the Navigation to all poor and other parochial rates and taxes on its net annual or full rateable value, and to enable them to demand and collect the said rates and taxes accordingly, and to confer on the guardians and other rating authorities such additional powers as may be necessary for any of the purposes aforesaid, and to vary and enlarge their existing powers with reference thereto.

3. To repeal, vary, modify, or extinguish any exemptions from rating, or other rights or privileges now enjoyed by the undertakers which would in any manner impede or interfere with the objects and purposes of the Bill, whether conferred by Act of Parliament or otherwise, and to confer, vary, or extinguish other rights or privileges.

4. To empower the guardians and the undertakers to enter into, and carry into effect, agreements with each other with reference to any of the matters aforesaid, or any of the purposes of the Bill, and to confirm any such agreements already made, or which may be made hereafter.

5. To repeal either in whole or in part the Selby Canal Act, 1774, 14 Geo. 3, cap. 96, and especially Section 54 thereof, limiting the liability to poor and other parochial rates and taxes of the said canal, and the Aire and Calder Navigation Act, 1820, 1 Geo. 4, cap. 39, and especially Section 56 thereof, limiting the liability to the said rates and taxes of the Knottingley and Goole Canal belonging to the undertakers.

6. To alter, extend, amend, vary, or repeal the Aire and Calder Navigation Act, 1828, 9 Geo. 4, cap. 98, and any other Act or Acts relating to the Navigation, and to declare, define, and regulate the rating powers of the guardians and other rating authorities with reference to any of the undertakers' works or property constructed or acquired under the powers of the said Acts or any of them.

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

Dated this 14th day of November, 1888.

Geo. England, Clerk to the Guardians,
Goole, Solicitor for the Bill.

Baxters and Co., 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament—Session 1889.

The Compagnie Générale des Asphaltes de France, Limited.

(Alteration and enlargement of objects and business of the Company; increase and alteration of Capital; cancellation or substitution of Shares; issue of Shares or Stock, with or without preference, or on Debenture; Borrowing of money; amendment and alteration of Company's Memorandum and Articles of Association, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Compagnie Générale des

Asphaltes de France, Limited (hereinafter called "the Company"), for a Bill for an Act to effect the following or some of the following purposes (that is to say)—

To alter, extend, and define the objects of the Company and in particular to confer upon or continue to the Company the following powers and authorities, viz.:—

To empower the Company to continue the business of the Company as existing at the time of the passing of the intended Act.

To authorise the Company to carry on in the United Kingdom or elsewhere the business of Asphalte Paving Manufacturers, and of paving and making roads, footpaths, and other spaces, with asphalte or any other material, and of purchasing, laying down and otherwise applying asphalte and other products to all useful purposes, and also the manufacture and sale of all products derived from asphalte and bitumen and other analogous matters and products.

To authorise the Company to purchase and sell in the United Kingdom or elsewhere, as merchants or as agents on commission or otherwise, all articles and things used, gotten, or manufactured in connection with the business and undertaking.

To authorise the Company to make and carry into effect arrangements with respect to the union of interests or amalgamation either in the whole or in part with any Company, Corporation, or person, carrying on any business of the same or a like nature as the business carried on by the Company.

To authorise the Company to establish and regulate agencies in the United Kingdom or elsewhere, for the purposes of the Company, and to grant licenses and concessions to other persons or parties to use the said asphalte or other products.

To authorise the formation of or to empower the Company to assist in forming in the United Kingdom or elsewhere, any Company for any such business as aforesaid, and to empower the Company to hold shares or interests in any such Company now or hereafter existing, and to dispose of such shares or interests, and to make and carry out arrangements for giving the Company the entire or partial control or management of any such Company, and for giving the Company a partnership interest with any Company carrying on such business as aforesaid.

To authorise the Company to increase their capital, and to alter or vary the amount of the existing shares of the Company or to cancel existing shares and issue others for a like or a larger amount in lieu thereof, or to raise money for the purposes of the Company by the issue of preference shares or the creation of debentures or otherwise.

To vary or extinguish all rights and privileges which would or might be inconsistent or interfere with the objects of the intended Act, and to alter, amend, annul or re-enact with or without modifications all or any of the provisions of the Memorandum and Articles of Association of 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 twenty-first day of December next.

Dated this twentieth day of November, 1888.

Fhelps, Sidgwick, and Biddle, 18, Gresham-street, London, Solicitors for the Bill.

In Parliament—Session 1889.

Cheltenham Improvement.

(Further and better Provisions for the Improvement, Health, and Good Government of the Borough; Committees of Council and Delegation of Powers; Purchase by Agreement of Delancey Fever Hospital and Contribution by Corporation to its Funds and Funds of the General Hospital; Purchase by Agreement and Management by Corporation of Pittville Estate, Pump Room, &c.; Contributions to Bands and other public purposes; Enabling Restrictive, Penal, and other Provisions in relation to Streets and Buildings, Police, and Sanitary matters (including the prevention of the spread of infectious diseases), Public Parks and Pleasure Grounds, Enclosed Gardens used in Common, Overhead Wires, Hackney Carriages and Proprietors, Drivers, and Conductors, Porters' Licences, Offences and Annoyances in the Streets, Markets and Slaughter-houses, Lands, Public Libraries, Schools of Art and Science, &c., Private Improvement Works and Expenses, Borrowing Powers to Limited Owners, Employment of Children, Contracts under £50, Trustee-holders of Water Annuities, Fires, Trees, and Shrubs, Open Spaces, Vacant Lands, Baths and Power to Close on Special Occasions, Articles of Food, Circus, &c., Processions, Cemeteries, Burial Grounds, &c., Extended Powers to Local Government Board as to Provisional Orders under Section 303 of Public Health Act, 1875; Extended Powers to Local Government Board under Section 176 of Public Health Act, 1875, as to Purchase of part only of Lands and Buildings; Levying of Rates; Alteration of Rates and Rating Powers; Exemptions from Rates; Borrowing of Money, Application of Moneys, Substitution of District Fund and General District Rate for Borough Fund and Rate under Cheltenham Improvement Act, 1852; Creation of Corporation Stock; Annuities, &c.; Bye-Laws; Imposition and Recovery of Penalties; Consolidation, Alteration, Amendment, Extension, or Repeal of the Cheltenham Improvement Act, 1852, and other Acts or portions thereof; Incorporation 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 Cheltenham (hereinafter called "the Corporation") for leave to bring in a Bill (hereinafter referred to as "the Bill") and to pass an Act for all or some of the following purposes, that is to say:—

The consolidation, alteration, amendment, extension, or repeal of all or some of the powers and provisions of the several private and public Acts of Parliament and Provisional Orders now in force in the borough of Cheltenham, and the re-enactment thereof or the enactment of other provisions and the conferring of other powers in lieu thereof, and of new and further special provisions and powers for the improvement, extension, and enlargement of the powers and jurisdiction of the Corporation for the local government and good management of the borough. The Bill will also contain other provisions conferring upon the Corporation and upon other urban and rural sanitary authorities, boards, trustees, bodies and persons, powers, jurisdictions and privileges in relation to the acquisition by agreement, control, and management of lands, hereditaments and other pro-

perties and matters outside the limits of the borough.

To empower the Corporation to appoint, control, remove, and reappoint committees of their members, and to delegate to those committees such of the powers and duties of the Corporation as the Corporation shall think fit.

To enact that for the purposes of Section 157 of the Public Health Act, 1875, the Local Government Acts shall be deemed to have come into force within the borough on the 28th day of May, 1852. To repeal, alter, or amend all bye-laws heretofore made by the Corporation and to enable the Corporation from time to time to make, repeal, alter and renew, and to enforce by penalty or otherwise other new and special bye-laws with respect to any of the subject-matters of the Bill, and to make applicable to such bye-laws the provisions as to bye-laws of the Public Health Act, 1875.

To confer upon the Corporation, either by direct enactment or by provisions for the making of bye-laws, powers of licensing, controlling, regulating, and prohibiting in relation to all or some of the following subject-matters, that is to say:—Itinerant street musicians, dancers, and other performers, playing of musical instruments, shows, exhibitions, entertainments, street hoardings, advertisements, ventilation of buildings, number of persons to be allowed to assemble therein, ingress and egress to and from places of public resort, conveyance of dead bodies, sale, disinfection and destruction of infected articles, powers of entry for any of those purposes, use of public conveyances, infectious rubbish, ash-pits, supply of water to and flushing of closets, urinals, and drains, cleansing, closing, or discontinuing rag and bone shops and warehouses, and other nuisances, public fairs, whirligigs, and swings, omnibus fares, owners, drivers, and conductors of any vehicle, porters, touts, hackney carriage stands, walls, timbers, joists, rafters, beams, girders, foundations, floors, hearths, fire-places, stairs, roofs, and chimneys, prevention of fire and damp, drainage, subsoil, waste water, balconies, corbels, public libraries, schools of art and science, cemetery, burial, and other matters, to be specified in the Bill, and also as to public parks or walks and pleasure grounds, games and gymnastics, bands of music, refreshment rooms, days on and hours at which same to be opened and closed, admission of dogs, intrusion of males on playgrounds set apart for females and vice versa, admission, control, and expulsion of horses and other animals and vehicles, protection of buildings, terraces, fountains, bridges, walks, seats, fences, aquatic or other birds, animals, trees, shrubs, plants, flowers, exclusion and removal of prostitutes, hawkers, and others, imposition and recovery of penalties, &c.

To enable the Corporation to purchase and acquire by agreement the lands, hereditaments, pump-room, buildings, and property known as the Pittville Estate, situate in the borough and parish of Cheltenham, and parish of Prestbury, in the county of Gloucester, and to enable the owners thereof to sell and convey the same, including the right of the owners to certain rent-charges for sewers, roads, gardens, management, &c. To sanction the borrowing of money by the Corporation for the purposes of such purchase, or the application of the borough fund or other corporate funds thereto. To confer upon the Corporation all the powers of maintenance, improvement, management, and other powers, rights, and privileges in connection with the said estate now vested in the

owners, to carry on the pump room, to pump, sell, and manufacture mineral waters. To hold and retain, or let the pump room and Essex Lodge. To make provision with respect to the dedication to, and the user by, the public of all or some of the roads and gardens on the estate. Powers to Corporation as to appointment and payment of managers and other officers. Provisions to prevent the estate and the roads thereon from vesting in the Corporation as urban sanitary authority. Powers to Corporation to make charges for use of buildings on estate. Application of rent-charges, rents, and profits, and all other powers, including power to make bye-laws necessary, expedient, or incidental to the transfer of the estate, the management thereof by the Corporation, and the user thereof by the public or by such privileged bodies or persons as the Bill may prescribe. To authorise the Corporation on the one hand and the owners on the other hand, and also the owners of rights over the estate to enter into and carry into effect contracts, agreements, and arrangements in relation to any of the matters aforesaid, 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.

To enable the Corporation to take over, purchase, and acquire by agreement the lands, hereditaments, buildings, and property known as the Delancey Fever Hospital, situate in the parish of Leckhampton, in the county of Gloucester, and to enable the owners or trustees thereof to sell and convey the same. To vest the management of the hospital in a joint committee, to be elected or chosen by the Corporation and by the trustees of the hospital. To enable the Corporation to provide for and contribute to the erection of additional buildings on the sites and land of the said hospital, and the general hospital, or either of them, and to the annual cost of the said management of the said hospitals, or either of them. To enable the Corporation to apply their corporate funds and to borrow money for the purposes aforesaid, and to confer upon them all other rights, powers, and privileges necessary for or incidental to the carrying out of such arrangements. To authorise the Corporation, on the one hand, and the owners, trustees, or other managing bodies of the said hospitals, on the other hand to enter into and carry into effect contracts, agreements, and arrangements in relation to any of the matters aforesaid, 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.

To authorise the Corporation to make rules and regulations and bye-laws for the regulation and management of public libraries, schools of art, and science museums, and other like institutions, and for the preservation of the contents thereof respectively.

To authorise and enable the Corporation on the one hand, and any other local authorities, bodies, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the maintenance and repair of Hales-road, which is on the borough boundary, and any other road or roads which is or are on the borough boundary. To sanction and confirm any contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made with respect to the matters aforesaid. To provide that, not-

withstanding any order of any justices, the whole of any footways in any such road or roads shall be respectively under the control and jurisdiction of the local authority in whose district such footways may be situate. To rescind, alter, or vary any order of justices as to such maintenance or repair, and so far as may be necessary, expedient, or desirable for the purposes aforesaid, to repeal, alter, or amend all or some of the provisions of An Act to Consolidate and Amend the Laws relating to Highways in that part of Great Britain called England, 5 & 6 Wm. 4, cap. 50.

To authorise the Corporation on special occasions to close parks and pleasure grounds under their control against the general public, and to admit thereto the members of any society, public or private institution, or other persons at their discretion, on such terms and conditions as to payment or otherwise as they may think fit, or to let the same or any part thereof, to set apart portions thereof for games, drill, or other special and exclusive purposes, and to make bye-laws in relation thereto. To provide apparatus for games, drill, and other purposes, and to make charges therefor, or to grant or lease to others the right to provide and charge for the use of such apparatus; to cause park keepers, inspectors of nuisances, and other officers and servants of the Corporation, or of other public bodies within the borough, to be appointed constables with the powers, duties, and responsibilities of constables; to contribute moneys towards the cost of bands of music or other public purposes for the advantage of the borough, and to charge same on the rates.

To extend, amend, and apply all or some of the provisions of the 26th Vict., cap. 13, to any garden, space or ornamental grounds in the borough, used in common by the owners and occupiers of two or more houses.

To amend and extend, so far as relates to its effect and operation within the borough, the provisions of the Metropolitan Open Spaces Acts, 1877 and 1881, and the Open Spaces Act, 1887.

To empower the Corporation to close any swimming bath for certain periods, and to appropriate the same for swimming matches and other like purposes, to take money for entrance thereto, or let the same upon such terms and conditions as they shall deem fit and proper.

To make further provisions as to private improvement expenses, and new street expenses, and the recovery thereof with interest thereon, and to enable the Corporation to recover the estimated cost of paving, &c., of private streets before the execution of the work. To make provisions as to notices under Section 150 of the Public Health Act, 1875. To enable the Corporation to charge and recover a sum to cover the expenses of supervision, interest, &c. To enable the occupier in default of the owner to execute works and deduct expense thereof from his rent. To impose penalties upon occupiers refusing to allow execution of works. To make private improvement expenses a charge upon lands in priority to all other incumbrances, and to make successive owners liable therefor. To enable mortgagees in possession to add to their debt for principal and interest any amounts paid by them for private improvement expenses. Recovery of private improvement expenses. Power to Corporation to take possession of lands, &c., in default of payment by owner, and to exercise the functions of an owner, including the letting of the lands, and the receipt of the rents and profits. Power to Corporation to contribute to expenses of private street works, and pay same out of rates. Power

to limited owners to borrow. Power to apply district fund towards works for private owners. Power to Corporation to borrow moneys for private street works, and to allow time for payment of private improvement expenses. Apportionment of such expenses and power to include premises not fronting, adjoining, or abutting, &c. Amendment of Section 44 of the Cheltenham Improvement Act, 1852.

To extend for the purposes of the Bill to all articles within the borough intended for the food of man, the provisions of Sections 116 to 119 of the Public Health Act, 1875. To authorise officers of the Corporation effectually to inspect provisions, &c., and to break open boxes, &c., and to impose penalties on persons resisting, &c. To extend the powers of the Corporation and their officers under Section 117 of the Public Health Act, 1875.

To confer further powers upon the Corporation as to the provision of lands, buildings, apparatus, &c., for the destruction of matters collected by them, in addition to their powers under Section 45 of the Public Health Act, 1875.

To declare that for the purposes of Section 303 of the Public Health Act, 1875, any of the provisions of the Bill shall be deemed to relate to the same subject-matter as the Public Health Act, 1875, and be subject to repeal, alteration, or amendment by Provisional Order accordingly.

To empower the Local Government Board by Provisional Order under Section 176 of the Public Health Act, 1875, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to require owners of lands to sell a part only of such lands.

To enable the Corporation in certain cases to contract under the hand of their Town Clerk without the seal of the Corporation.

To make further provisions for the summary recovery of possession in the case of discharged officers of the Corporation refusing to give possession or relinquish their offices.

Powers to levy rates for any of the purposes of the Bill or of the incorporated Acts, alteration of existing rates and rating powers and exemptions from rates. Extension of time for recovery of rates.

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 any sanction or other authority, or under the powers of the Bill, or of 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 Bill, 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 make other provision as to or in lieu of sinking funds, and as to the investment and application of the sinking funds, or to convert all or any part of such loans, mortgages, or other securities into a permanent debt.

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 hereafter be authorised to raise.

To charge the said stock upon the borough fund and borough rate, district fund and general district rate, market and fair tolls and charges, and upon all or some of the estates, undertakings,

lands, and property of the Corporation and other the rates, rents, charges, and revenues belonging to or leviable by them.

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.

To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, 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.

To make provision with reference to the exemption from stamp duty of 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 Bill.

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

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.

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

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

To authorise the Corporation to borrow money for the purposes of the Bill, and to charge the same on the borough fund and borough rate, district fund, and general district rate, market and fair tolls, and charges, the estates, rates, 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 apply any existing funds or money of the Corporation to the purposes of the Bill.

To authorise trustees or other persons holding annuities under The Cheltenham Corporation Water Act, 1878, to invest the proceeds thereof, on purchase or redemption, in the purchase of Cheltenham Corporation Stock.

To empower the Corporation to retain, sell, lease, exchange, or otherwise dispose of lands, &c., and to appropriate lands, and to apply proceeds of sale to purchase of other lands, execution of works, &c.

Powers as to the application by the Corporation of any unapplied balances of moneys already borrowed or hereafter to be borrowed.

To require, compel, and enforce by penalty the giving of notice to the Corporation or their medical officer of health in the case of persons suffering or having died from infectious or other diseases, to be specified in the Bill, and of certificates by medical practitioners attending such persons, and to enable the Corporation to remunerate such practitioner for his services, and to enable the Corporation from time to time to declare other diseases to be infectious.

To make further provision and to confer upon the Corporation further powers for the purpose of preventing the spread of infectious diseases,

and to enforce obedience thereto by penalties and otherwise, that is to say:—To compel cow-keepers, persons engaged in washing or mangling of clothes, and other persons in certain events to furnish lists of their customers. To enable the medical officer of health in certain events, by order of a justice, to inspect any farmhouse, dairy, cowshed, milk store, milk shop, or place situate beyond the boundary of the borough, and to enable the Corporation to stop the supply within the borough of milk from such farmhouse, dairy, or other shop or place, and to require the Corporation thereupon to give notice to the local authority acting in execution of the Contagious Diseases (Animals) Acts, 1878 to 1886, of the district or place in which such farmhouse or other place may be situate.

To enable the Corporation in certain cases to cleanse and disinfect premises and articles instead of requiring or permitting the owner or occupier to do so. To enable the Corporation to require any public or private school situate within the borough in a neighbourhood affected by infectious disease, to be closed or suspended, and to impose penalties for non-compliance: To impose penalties upon persons ceasing to occupy infected premises and not giving notice of the infection or having same disinfected, and also upon persons making a false answer to questions relative to infectious diseases. To require notice to be given of death of any person who has died from any infectious disease. To prevent retention unburied (except in a mortuary) of dead bodies of persons dying of infectious diseases. To prohibit and prevent removal (except for burial) of bodies of persons dying in hospital of infectious disease. To empower justices to order burial in certain cases. To prescribe and regulate mode of conveyance of corpses of persons dying of infectious disease, and to impose penalties upon owners and drivers. To impose penalty for non-compliance with Section 84 of the Public Health Act, 1875. To authorise the Corporation to provide temporary shelter for members of family compelled to leave their house by reason of infectious disease, and to provide and pay nurses, &c. To impose penalties upon persons throwing infectious rubbish into ashpit, &c. To entitle any officer of the Corporation acting under Sections 120 and 121 of the Public Health Act, 1875, or either of those sections, to enter premises. To explain, define, and interpret for the purposes of the Bill the words "without proper lodging or accommodation" in Section 124 of the Public Health Act, 1875. To extend for the purposes of the Bill, Section 132 of the Public Health Act, 1875, and to make the expenses therein mentioned recoverable as a penalty.

To extend for the purposes of the Bill the provisions of the Public Health Act, 1875, with respect to paving, metalling, and flagging. To make provisions as to continuations of existing streets and roads. Further provisions as to declaring streets highways repairable by the inhabitants at large, as to formation of new streets, approval of plans, penalties, &c. Amendment of Section 156 of the Public Health Act, 1875. Further provisions as to temporary repairs of private streets, &c., as to streets which are not sewered, levelled, &c., to satisfaction of Corporation, as to declaring private streets or parts thereof highways, as to gas and water pipes under footways. Amendment of Section 152 of the Public Health Act, 1875. Provisions as to coal shoots, vaults, &c., and repair thereof, as to street crossings and foot-

paths, as to height of buildings, as to means of ingress and egress to and from buildings used as places of public resort, imposition of penalties, &c., as to lock-up shops, sheds, &c., and use of same for habitation, &c., as to building on ground filled with offensive matter. Definition of new building. Deposit of plans with Corporation and approval and disapproval of same. Extension of Sections 26 and 72 of the Public Health Act, 1875.

To make further provisions as to fire brigade, control of operations when attending fires, further powers of breaking in, and penalties.

To enact further provisions with respect to the water supply to houses, and to impose penalties for non-compliance with Sections 62 and 70 of the Public Health Act, 1875, or either of those sections.

To require, compel, and enforce by penalty, action at law, indictment, or otherwise, ventilation of closets and drains of buildings, protection of closets, ashpits, urinals, &c., water supply to and flushing of closets, &c. Prevention of obstruction and removal of obstruction to water-courses or outfalls. Prevention of improper storage and improper discharge of water as well beyond as within the borough. The provision by owners or occupiers of sufficient closet accommodation, &c., including powers to the Corporation to acquire (by agreement) lands for such purposes, and the recovery of the cost of such purchases from the owners of the houses to be benefited.

To impose penalties in relation to the sewerage and drainage of the borough, for breach of Sections 23 and 36 of the Public Health Act, 1875, or either of those sections, for fouling urinals, ashpits, closets used in common, &c. To extend to the case of two or more houses draining into same private drain, the provisions of Section 41 of the Public Health Act, 1875. To make provision for cleansing of privies, closets, ashpits, urinals, &c., used in common. To prevent refuse, &c., being thrown into drains or sewers, and to prohibit the doing of acts injurious to the construction of, or tending to produce corrosion or decay of sewers, or the generation of noxious gases, or the injury of crops on sewage lands, &c., and to impose penalties. To control the position of urinals in public places. To provide for the discharge of waste water from slop stones, &c. To trap channels or gully gratings on the outside of buildings. To empower the Corporation to make bye-laws for the purposes of Section 40 of the Public Health Act, 1875.

To enact provisions and confer powers in relation to markets and slaughter-houses. To declare market-places to be streets for certain purposes to be specified in the Bill. To enable the Corporation to impose conditions and limits of time in the granting of licences for slaughter-houses, and to enable the Corporation to make and enforce bye-laws in relation thereto. To prevent slaughter of animals, &c., except in public or registered slaughter-houses, and with consent of Corporation, and to require notice to be given upon change of occupation of any building used as a slaughter-house.

To make and enact police regulations and other provisions in relation to street musicians, assemblies in streets, control of circus and other processions, obstruction of footways, defacing or damaging notice boards, advertisements, fire plugs, hydrants, &c., posting, delivering, or exhibiting obscene bills, &c.

To regulate and make further provisions as to placing of wires or tubes across, over, or along

public streets, and to impose penalties for breach of such provisions. To authorise the Corporation to provide and maintain telegraphic and other means of communication for their own purposes.

To confer further powers upon the Corporation in relation to the licensing, &c., of hackney carriages, drivers, porters, messengers, &c., as to the conditions and terms of licences, the revocation thereof, and the imposition of penalties, rights of appeal, fares, fees for granting of licences, &c.

To restrain and prevent the employment of children for gain in the public streets under certain ages, and after certain hours.

To substitute the district fund and general district rate for the borough fund and borough rate under Section 114 of The Cheltenham Improvement Act, 1852.

To provide for the discontinuance of special district rates under the said Act, and for charging on the general district fund and rate securities which were previously charged on such special district rates.

To authorise the Corporation to provide and maintain cabmen's shelters:

To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge or repeal the powers and provisions, or some of them, of the following local Acts and Provisional Orders, that is to say:—The Cheltenham Improvement Act, 1852, Local Government Board's Provisional Orders Confirmation (Abergavenny Union, &c.) Act, 1879, Local Government Board's Provisional Orders Confirmation (Amersham Union, &c.) Act, 1880, Local Government Board's Provisional Orders Confirmation (Berwick-upon-Tweed, &c.) Act, 1881, Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1883, the Local Government Boards Provisional Orders Confirmation Act, 1887, the Cheltenham Corporation Water Act, 1878, the Cheltenham Corporation Water Act, 1881, the Local Government Boards Provisional Orders Confirmation (No. 7) Act, 1883, and any other Act relating to the Corporation now in force in the borough.

To incorporate and apply with or without amendment or modification, or to render wholly or partially inapplicable as the case may require, all or some of the provisions of the following public Acts, that is to say:—The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, except the provisions of those Acts with respect to the taking of lands otherwise than by agreement, and with respect to the entry upon lands; The Towns Police Clauses Act, 1847; The Towns Improvement Clauses Act, 1847; The Commissioners Clauses Act, 1847; The Markets and Fairs Clauses Act, 1847; The Waterworks Clauses Acts, 1847 and 1863; The Burial Acts, 1852 to 1871; The Telegraph Acts, 1863 to 1885; 26 Vict., cap. 13; The Licensing Acts, 1872 to 1874; The Public Health Act, 1875, and the Acts amending the same; The Local Loans Act, 1875; The Metropolitan Open Spaces Act, 1877; The Contagious Diseases (Animals) Acts, 1878 to 1886; The Metropolitan Open Spaces Acts, 1877 and 1881; The Public Works Loan Act, 1881; The Municipal Corporations Act, 1882, and the Acts amending the same; The Electric Lighting Acts, 1882 and 1888; The Open Spaces Act, 1887; The Public Libraries (England) Acts, 1885 to 1887; The Vagrancy Acts; and any other public

or general Acts of Parliament which it may be necessary or desirable to incorporate and apply for effecting the intended objects.

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 19th day of November, 1888.

B. T. Brydges, Town Clerk, Cheltenham.
Wyatt, Hoskins, Hooker, and Williams,
28, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1889.

North Eastern Railway.

(Additional Powers to Company with reference to New and Existing Railways, Roads, Footpaths, and other Works and Lands in Durham, Yorkshire (North and West and East Ridings), Kingston-upon-Hull; Northumberland and Newcastle-upon-Tyne; Agreement with Corporation of Middlesbrough; Running Powers over Portions of Railways of Hull, Barnsley, and West Riding Junction Railway and Dock Company; Vesting of Whitby, Redcar, and Middlesbrough Union Railway in Company; Repeal of Provisions as to Payments to Owners of land adjoining Newcastle and North Shields Railway; Amendment of Sections 24 and 25 of North Eastern Railway Company's Act, 1875; Further Provisions as to Pension and Superannuation Funds; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway 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 and maintain the railways hereinafter described with all requisite stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

- (1.) A Railway No. 1, commencing in the township of Sherburn, and parish of Pittington, in the county of Durham, by a junction with the Company's Durham and Sunderland Railway at or near the east end of the Sherburnhouse Station, and terminating in the township of Elvet, and parish of St. Oswald, in the city of Durham, at or near the east end of the street known as Old Elvet, and which railway will be made in or pass through the several parishes, townships or places following (that is to say):—Pittington, Sherburn, Sherburnhouse, Shincliffe, Elvet, and St. Oswald.
- (2.) A Railway No. 2, situate wholly in the township of Whitwood, and parish of Featherstone, in the West Riding of the county of York, commencing by a junction with the York and Normanton branch of the Company's railway, at a point about 20 yards east of the bridge carrying the public highway from Methley to Pontefract over the said branch railway, and terminating in a field at a point about 30 yards south of the south-west corner of the chemical works of Messrs. Hunt Brothers.
- (3.) A Railway No. 3, situate wholly in the parish of Sutton, in the town and county of the town of Kingston-upon-Hull, in the East Riding of the county of York, commencing by a junction with the Company's Victoria Dock Branch Railway on the east side of the River Hull at a point about five

chains east of the bridge carrying that branch over the said river, and terminating by a junction with the Hull, Barnsley and West Riding Junction Railway at a point about one chain northwards of the bridge carrying that railway over the Company's Hull and Hornsea Branch Railway:

To authorise the Company to purchase and take by compulsion or agreement lands (in which term as used in this Notice houses and buildings are included) or any estates or interests in or easements over lands, situate in the before-mentioned parishes, townships, extra-parochial and other places, for the purposes of the proposed railways and works, and also to purchase and take by compulsion or agreement for the general purposes of their undertaking, and to hold and retain as part of their undertaking for the same purposes, the lands following or some of them, or any estates or interests in the same (that is to say):—

- (1.) Certain lands in the parish of St. Nicholas and parish or parochial chapelry of St. John, or one of them, in the city and county of Newcastle-upon-Tyne, situate on the south side of and adjoining Forth-street and Forth-terrace, including the sites of the said Forth-street and Forth-terrace or parts thereof, and of all or any other roads or streets within the limits of the lands aforesaid.
- (2.) Certain lands in the townships of Market Weighton and Shipton, and parish of Market Weighton, in the East Riding of the county of York, on which, or on part of which, portions of the Company's railway between York, Market Weighton, and Beverley have been constructed.
- (3.) Certain lands in the township of Chirton and parish of Tynemouth, in the county of Northumberland, on which portions of the Company's Blyth and Tyne Railway to the Northumberland Dock have been constructed.

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 Section 92 of the Lands Clauses Consolidation Act, 1845.

To alter, vary, or extinguish all existing rights of way and other rights, privileges, and exemptions on, over, or connected with any lands proposed to be purchased, taken, used, or interfered with under the powers or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all turnpike roads, highways, and other roads, footpaths, rivers, streams, railways, waggonways, tramways, bridges, and other works within or adjoining to the before-mentioned parishes, townships, or places which it may be necessary or convenient to cross, divert, alter or stop up, or interfere with, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively, to the use of the Company and purposes of their undertaking.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed railways and works, or any of them, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To empower the Company to execute the following works and exercise the following powers:—

- (1.) To make two new footpaths (in lieu of an existing footpath to be stopped up) in the township of Eston, and parish of Eston, in the North Riding of the county of York, one of such footpaths commencing by a junction with the Sailors Trod footpath at or near a point about 334 yards west of an imaginary line drawn across the said footpath north and south from the eastern wall of the Cleveland Hotel, and terminating by a junction with the said Sailors Trod footpath at a point about 477 yards eastward of the same imaginary line, and the other of such footpaths commencing by a junction with such last-mentioned footpath, nearly opposite the east end of Eston Old Station, and terminating at the site of the said existing footpath, and being carried through a subway for a few yards of its length.
- (2.) To stop up a level crossing for foot passengers across their railway opposite the entrance to Messrs. Wilsons Pease and Company's Iron Works, in the township and parish of Ormesby, in the North Riding of the county of York, known as the Whitehouse Crossing, and to alter and lengthen the existing subway under the railway close to the site of such level crossing in the same township and parish.
- (3.) To substitute a bridge for the level crossing by which the Sailors Trod footpath crosses the lines of railway leading to the Clay-lane Iron Works, and other adjoining lines, partly in the township of Normanby, and partly in the township of Eston, both in the parish of Eston, in the North Riding of the county of York.
- (4.) To substitute a bridge for the level crossing by which the Sailors Trod footpath crosses the lines of railway leading to the Cargo Fleet Iron Works, and other adjoining lines in the said township of Normanby and parish of Eston.
- (5.) To substitute a bridge for the level crossing by which the road leading from Burley to Headingley crosses the Leeds and Thirsk branch of the Company's railway, in the township of Headingley-cum-Burley, and parish of Leeds, in the borough of Leeds, in the West Riding of the county of York.
- (6.) To stop up an occupation level crossing across the Company's Hull and Withernsea branch, about 316 yards east of the point where such branch railway is crossed by the Hull, Barnsley, and West Riding Junction Railway, in the parish of Drypool, in the town and county of the town of Kingston-upon-Hull.
- (7.) To stop up two level crossings situate in the township and parish of Stranton, in the county of Durham, one of such crossings being across the Company's Stockton and Hartlepool Railway adjoining the east side of the Seaton Carew Ironworks, the other of such crossings being across the Company's Cliff House Branch Railway, adjoining the west side of the said Seaton Carew Ironworks; and to make a new road in the same township and parish commencing at the southern end of Mainsforth-terrace, and terminating in Hill-street, and to carry the same under the said Cliff House Branch Railway by means of a subway.
- (8.) To acquire, by compulsion or agreement, certain lands on or over which the said new footpath, bridges, and subways, and the approaches thereto, are intended to be made, and to stop up and extinguish all rights of way over such lands, or over the Company's

railways, and over so much of the said existing roads or footpaths as will be rendered unnecessary by the proposed works.

To confirm an agreement, dated the 14th day of August, 1888, and made between the Company of the one part, and the Mayor, Aldermen, and Burgesses of the borough of Middlesbrough of the other part, providing for the construction of a footway between the north side of the entrance channel to the Company's Middlesbrough Dock and the Cargo Fleet-road at Middlesbrough aforesaid, in substitution for the Sailors Trod footpath as previously existing between the north side of the said entrance channel and the said Cargo Fleet-road, and to extinguish all existing rights of way over the lands of the Company situate on the north side of the said Cargo Fleet-road, and to authorise and give effect to further agreements with reference to the matter aforesaid.

To empower the Company 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 intended Act, to run over, work and use, with their engines, carriages and waggons, and officers and servants, in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways of the Hull, Barnsley and West Riding Junction Railway and Dock Company, situate between the termination of the proposed Railway No. 3 and the Docks of that Company, together with the stations, roads, platforms, quays, points, signals, water, water-engines, engine-sheds, standing room for engines, offices, warehouses, sidings, junctions, works and conveniences of or connected with the said railways or docks.

To provide for the amalgamation and vesting of the Undertaking of the Whitby, Redcar and Middlesbrough Union Railway Company (hereinafter called "the Whitby Company") with and in the Undertaking of the Company upon such terms and conditions as have been or may be agreed upon, or as may be prescribed by the intended Act, and to provide for the dissolution of the Whitby Company, and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities and obligations of the Whitby Company.

To amend or repeal the provisions contained in Sections 56 to 58 inclusive of the Act Local and Personal, 8 & 9 Vict., cap. 163, in reference to any allowance or payment to the owners of lands through which the Newcastle and North Shields Railway is made and adjoining thereto in respect of coals carried or conveyed on that railway for shipment, and to make other provision with reference thereto.

To amend or repeal Sections 24 and 25 of the North Eastern Railway Company's Act, 1875, as to the abandonment by the Company of a portion of the Tynemouth Extension of the Blyth and Tyne Railway, and to authorise the Company to hold and retain as part of their Undertaking the land belonging to the Duke of Northumberland near the coal depôts at Tynemouth, which is occupied and required by the Company for railway purposes, and to surrender to the said Duke all their interest in the other lands of the said Duke on which portions of the said Tynemouth Extension situate southward of Whitley Hill Heads were constructed, but which are no longer occupied or required by the Company for railway purposes and to abandon the said last-mentioned portions of railway, upon such terms and conditions as have been or may be agreed upon between the Company and the said Duke.

To establish or provide for the establishment

of a pension or superannuation fund for the benefit of all or any persons in the service of the Company, and to authorise the Company to appropriate for the purposes thereof such of their own moneys and such proportion of the salary or wages of such persons in their service as they from time to time think fit, and to receive on deposit any moneys belonging to any such pension or superannuation fund, or to the superannuation fund already established under the powers of the North Eastern Railway Company's Act, 1878, and to allow interest on such deposits, and to authorise the making of rules and regulations for the management and application of the fund, and otherwise in relation thereto, and to confer upon the Company and upon any other persons such powers, rights and liabilities as are or may be usual or convenient for the establishment and management of a pension or superannuation fund for the officers and servants of a Railway Company.

To amend or repeal the provisions contained in the North Eastern Railway Company's Act, 1878, as to the establishment of a superannuation fund for the officers and servants of the Company, and as to the powers of the Company to grant superannuation allowances, and to provide for the modification or alteration from time to time of the superannuation fund which has been established under the powers of the said Act, and of the rules and regulations thereof.

To empower the Company to increase their capital, and to raise further sums of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, 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 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 amend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):—

17 and 18 Vict., cap. 211, and all other Acts relating to the Company;

43 and 44 Vict., cap. 199, and all other Acts relating to the Hull, Barnsley and West Riding Junction Railway and Dock Company;

29 and 30 Vict. cap. 195, and all other Acts relating to the Whitby Company.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections relating to the objects 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 several clerks of the peace following (that is to say):—As regards the works and lands in the county of Durham, with the Clerk of the Peace for that county, at his office in the city of Durham; as regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northalerton; as regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; as regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for the said East Riding, at his office at Beverley; as regards the works and lands in the county of Northumberland, with the Clerk of the Peace for

that county, at his office at Newcastle-upon-Tyne; as regards the works and lands in the city and county of Newcastle-upon-Tyne, with the Clerk of the Peace for that city and county, at his office at Newcastle-upon-Tyne, and with the Clerk of the Peace for the said county of Northumberland, at his office at Newcastle-upon-Tyne; and as regards the works and lands in the town and county of the town of Kingston-upon-Hull, with the Clerk of the Peace for the said town and county, at his office at Kingston-upon-Hull, and with the Clerk of the Peace for the said East Riding, at his office at Beverley. 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 parish in or through which the proposed works are intended to be made, or lands taken, and also a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of such parish at his place of abode; and as regards any extra-parochial place, with the clerk of some adjoining parish at his place of abode.

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 next.

Dated this 16th day of November, 1888.

Geo. S. Gibb, York, Solicitor.

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

In Parliament—Session 1889.

Windermere District Gas and Water.

Power to Issue Shares in Water Undertaking of Company authorised to be raised by existing Act of 1869 and at present Unissued Capital for the purposes of the Gas and Water Undertakings of the Company respectively by Creation of New Shares or Stock; Borrowing Powers; Appointment of Receiver; Extension of Limits for Enlarging Existing Reservoir and Waterworks; Construction of Additional Reservoir for Compensation Water in substitution of present Supply; Compulsory Taking and Holding of Lands, Brooks, Streams, Springs, and Waters, and other Hereditaments; Diversion of Brooks and Streams; Stopping up of portion of Road called Dubbs Road and Diversion of such Road; Repeal of Section 33 of existing Act of 1869 of Company as to Compensation to Mill Owners and others on Completion of Compensation Reservoir; Power to Supply Water for other than Domestic Purposes without Consent of Mill Owners and Occupiers, and Repeal of Section 37 of existing Act of 1869; Levying Water Rents, Rates, and Charges; Application of Powers of existing Act of 1869 to the proposed Act; Incorporation and 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 Windermere District Gas and Water Company for an Act for the following purposes or some of them, namely:—

1. To authorise the said Company to issue and apply for the purposes of the water undertaking of the Company the present unissued capital relating to the water undertaking authorised to be raised under the local and personal Act, 32 and 33 Victoria, Chapter XLIX, without the consent of the shareholders, as provided by Section 10 of the said Act, and for this purpose to amend the said section.

2. To authorise the Company to raise ad-

ditional capital for the gas and water undertakings of the Company respectively by the creation and issue of new ordinary shares or stock or new preference shares or stock or wholly or partially by one or more of those modes respectively and to pay and apportion dividends on the different classes of shares already issued and to be issued under the provisions of the proposed Act and to limit profits on proposed additional share capital. The additional capital to be raised for the gas undertaking to form part of the gasworks capital of the Company and to be appropriated to and used for the gas undertaking only, and the additional capital to be raised for the water undertaking to form part of the waterworks capital of the Company and to be appropriated and used for the water undertaking only.

3. To authorise the Company to borrow moneys by way of mortgage or by the issue of debenture stock of the gas undertaking and of the water undertaking respectively for the purposes of such undertakings.

4. To authorise the repeal of the existing provisions of the Company as to receiver and for further powers as to appointment of receiver.

5. To authorise the Company to make and maintain in and according to the lines and levels shown on the plans and sections hereinafter mentioned the reservoir enlargement, reservoir, embankments or walls, road diversion, conduit or line of pipes, and other works shown on the said plans, which comprise the following works all situate in the township of Applethwaite, in the parish of Windermere, in the county of Westmorland, that is to say:—

1. An embankment or wall in part upon and in part in extension of the present embankment or wall of the existing Dubbs Beck Reservoir of the Company (hereinafter called Reservoir No. 1), for enlarging the area and depth of such reservoir.
2. A new road or alteration or diversion of the existing public road known as Dubbs Road commencing by a junction with Dubbs Road at a point thereon four chains, or thereabouts, measured in a northerly direction, from the culvert conveying Dubbs Beck under Dubbs Road, and terminating by a junction with Dubbs Road at a point thereon, sixteen chains, or thereabouts, measured along Dubbs Road, in a northerly direction, from the said culvert.
3. An embankment or wall, seven chains, or thereabouts, in length, across the River Gowan at a point six chains, or thereabouts, measured in a north-westerly direction from Stubbings Bridge over the said river, which said embankment or wall extends to a point four and a half chains, or thereabouts, measured in a south-westerly direction from the said river, and to a point two and a half chains, or thereabouts, measured in a north-easterly direction, from the said river.
4. A compensation reservoir (hereinafter called Reservoir No. 2), commencing at and formed by the embankment, or wall, lastly hereinbefore described and terminating at a point twenty chains, or thereabouts, measured in a north-westerly direction from such embankment or wall.
5. A conduit, or line of pipes, commencing in Reservoir No. 2 near the embankment or wall forming the same hereinbefore described and terminating at Stubbings Bridge.
6. To authorise the Company to make all

necessary and proper embankments, dams, channels, basins, bye-washes, weirs, culverts, tunnels, cuts, adits, bridges, road diversions, road approaches and other roads and communications, sewers, drains, sluices, filtering beds, filters, wells, weirs, engines, engine houses, and other buildings, pumps, conduits, catch waters, tanks, mains, pipes, gauges and other works, apparatus, and conveniences for the effectual construction, maintenance, and use of the said intended works, or incidental thereto for obtaining, collecting, impounding, filtering, treating, storing, conveying, and distributing water.

7. To authorise the Company to enter upon, take, and use such of the lands delineated on the plans and books of reference hereinafter mentioned as may be required for that purpose.

8. To authorise the Company compulsorily to take, divert, and collect, and impound, appropriate, and use for the purposes of the proposed Act the water of the brooks or streams called Dubbs Beck and River Gowan, and of the several tributaries of the said brooks or streams and all other brooks, streams, springs, and waters, shewn or mentioned on the said plans as intended to be intercepted or otherwise taken by the waterworks, or which now directly or derivatively flow or proceed into or supply the said brooks or streams, or which can or may be intercepted or abstracted by means of the waterworks, and all waters found in or under any of the lands intended to be taken by them for the purposes of Reservoir No. 1 and Reservoir No. 2, or either of them.

9. To authorise the Company to deviate in the construction of the several before-mentioned works laterally within the limits put down upon the said plans, and vertically to any extent from the levels of the works contained upon the sections of the works hereinafter mentioned, or as shall be authorised by the proposed Act.

10. To authorise the Company to purchase by compulsion or agreement and to hold lands, houses, buildings, and other hereditaments within the said township of Applethwaite, in the parish of Windermere, in the county of Westmorland, and also to take by grant or lease other rights, easements, or privileges over lands, mills, houses, brooks, streams, springs, waters, and other hereditaments, within the said township of Applethwaite, required for the purpose of the said intended works, or any of them, or of the proposed Act, and for the general purposes of the undertaking, and to vary or extinguish any rights and privileges connected with any such brooks, streams, springs, waters, and other hereditaments.

11. To authorise the Company to hold lands for the protection of their water undertaking against nuisances, encroachments, or injury, and to erect cottages for officers and servants, and to reserve rights on sales or leases.

12. To authorise the Company, upon completion of the new road intended to be made, to stop up and extinguish all rights of way over the portion of Dubbs road aforesaid between the commencement and termination of such new road, and the appropriation to and for their own use and as their own property the site of so much of Dubbs road so stopped up as shall be upon or adjoin any lands to be acquired by the Company for the purposes of the proposed Act, and during the progress of the works to enter upon and divert the said road called Dubbs road.

13. To authorise the Company to substitute the water contained in the Reservoir No. 2, and the conduit, or line of pipes, by the proposed

Act proposed to be made when works completed in substitution for the present provision contained in Section 33 of the said local and personal Act, 32 and 33 Victoria, Chapter XLIX, with respect to compensation water and for other provisions in relation thereto for the protection of the Company and the owners or occupiers of mills, manufactories, and other works using the waters of Dubbs Beck aforesaid, and for the repeal of the said Section 33 on completion of the said Reservoir No. 2.

14. To authorise the Company to supply water for other than domestic purposes without the consent of owners or occupiers of mills, manufactories, and other works using the waters of Dubbs Beck aforesaid, and for the repeal of Section 37 of the said local and personal Act, 32 and 33 Victoria, Chapter XLIX.

15. To empower the Company to treat the waterworks, proposed to be constructed as aforesaid, subject to the provisions of the proposed Act, for all purposes whatsoever as part of the water undertaking of the Company, as if the provisions of the proposed Act had been authorised by and included or referred to in the said local and personal Act 32 and 33 Victoria, Chapter XLIX, inclusive of water rents, rates, and charges, and all other powers and provisions as contained in the said Act.

16. To vary, exchange, or extinguish any rights and privileges which will interfere with the objects of the proposed Act, and to confer other rights and privileges.

17. To incorporate with the proposed Act, with or without modification or alteration, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, as amended by the Lands Clauses (Umpire) Act, 1883; the Waterworks Clauses Acts, 1847 and 1863; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and the provisions of the Railway Clauses Consolidation Act, 1845, with respect to the temporary occupation of land near the railway during the construction thereof; The Gas Works Clauses Act, 1871, and all other Acts relating directly or indirectly to the Company, and to alter, amend, extend, enlarge, or to repeal for the purposes of the proposed Act, so much of the local and personal Acts, 25 and 26 Victoria, Chapter LXXIII, and 32 and 33 Victoria, Chapter XLIX, as may be necessary to enable the provisions of the proposed Act to be read and construed with such last-mentioned Acts as one Act, and to alter, amend, extend, enlarge, or repeal any other Acts relating to or affecting the Company, and all other Acts which may refer to or be affected by the objects of the proposed Act.

18. Duplicates of the plans and sections of the before-mentioned works, showing the situation of the line and levels thereof, and of the lands and other property in, through, or under which the same will be made and maintained and plans of the other lands to be taken under the powers of the proposed Act, together with the book of reference to the said plans containing the names of the owners, or the reputed owners, lessees or reputed lessees, and of the occupiers of the said lands, and 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 Westmorland, at his office, situate at Kendal in that county, and with the clerk of the rural sanitary district of the Kendal Union at his office situate at Kendal, aforesaid, and with the clerk to the Con-

servators of the Kent, Bela, Winster, Leven, and Duddon Fishery District, at his office situate at Ulverston, in the county of Lancaster, and, also, with the parish clerk of Windermere, at his residence situate at Bowness, in the said county of Westmorland, and with the parish clerk of the chapelry of Troutbeck, in the said county of Westmorland, at his residence situate at Troutbeck, and with the parish clerk of St. Mary's, Windermere, in the said county of Westmorland, at his residence situate at Windermere.

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

Dated this 13th day of November, 1888.

J. T. Bowness, of Windermere, Solicitor for the Bill;

Speechly, Myniford, and Landon, 1, New-Inn, London, W.C., Parliamentary Agents.

In Parliament.—Session 1889.

Plymouth Dock (Devonport) Water.

(New works; Additional lands; Extension of limits of supply; Powers to hold and dispose of lands; Additional capital; Change of name; Agreements with and powers to Government Departments and Local Authorities and others; 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 by the Company of proprietors of the Plymouth Dock Waterworks (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):

1. To authorise the Company to make and maintain the works hereinafter described, or some or one of them, or some part or parts thereof respectively, to be wholly situate in the county of Devon (that is to say):

(A) An enlargement in a north-easterly direction of the existing storage reservoir of the Company, called or known as the Crown Hill Reservoir, to be wholly situate in the parish of Tamerton Foliott, which enlargement will commence by a junction with the said existing reservoir at the north-easterly end thereof, and will terminate about 8 chains to the north-east of the said end of the existing reservoir;

(B) An enlargement of the said Crown Hill Reservoir by the raising of the existing embankment thereof, which embankment is situate as to part thereof in the said parish of Tamerton Foliott, and as to the remainder thereof in the parish of Saint Budeaux;

(C) A diversion wholly in the parish of Tamerton Foliott of the Devonport Leat, commencing by a junction with the said Leat, at a point 14 chains or thereabouts measured along the course of the Leat, in a southerly direction from the existing bridge carrying the public road known as Tamerton-road, or Loosleigh-lane over the Leat, and terminating by a junction with the Leat at a point 8 chains or thereabouts measured along the course of the Leat below the point of commencement above described;

(D) A road to be wholly situate in the parishes of Egg Buckland and Tamerton Foliott, commencing in the parish of Egg Buckland by a junction with the public highway lead-

ing from Plymouth to Tavistock, at a point 9 chains or thereabouts measured in a south-westerly direction along the said public highway from its junction with the said road, called or known as Tamerton-road or Loosleigh-lane, and terminating in the parish of Tamerton Foliott by a junction with the existing occupation road of the Company situate to the north-west of and near to the said Crown Hill Reservoir, at a point 10 chains or thereabouts measured along the said existing occupation road, in a north-westerly direction from the junction of that road with the said public highway leading from Plymouth to Tavistock;

(E) A reservoir or tank to be wholly situate in the parish of Tamerton Foliott, and to be constructed in the north-eastern portion of certain lands belonging to the Company near the village of Roborough, and abutting on the Devonport Leat and Belliver-lane;

(F) A line of pipes commencing in the said intended reservoir or tank (E), and terminating in the parish of Tamerton Foliott by a junction with the existing gauge basin of the Company, situate at or near the north-eastern corner of the said existing Crown Hill Reservoir, which intended line of pipes will be made, or pass from, in, through, or into the parishes of Tamerton Foliott and Egg Buckland;

(G) All such embankments, walls, aqueducts, cuts, channels, conduits, culverts, drains, weirs, reservoirs, wells, tanks, mains, pipes, roads, approaches, engines, machinery appliances, and other works and conveniences as may be necessary or convenient in connection with the works above described, or any or either of them.

2. To confer on the Company all or some of the powers hereinafter mentioned:

(A) To deviate from the lines and levels of the intended works to any extent defined by the Bill, or prescribed by Parliament;

(B) To purchase and acquire by compulsion or agreement, and hold and to take on lease, and to take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments and property requisite or desirable for any of the purposes of the Bill, and for such purposes, and for depositing soil and other materials from excavations, and for the other purposes connected with their undertaking, the lands, houses, and property following, or some of them, or part or parts thereof (that is to say):

Certain lands, houses, and property situate in the parishes of Egg Buckland and Tamerton Foliott, and lying adjacent or near to the intended enlargement of the Crown Hill Reservoir, and respectively numbered 108, 109, 110, 56, 57, and 58 on the $\frac{1}{2500}$ Ordnance Map of the said parish of Egg Buckland, and 959, 962, 963, 964, 965, 966, 967, and 969 on the $\frac{1}{2500}$ Ordnance Map of the said parish of Tamerton Foliott;

(C) To collect, impound, and take by, into, and in their existing and intended works, and to appropriate and use for the purposes of their undertaking all or any springs, streams, and waters on the site of any such works, or in any lands for the time being of the Company, or over or in respect of which they have or may acquire any easements, and to vary and extinguish any rights or privileges connected therewith.

(D) 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 public 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, townships, and places before mentioned, and within the proposed extended limits of supply hereinafter mentioned, so far as may be necessary or convenient for all or any of the purposes of the Bill.

3. To extend the limits within which the Company may supply water so as to include therein the parishes of Pennycross, otherwise Weston Peverel, Saint Budeaux, and Tamerton Foliot, in the county of Devon, or some or one of them, or some part or parts thereof respectively, and to authorise the Company, within and throughout the extended limits, to supply water for Government, domestic, trading, sanitary and other purposes, and to extend and apply to the extended limits all or some of the powers and provisions of the existing Acts of, or relating to the Company, "The Waterworks Clauses Acts, 1847 and 1863," subject to such variations as the Bill may contain, and other powers of the Company and of the Bill, and to enable the Company to levy and recover rates and charges for, and in relation to, a supply of water within the extended limits.

4. To authorise the Company from time to time to hold, and to sell and dispose of, demise, and let, subject to such reservations, conditions, restrictions, and provisions as they think fit, any lands, tenements, or hereditaments for the time being belonging to them, and, if thought fit, to exempt the Company and the lands of the Company from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

5. To confer upon the Company for the purpose of supplying water the same powers of laying down and maintaining mains, pipes, and apparatus in streets and roads laid out or made, but not dedicated to the public, as they from time to time possess in respect of public roads.

6. To make provision for the protection of the works, property, and water supply of the Company, and for preventing frauds and abuses of their supply, whether by meter or otherwise, and for imposing penalties in respect of such matters.

7. To authorise the Company to increase their share and loan capital, and to raise further moneys for the purposes of the Bill, and for the general purposes of their undertaking by the creation of new shares or stock, with or without a preference priority or guarantee in payment of interest or dividend, or other rights or privileges attached thereto; and by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means, and to apply to any of the purposes of the Bill any capital or funds now belonging to the Company, or which they have power to raise.

8. To change the name of the Company.

9. To enable the Company on the one hand, and Her Majesty's Principal Secretary of State for the War Department and the Lords of the Admiralty, and any county, local, or 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, both within and beyond their limits of supply to any such Government,

county, local, or sanitary authority, company, corporation, public body, officers, or persons of water, in bulk or otherwise, for any Government, public, sanitary, trading, or other purposes, and to authorise any of the contracting authorities, bodies, 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.

10. To incorporate with the Bill (with such variations, modifications, and exceptions as may be deemed expedient) all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," 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, and 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 Act (local) 33 George III, cap. 85, and "The Plymouth Dock (Devonport) Waterworks Act, 1876," and all other Acts relating to or affecting the Company, the Act 27 Elizabeth, cap. 20, "The Plymouth Corporation Water and Markets Act, 1867," and all other Acts relating to or affecting the Mayor, Aldermen, and Burgesses of the borough of Plymouth, and all other Acts relating to or affected by the objects of the Bill.

12. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, and will confer other rights, privileges, and 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 works, and plans of the lands to be compulsorily acquired under the Bill, together with books of reference to such plans and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, 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 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 will be deposited in the private Bill Office of the House of Commons.

Dated this sixteenth day of November, 1888.

Allen B. Bone and Son, 23, Ker-street, Devonport, Solicitors;

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

In Parliament—Session 1889.

North West Central Railway.

(Incorporation of Company; Construction of Railways from the West Lancashire Railway to the Halifax Thornton and Keighley Railway of the Great Northern Railway Company, and Junctions with Railways of London and North-Western, Lancashire and Yorkshire, Midland, and Burnley Clitheroe and Sabden Railway Companies; Agreements with and Powers of Subscription, Guarantee, Raising, and Application of Funds, Appointment of Directors and other Powers, to London and North-Western, Lancashire and Yorkshire, Midland, Great Northern, West Lancashire, Manchester Sheffield and Lincolnshire, and Burnley Clitheroe and Sabden Railway Companies; Running Powers and Facilities over Railways and Works of some of the above Companies; 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 all or some of the following, among other purposes, that is to say:—

1. To incorporate a Company (hereinafter referred to as "the Company") and to authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and necessary stations, sidings, junctions; roads, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively, that is to say:—

Railway No. 1. A railway wholly situate in the county of Lancaster, commencing in the township of Penwortham, in the parish of Penwortham, by a junction with the West Lancashire Railway, at or near a point 42 yards or thereabouts measured in an easterly direction from the eastern face of the bridge carrying the North Union Railway of the London and North-Western, and Lancashire and Yorkshire Railway Companies, over the said West Lancashire Railway, and terminating in the township of Whalley, in the parish of Whalley, in a field belonging to Wm. Dudley Codrington, Esq., M.P., and in the occupation of William Robinson, at or near a point 190 yards, or thereabouts, measured in an easterly direction, from the junction of the occupation road leading to the house known as Brook House with the public road leading from the Whalley Railway Station to Mitton Bridge, over the River Ribble, and 183 yards, or thereabouts, measured in a southerly direction, from the said Brook House.

Railway No. 2. A railway wholly situate in the said county of Lancaster, commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the township of Colne in the said parish of Whalley, on the north side of the road leading from Barrowford to Netherheys and Colne, at or near a point 25 yards, or thereabouts, measured along that road in a westerly direction from the junction with that road of the road to the house called or known as Greenfield.

Railway No. 3. A railway commencing by a junction with the intended Railway No. 2 at its termination as above described and

terminating in the township of Bingley in the parish of Bingley, in the West Riding of the county of York, by a junction with the Halifax, Thornton, and Keighley Railway of the Great Northern Railway Company, at or near a point 400 yards or thereabouts, measured in an easterly direction from the east end of the house called or known as Sugden House, and 880 yards, or thereabouts, measured along that railway in a northerly direction from the centre of the platform at the Cullingworth Station on that railway, which said intended railways will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following or some of them, that is to say:—Penwortham, Blackburn, Walton-le-Dale, Higher Walton, Cuerdale, Roach Bridge, Samlesbury, Sorbrose Green, Mellor Brook, Mellor, Balderstone, Osbaldeston, Clayton-in-le-Dale, Ritcheater, Dutton, Stidd, Bailey, Hurst Green, Mitton, Aighton, Aighton Bailey and Chaigley, Stonyhurst, Henthorn and Coldcoats, Whalley, Wiswell, Pendleton, Read, Sabden, Heyhouses, Newchurch, Goldshaw Booth, Higham-with-Westclose Booth, Roughlee Booth, Barrowford Booth, Barrowford, Colne, Winewall, Trawden, Wycoller, all in the county of Lancaster, and Bradford, Ponden, Buckley, Stanbury, Haworth, Cross-roads, Cullingworth, Keighley, Harden, and Bingley, all in the West Riding of the county of York.

Railway No. 4. A railway wholly situate in the said county of Lancaster, commencing in the township of Walton-le-Dale in the parish of Blackburn, by a junction with the said intended Railway No. 1, in a field belonging to John Bertie Norreys Entwistle, Esq., and in the occupation of Joshua Margerison, Esq., at or near a point on the east side of The Mains Brook, and 134 yards or thereabouts, measured in a northerly direction, from the centre of the bridge carrying the Lancashire and Yorkshire Railway over the road leading from Middleford Hall to the house called or known as Mains House, and terminating in the township of Penwortham and parish of Penwortham by a junction with the said North Union Railway at or near a point 517 yards or thereabouts, measured along that railway, in a northerly direction from the centre of the bridge carrying that railway over the West Lancashire Railway, which said intended Railway No. 4 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, that is to say, Walton-le-Dale, Blackburn, and Penwortham.

Railway No. 5. A railway wholly situate in the said county of Lancaster, commencing in the township of Walton-le-Dale in the parish of Blackburn, by a junction with the said intended Railway No. 1, on the west side of the footpath called or known as the Tram-road, at or near a point 63 yards or thereabouts, measured in a northerly direction along the course of the said footpath from the point where the said road leading from Middleford Hall to Mains House crosses the said footpath, and terminating in the said township of Walton-le-Dale, in the said parish of Blackburn, by a junction with the Lancashire and Yorkshire Railway, at or near the north side of the bridge carrying that railway over the

footpath leading from Walton Factory to Walton-le-Dale, and 327 yards or thereabouts, measured along that railway in a southerly direction from the centre of the bridge, carrying that railway over the said road leading from Middleford Hall to Mains House, which said intended Railway No. 5 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, that is to say, Walton-le-Dale, Blackburn, and Penwortham.

Railway No. 6. A railway wholly situate in the said county of Lancaster, commencing in the said township of Walton-le-Dale in the said parish of Blackburn, by a junction with the said intended Railway No. 1, in a field belonging to the Trustees under the will of Sir Henry De Hoghton, Baronet, deceased, and in the occupation of James Eccles, at or near a point 20 yards or thereabouts east of the east boundary fence of the said footpath known as the Tram-road, and 107 yards or thereabouts, measured in a north-easterly direction from the point where the said road leading from Middleford Hall to Mains House crosses the said footpath and terminating in the township of Walton-le-Dale, in the said parish of Blackburn, by a junction with the Lancashire and Yorkshire Railway, at or near a point 425 yards or thereabouts, measured in a northerly direction along that railway, from the centre of the bridge carrying that railway over the said road leading from Middleford Hall to Mains House, which said intended Railway No. 6 will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Walton-le-Dale, Blackburn, and Penwortham.

Railway No. 7. A railway wholly situate in the said county of Lancaster, commencing in the township of Whalley, in the parish of Whalley, by a junction with the said intended Railway No. 1, at the termination thereof as above described, and terminating in the township of Whalley, in the parish of Whalley, by a junction with the Blackburn Railway of the Lancashire and Yorkshire Railway Company, at or near a point 140 yards or thereabouts, measured in a northerly direction, along that railway from the point where that railway crosses on the level the road leading from the Blackburn and Clitheroe public road to the said Brook House, which said intended Railway No. 7 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or one of them, that is to say, Whalley and Wiswell.

Railway No. 8. A railway wholly situate in the said township and parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 1 in a field belonging to and in the occupation of John Parker, Esq., at or near a point 110 yards or thereabouts, measured in a south-easterly direction from the said junction of the occupation road leading to Brook House, with the public road leading from the Whalley Railway Station to Mitton Bridge, and 205 yards, or thereabouts, measured in a south-westerly direction from the said Brook House, and terminating by a junction with the

Blackburn Railway of the Lancashire and Yorkshire Railway Company, at or near a point 230 yards or thereabouts, measured in a northerly direction along that railway, from the centre of the bridge carrying the road from Nethertown to Shaw Houses over that railway.

Railway No. 9. A railway wholly situate in the township and parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 2, at or near a point on the west side of the public road leading from Whalley to Clitheroe, 130 yards or thereabouts, measured in a southerly direction, from the house known as Lamb Roe Cottage, and terminating by a junction with the said Blackburn Railway of the Lancashire and Yorkshire Railway Company, at or near the north side of the bridge carrying the said road leading from Nethertown to Shaw Houses over that railway.

Railway No. 10. A railway wholly situate in the said township and parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 2, at or near a point 70 yards, or thereabouts, measured in an easterly direction, from the keeper's lodge, in Clerk-hill Park, situate on the north-east side of and abutting on the Blackburn and Whalley Road, and terminating by a junction with the Railway No. 2 of the authorised Burnley, Clitheroe, and Sabden Railway, in a field belonging to Solomon Longworth, Esq., and in the occupation of Thomas Wilson, at or near a point 440 yards, or thereabouts, measured in a north-westerly direction from the house called or known as Portfield, and 10 yards, or thereabouts, measured in a southerly direction, from the south side of the road called or known as Portfield-road.

Railway No. 11. A railway wholly situate in the said township and parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 2, in a field belonging to Solomon Longworth, Esq., and in the occupation of Thomas Wilson, at or near a point 100 yards or thereabouts, measured in a north-easterly direction from the junction of Portfield Lane with the public road leading from Blackburn to Whalley, and 327 yards or thereabouts, measured in a southerly direction, from the said house known as Portfield, and terminating by a junction with Railway No. 4 of the authorised Burnley, Clitheroe, and Sabden Railway, at or near a point 200 yards or thereabouts, measured in a north-westerly direction, from the centre of the bridge over Sabden Brook known as Read Old Bridge, and 520 yards, or thereabouts, measured in an easterly direction, from the said house known as Portfield.

Railway No. 12. A railway wholly situate in the townships of Read and Pendleton, in the said parish of Whalley, in the said county of Lancaster, commencing in the said township of Read by a junction with the said intended Railway No. 2 in a field belonging to Richard Fort, Esq., and in the occupation of James Hindle, at or near a point on the west side of the road leading from Sabden to Padham, and 40 yards or thereabouts, measured in a southerly direction, from

the centre of the bridge over Sabden Brook, known as Sabden Bridge, and terminating in the said township of Read by a junction with the said authorised Railway No. 4 of the Burnley, Clitheroe, and Sabden Railway, at or near a point 227 yards or thereabouts, measured in a northerly direction, from the farmhouse known by the name of Robinson's, and 343 yards or thereabouts, measured in a southerly direction, from the entrance lodge to the house called or known as Whin's House.

Railway No. 13. A railway wholly situate in the said county of Lancaster, commencing in the township of Barrowford Booth, in the said parish of Whalley, in a field belonging to Thomas Sutcliffe, Esq., and in the occupation of James Aitken by a junction with the intended Railway No. 2, at or near a point 137 yards, or thereabouts, measured in a northerly direction, from the house known as Higher Park-hill, and 190 yards, or thereabouts, measured in a north-easterly direction, from the centre of the bridge over Barrowford Beck, known as Barrowford Bridge, and terminating in the township of Marsden, in the said parish of Whalley, by a junction with the East Lancashire Railway of the Lancashire and Yorkshire Railway Company, at or near a point 830 yards or thereabouts, measured in a north easterly direction along that railway, from the centre of the platform at the Nelson Station on that railway, which said intended Railway No. 13 will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, that is to say, Whalley, Barrowford Booth, Barrowford, Great Marsden, Marsden.

Railway No. 14. A railway wholly situate in the township of Barrowford Booth, in the said parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 2, at or near the west side of the Leeds and Liverpool Canal, and 75 yards or thereabouts, measured in a north-westerly direction, from the centre of the bridge carrying the public road over that canal known as Ing Bridge, and terminating by a junction with the said intended Railway No. 13 in a field belonging to Parker Holt, Esq., and in the occupation of William Hargreaves, at or near a point 347 yards or thereabouts, measured in a south-westerly direction, from the said bridge known as Ing Bridge, and 243 yards

or thereabouts, measured in a northerly direction, from the centre of the aqueduct carrying the Leeds and Liverpool Canal over the Colne Water, known as Swinden Aqueduct.

Railway No. 15. A railway wholly situate in the township of Colne, in the said parish of Whalley, in the said county of Lancaster, commencing by a junction with the said intended Railway No. 2 at its termination as above described, and terminating by a junction with the Colne and Skipton Railway of the Midland Railway Company at or near a point 680 yards or thereabouts, measured in a southerly direction along that railway, from the centre of the bridge carrying the road leading from Blakeley Bridge to Langroyd over that railway, and 1,000 yards or thereabouts, measured along that railway in a northerly direction, from the centre of the platform at the Colne Station on that railway.

Railway No. 16. A railway wholly situate in the West Riding of the county of York, commencing in the township and parish of Bingley by a junction with the said intended Railway No. 3, at or near a point in Murgatroyd Wood 233 yards or thereabouts, measured in a southerly direction, from the south end of Vale Mill, and 373 yards or thereabouts, measured in an easterly direction, from the centre of the bridge carrying the road over the river Worth at Mytholme Mill, and terminating in the township and parish of Bingley by a junction with the Halifax, Thornton, and Keighley Railway of the Great Northern Railway Company, at or near a point 286 yards or thereabouts, measured in a northerly direction along that railway, from the north end of the tunnel known as Lees Moor Tunnel, which said intended Railway No. 16 will be made, or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some of them, that is to say, Bingley, Harden, Haworth, Bradford, and Keighley:

And it is intended by the Bill to take for or in connection with the proposed railways and works some, or one of them, or other the purposes of the Bill certain lands being or reputed to be commons or commonable lands, of which the following are particulars, and the quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say)—

Railways and works for which the lands will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Quantities included within limits of deviation.			Estimated quantities to be taken.		
			A.	R.	P.	A.	R.	P.
Railway No. 3	Stanbury Moor Haworth Moor	Township of Haworth, Parish of Bradford.	30	0	0	3	2	0
			7	0	0	1	2	0

2. To authorise the Company to cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, places, railways, tramways, rivers, canals, bridges, wharves, quays, landing places, market places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes, townships, extra-parochial and other places, or any of them, and to appropriate and use the same, and the site, subsoil, and under-surface thereof, for the purposes of the intended works, and also to appropriate and use the under-surface of any lands, streets, roads, squares, footways, pavements, passages, or places under or along which any of the proposed works are intended to be made; and also to provide for the stopping up and discontinuance and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company, of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill.

3. To authorise the Company to deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill.

4. To authorise the Company to underpin, or otherwise secure or strengthen, any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

5. To authorise the Company to purchase, by compulsion or agreement, lands, houses, works, conveniences, easements, rights, and other tenements, hereditaments, and property, for the purposes of the intended works, or any or either of them, or any part or parts thereof.

6. To empower the Company to purchase and acquire, by compulsion or agreement, so much of any property as they may require for the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building, or manufactory, or premises, without being subject to the liabilities imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

7. 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.

8. To authorise the Company on the one hand, and the London and North Western, Lancashire and Yorkshire, Midland, Great Northern, West Lancashire, Manchester, Sheffield, and Lincolnshire, and Burnley, Clitheroe, and Sabden Railway Companies, 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, and maintenance by any or either of the contracting companies of the intended railways, and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling 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, division, and appropriation of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by 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.

9. 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 any 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 the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially, as a separate share and loan capital, charged primarily or exclusively on the intended railways and works, or any 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.

10. To empower the Company and all Companies and persons lawfully working or using the railways of the Company or any of them, or any part or parts thereof, 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, portions of railways, and stations respectively hereinafter mentioned, together with the stations, sidings, roads, watering places, water supply, booking and other offices, warehouses, sheds, junctions, points, signals, landing-places, works, conveniences and appliances on or connected therewith respectively, that is to say:—

So much of the railway of the West Lancashire Railway Company as lies between the junction therewith of the intended Railway No. 1, and the Preston Station of that Company, including that station.

So much of the North Union Railway of the London and North-Western, and Lancashire

and Yorkshire Railway Companies, as lies between the junction therewith of the intended Railway No. 4, and the Preston Joint Station of those Companies, including that station.

So much of the railway of the Lancashire and Yorkshire Railway Company as lies between the junction therewith of the intended Railway No. 6 and the said Preston Joint Station including that station.

So much of the Blackburn Railway of the Lancashire and Yorkshire Railway Company as lies between the junction therewith of the intended Railway No. 8, and the Whalley Station on that railway, including that station.

So much of the East Lancashire Railway of the Lancashire and Yorkshire Railway Company as lies between the junction therewith of the intended Railway No. 13 and the Nelson Station on that railway, including that station.

So much of the Colne and Skipton Railway of the Midland Railway Company as lies between the junction therewith of the intended Railway No. 15, and the Foulridge station of that Company, including that station.

So much of the Halifax, Thornton, and Keighley Railway of the Great Northern Railway Company as lies between the junction therewith of the intended Railway No. 3, and the Cullingworth Station on that railway, including that station.

So much of the Halifax, Thornton, and Keighley Railway of the Great Northern Railway Company as lies between the junction therewith of the intended Railway No. 16, and the junction of that railway with the Worth Valley Railway of the Midland Railway Company.

So much of the Worth Valley Railway of the Midland Railway Company as lies between the junction therewith of the said Halifax, Thornton, and Keighley Railway and the Keighley Station of the Midland Railway Company.

The Keighley Station of the Midland Railway Company.

And to require and compel the Companies owning or working the said railways and portions of railways and stations 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, charges, and duties now leviable, and to fix and to determine the tolls, rates, charges, 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.

11. To authorise the Company and the Burnley, Clitheroe, and Sabden Railway Company, from time to time to enter into, and carry into effect, and rescind contracts, agreements, and arrangements, for or with respect to the construction, maintenance, ownership, management, running over, working, and using of such portions of their respective undertakings as may be prescribed by the Bill, and the exercise by either of the Companies of the powers of the other of them with respect to such portions, and the purchase and taking of lands and property, the

raising and application of moneys, and all incidental matters, and to provide for the appointment of a joint committee for the purposes of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, and arrangement made, or which prior to the passing of the Bill may be made.

12. 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.

13. To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient, or as may be contained in the Bill.

14. 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:—9 and 10 Vic., cap. 204, relating to the London and North Western Railway Company; 1 and 2 Wm. IV., cap. 60, relating to the Lancashire and Yorkshire Railway Company; 7 and 8 Vic., cap. 18, relating to the Midland Railway Company; 9 and 10 Vic., cap. 71, relating to the Great Northern Railway Company; 34 and 35 Vic., cap. 200, relating to the West Lancashire Railway Company; 12 and 13 Vic., cap. 81, relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 49 and 50 Vic., cap. 103, relating to the Burnley, Clitheroe, and Sabden Railway Company; and the several other Acts relating to or affecting the Companies and bodies named in this notice respectively, and all other Acts relating to or affected by the objects of the Bill, or any of them:

15. 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, rights, and privileges, 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, and plans of the lands to be compulsorily acquired under the Bill, 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, 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 and

works are proposed to be made, or in which any lands intended to be compulsorily 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 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 will be deposited in the Private Bill Office of the House of Commons.

Dated the 17th day of November, 1888.

W. H. Land, Solicitor, Halifax.

John Charles Ball, 16, Parliament Street, Westminster, Parliamentary Agent.

In Parliament—Session 1889.

Padiham and Hapton Local Board.

(Extension of District; Extension of Jurisdiction, &c.; Power to Local Board to Construct Compensation Reservoir and Works; Provisions as to Compensation; Laying Down of Mains; Stopping up of Streets, &c.; Compulsory Purchase of Lands; Erection of Slaughter-houses, &c.; Extension of Time for Completion of the Works authorised by the Padiham Local Board Act, 1882; Further Borrowing Powers and Application of Funds and Revenue; Levying of Rates; 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 Local Board for the district of Padiham and Hapton, in the county of Lancaster (hereinafter called "the Local Board"), for an Act for all or some of the following purposes (that is to say):

To alter, extend, and enlarge the boundaries of the district of the Local Board on the easterly side thereof, by including in and making part of such district, for the purposes of the Public Health Act, 1875, the following area (that is to say):

So much and such parts of the townships of Padiham and of Habergham Eaves, in the county of Lancaster, as lie within the following area (that is to say):—An area commencing at the boundary of the Local Board's district in a field now called Pit Field, in the occupation of James Tattersall, and belonging to the Right Hon. Sir Ughtred James Kay-Shuttleworth, Bart., at a point in such field 235 yards or thereabouts measured due north from an Ordnance Bench mark on the south side of the main road leading from Padiham to Burnley, and from thence proceeding in a straight line in an easterly direction to the boundary dividing the said township of Padiham from the said township of Habergham Eaves, being a distance of 380 yards or thereabouts, and thence continuing in a straight line in an easterly direction for a distance of 570 yards or thereabouts to the boundary dividing the said township of Habergham Eaves from the extra-parochial place of Ightenhill Park, in the said county, thence proceeding in a south-easterly direction along the said boundary dividing the said township of Habergham Eaves from the said extra-parochial place of Ightenhill Park to the north-east corner of Brick House, in the occupation of Samuel Marshall, and from thence proceeding in a straight line in a southerly direction for a distance of 870 yards or thereabouts to the south-east

corner of the Canal Bridge, called "Lower Houses Bridge," in the said township of Habergham Eaves, and thence proceeding along the southerly side of the Leeds and Liverpool Canal to a point where the east boundary of the township of Hapton, in the said county, crosses the said canal near a place called "Bentley Wood," and from such point proceeding in a northerly direction along the boundary dividing the said township of Hapton from the said township of Habergham Eaves to a point where the said townships of Padiham, Hapton, and Habergham Eaves meet, and thence proceeding in a westerly direction along the north boundary of the said township of Hapton to a point on the south-east side of the district of the Local Board at or near a place called "Lumb Wood," and on the north side of such wood, and from thence proceeding along the easterly side of the district of the Local Board to the point firstly before mentioned in Pitt Field aforesaid, hereinafter referred to as "the added area."

To detach and sever the added area from the district and jurisdiction of the Rural Sanitary Authority of the Burnley Union in the said county of Lancaster, and of any other Sanitary or other Authority now exercising any jurisdiction or authority within the added area.

To make provision for the deposit of plans of the extended area, 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.

To make all provisions necessary or expedient for adjusting any rights and liabilities consequent on the added area being made part of the Local Board District.

To authorise and empower the Local Board to execute, make, construct, and maintain in the lines, and, according to the levels shown on the plans and sections hereinafter mentioned, the waterworks and other works following, or some of them, all in the county of Lancaster, namely:—

- (1.) A compensation reservoir, of an area of 3 acres and 3 roods or thereabouts, situate wholly in the township of Goldshaw Booth, in the parish of Whalley, in the county of Lancaster, on a stream called "Woodhouse Brook," the embankment of which reservoir will be made or placed 40 yards, or thereabouts, measured in a south-easterly direction along the course of the said brook from the north corner of a certain field called "Coppo," otherwise "Isles Meadow," in the occupation of Richard Shepherd, and belonging to Arthur Towneley Parker, as rector of Burnley, in the said county, at which embankment the reservoir will commence, and thence extend up such brook in a north-westerly direction for a distance of 223 yards, or thereabouts, measured along the course of that brook from the centre of such embankment, and there terminate, such termination being at or adjoining a certain bridle-road there, leading from Clitheroe to Colne at the north end of a certain field called "Banks," in the occupation of the said Richard Shepherd, and belonging to the said Arthur Towneley Parker, as rector of Burnley aforesaid.
- (2.) An outlet, conduit, or pipe (called Conduit No. 1), commencing in the said intended reservoir at a point 70 yards or thereabouts, measured in a north-westerly direction, along

the course of the said Woodhouse Brook, from the centre of the said embankment, and terminating in the said Woodhouse Brook, at a point measuring in a south-easterly direction 50 yards or thereabouts from the north corner of the said field called "Copp," otherwise "Isles Meadow."

This conduit will be situate wholly in the township of Goldshaw Booth, in the said parish of Whalley.

(3.) A gauge basin, situate wholly in the said township of Goldshaw Booth and parish of Whalley aforesaid, at the terminus of outlet, conduit, or pipe No. 1, and connected therewith.

(4.) An aqueduct or conduit (called Conduit No. 2), situate wholly in the said township of Goldshaw Booth and parish of Whalley aforesaid, commencing in the said gauge basin, and terminating in the said Woodhouse Brook, at a point 57 yards or thereabouts from the north corner of the said field called "Copp," otherwise "Isles Meadow."

(5.) A bye-wash or conduit (called Conduit No. 3), commencing at a point in the centre of Woodhouse Brook aforesaid, 31 yards or thereabouts, measured in a north-easterly direction, from the north-east corner of a certain sheepfold in a field called "Cheek," in the occupation of Robert Duerden, and belonging to Nicholas Grimshaw; and thence proceeding in an irregular line, firstly in a southerly direction, thence in a south-easterly direction, and then in a southerly direction, and terminating in Woodhouse Brook aforesaid, at a point 64 yards or thereabouts, from the north corner of the said field called "Copp," otherwise "Isles Meadow."

This bye-wash or conduit will be situate wholly in the said township of Goldshaw Booth, in the parish of Whalley aforesaid.

Together with all necessary embankments, bridges, roads, dams, tanks, weirs, gauges, bye-washes, sluices, catch-water drains, culverts, tunnels, wells, cuts, adits, borings, filter beds, flaps, approaches, works, and conveniences in connection with the intended works, or necessary for collecting and impounding the streams, springs, and waters which, under the Padiham Local Board Act, 1882 (hereinafter called the "Act of 1882"), the Local Board are authorised or empowered to take, impound, and appropriate, on the terms set forth in Section 14 of that Act, or which may be necessary or desirable for conducting, inspecting, maintaining, repairing, cleansing, managing, and using the said works or any of them.

To provide that the said intended reservoir, aqueducts, conduit or lines of pipes, gauge basin, and other works shall form part of the water undertaking of the Local Board, and to enable the Local Board to exercise and enjoy in respect thereof all the like powers, rights, privileges, and authorities which they now may or are empowered to exercise and enjoy with respect to their existing water undertaking.

To deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels shown upon the sections hereinafter mentioned.

To make provision for the discharge and regulation of compensation water to owners and others from the reservoir and works to be authorised by the intended Act; and to make temporary provisions for the abstraction and use by the Local Board of water from the streams and waters hereinbefore mentioned, or some of

them, prior to the completion of the intended works.

To provide for payment of compensation in money to any persons entitled to compensation water under the Act of 1882, and if need be to repeal or amend Sections 13, 14, 15, and 19 of the Act of 1882, and any other provisions of that Act relative thereto or consequent thereon, and of any other Act or Acts.

To authorise the Local Board to lay down maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over any public highway, street, road, river, stream, pipes, 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, bridleways, highways, footpaths, bridges, canals, towing paths, railroads, tramways, sewers, drains, streams, brooks, watercourses, pipes, and telegraphs within the parish, townships, and extra-parochial place of Heyhouses adjoining the parish of Whalley aforesaid.

To empower the Local Board to purchase and take by compulsion and otherwise, and take leases and grants of or easements in, under, and over all lands, houses, streams, brooks, springs, water, and hereditaments required for all or any of the purposes of the intended Act, and to apply any lands or hereditaments now vested in or held by them for all or any of such purposes, and from time to time to sell, exchange, lease, or dispose of any of the lands to be acquired by them for such purposes and upon such conditions and terms as they may think fit, and to acquire by compulsion or agreement easements to lay drains, aqueducts, pipes, or conduits in, through, or upon lands, with power to inspect, repair, and maintain the same.

To enable the Local Board to purchase and acquire compulsorily, for the purposes of their waterworks undertaking, the lands following, (that is to say):

Certain lands containing 15 acres, or thereabouts, that is to say, a field called "Set Stone Meadow," and parts of three other fields adjoining, called "Rough Bottom," "Far Barn Meadow," and "Banks," all in the occupation of the said Richard Shepherd, and belonging to the said Arthur Towneley Parker, as rector of Burnley aforesaid, situate in the said township of Goldshaw Booth and parish of Whalley, which said field and parts of fields are bounded on the north by an enclosure called "Stainscomb Dole;" on the west by an imaginary straight line, drawn in a line with the east gable of a barn called "Far Barn," for a distance of 300 yards, or thereabouts, measured in a southerly direction from the point where such line would cross the southern boundary of "Stainscomb Dole" aforesaid; on the south by an imaginary straight line, drawn in an easterly direction from the south end of the last straight line, for a distance of 216 yards, or thereabouts; on the east partly by the eastern fence of the said field called "Rough Bottom," and partly by the southern and eastern fences of "Set Stone Meadow" aforesaid, and thence by an imaginary straight line, drawn from the north-east corner of "Set Stone Meadow" aforesaid, to the south-east corner of "Stainscomb Dole" aforesaid.

Certain other lands, containing one acre or thereabouts, part of Churn Clough Wood, situate at the foot of the outside slope of the embankment of Churn Clough Reservoir (part of the water undertaking of the Local Board), which lands belong to Le Gendre

Nicholas Starkie, and are in his own occupation, and are situate in the extra-parochial place of Heyhouses, adjoining the said parish of Whalley, and are bounded easterly by the foot of the slope of the said embankment, and on all other sides thereof by land belonging to the said Le Gendre Nicholas Starkie.

To construct, erect, and maintain upon a certain plot of land containing 8,676 square yards or thereabouts situate in the township of Hapton aforesaid, within the district of the Local Board, and held on lease by the Local Board from the said Le Gendre Nicholas Starkie for a term of 999 years, slaughter-houses, and all other necessary buildings and conveniences required in connection therewith, and approaches thereto.

To extend the period limited by Sections 8 and 12 of the Act of 1882, for the compulsory purchase of lands, and for the completion of the reservoir and works authorised by that Act.

To authorise the Local Board for the purposes of the proposed works, and for all or any of the purposes of the Bill, 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 borrowing on mortgage or the creation of annuities, on the credit of the works, rates, or rents to be authorised by or to arise under the intended Act, or on the credit of any property of the Local Board, or of any rates or rents which they now are or may be authorised to levy or receive.

To confer upon the Local Board all powers, rights, authorities, and privileges which are or may become necessary or useful for carrying into effect the objects of the intended Act, or any of them, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges.

To alter, amend, or repeal all or some of the provisions of the following Acts, viz., the Padiham Waterworks Act, 1854; the Padiham Waterworks Act, 1874; the Padiham Local Board Act, 1876; the Act of 1882, and to incorporate with the intended Act, with or without amendment, the following public general Acts, namely, the Lands Clauses Consolidation Acts, 1845, 1860 and 1869; the Lands Clauses (Umpire) Act, 1883; the Waterworks Clauses Act, 1847 and 1863; the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of land, and the Public Health Act, 1875.

On or before the 30th day of November, 1888, duplicate plans and sections of the works proposed to be authorised by the intended Act, showing the situations and levels thereof, and the lands to be taken for the purposes thereof, and in or through which the works so authorised are, or will be constructed, and other lands proposed to be taken under powers of the intended Act, and a book of reference to such plans containing the names of the owners and lessces, or reputed owners, and lessees, and of the occupiers of such lands, together with 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, in that county, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any parish, township or extra-parochial place, in, through, or into which the proposed works will be made, or in which the lands intended to be taken are situate, and a copy of this Notice, as published in the London Gazette, will be de-

posited, in the case of a parish or township, with the Parish Clerk of such parish or township, at his residence, and, in the case of an extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence, and, on or before the said 30th day of November, a map in duplicate, showing as well the present boundaries of the district of the Local Board as the boundaries of the proposed extension thereof, will be deposited with the Clerk of the Local Board, at his office at Padiham, in the said county.

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, 1888.

Dated this 15th day of November, 1888.

John Eastham, Solicitor, Clitheroe.

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

In Parliament.—Session 1889.

Mersey Railway (Various Powers).

(New Railways and Works; Compulsory Purchase of Land; Tolls, &c.; Additional Capital; Separate Undertaking; Payment of Interest during Construction; Extension of Time for Purchase of Lands and Completion of Certain Authorised Railways and Works; Abandonment of other Railways and Release of Deposit; Cancellation of Agreements scheduled to Act of 1887; Working and Traffic Agreements; Running Powers; Alteration and Confirmation of Agreement with Cheshire Lines Committee; Application of Capital; Conversion and Consolidation of Share and Loan Capital and Rearrangement of Dividends and Interest and Arrears; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mersey Railway Company (hereinafter called "the Company") for an Act to confer upon the Company the following among other powers (that is to say):—

1. To make and maintain the railways and works next hereinafter described, with all proper stations, approaches, sidings, junctions, and other works and conveniences connected therewith (that is to say):—

(1.) A Railway (No. 1), commencing in the township of Tramere, in the parish of Bebington, by a junction with the Mersey Railway at a point about 3 chains south-eastward of the south-east end of Greenlane station platform, and passing through the townships of Tramere, Higher Bebington and Lower Bebington, in the parish of Bebington, the township and parish of Bromborough, and the township and parish of Eastham, or some of them, all in the county of Chester, and terminating in the township and parish of Eastham aforesaid, in the field numbered 167 in the last-mentioned parish, on the ordnance 25-inch map, at a point about 30 chains from the Chester and Birkenhead Railway, measured due east from a point in the centre of that railway, 14½ chains northward of the bridge carrying that railway over the public road called Eastham Rake.

(2.) A Railway No. 2, wholly in the townships of Eastham and Hooton, in the parish of Eastham aforesaid, commencing by a junction with the intended Railway No. 1 at or near its termination as above described, and terminating in the said township of Hooton by a double junction with the Chester and Birkenhead Railway at a point about 15

chains northward from the bridge carrying a public road over the said railway at Hooton station.

(8.) A Railway No. 3, wholly in the townships of Eastham and Hooton, in the parish of Eastham aforesaid, commencing by a junction with the intended Railway No. 1 at or near its termination as above described, and terminating in the township of Hooton aforesaid at a point 17 yards or thereabouts from the Chester and Birkenhead Railway, measured in an easterly direction from a point in the centre of that railway $3\frac{1}{2}$ chains northward from the bridge carrying a public road over the railway at Hooton station.

2. To cross, open, stop up, close for traffic, alter, remove, divert and otherwise interfere with, either temporarily or permanently, any roads, streets, passages, squares, highways, footpaths or places, railways, tramways, rivers, canals, bridges, wharves, quays, landing-places, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphic and electric tubes, pipes, wires, and apparatus, within or adjoining the aforesaid parishes, townships, and places, or any of them, and to vest in the Company the site and soil of any streets, roads, highways, or thoroughfares to be stopped up under the powers of the Bill.

3. To deviate from the lines or situations of any of the works shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill.

4. To purchase and take by compulsion, and also by agreement, lands, houses, and other property for the purposes of the intended railways and works and of the Bill, and easements or rights in, over, or affecting lands, houses, and other property, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to purchase and take, by compulsion or agreement, any lands, vaults, cellars, arches, or other offices, or parts of, or attached to, or belonging to any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises; and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

5. To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, stations, and works hereinafter mentioned belonging to other railway or other Companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To raise additional capital for the purposes of the intended railways by preferential or ordinary shares or stock, and by borrowing on mortgage or by the creation and issue of debenture stock, and to provide that the capital, required for the construction of the intended railways may be distinct from the general capital of the Company, and to constitute the said railways and works into a separate undertaking as to expenditure, profits, and revenue, and also to authorise the Company to agree with the proprietors of the separate capital as to the payments to be made to them, or the proportion of traffic or rent or dividend in lieu thereof to be attributed to such separate undertaking, out of the receipts arising from the traffic common to the general

undertaking of the Company and to the said separate undertaking, and to provide for the ultimate merging of the said separate capital and undertaking in the general capital and undertaking of the Company.

7. 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 in the separate or other capital of the Company during the construction of the intended railways.

8. To extend the periods limited by the Mersey Railway Act, 1887, for the compulsory purchase of lands, and for the completion of Railways Nos. 1 and 2, described in and authorised by that Act.

9. To abandon and relinquish the construction of Railways Nos. 3 and 4 (Rock Ferry Line), described in and authorised by the Mersey Railway Act, 1887, and to provide for the release of the Parliamentary deposit applicable to those railways, and to cancel and rescind all contracts and agreements in relation thereto, or to the land which might have been taken for the same, and particularly the agreements contained in the first and third schedules to the said Act of 1887, and to repeal so much of that Act as sanctions or confirms the last-mentioned agreements.

10. To empower the Company, and any Company or persons lawfully working or using the railways of the Company or any part thereof, by agreement or otherwise, from time to time to run over, work and use, with their engines, carriages and wagons, and officers and servants for the purposes of traffic of every description upon such terms and conditions pecuniary or otherwise, and upon payment of such tolls and rates as may be agreed upon or settled by arbitration or prescribed by the Bill, the railways (constructed or authorised), portion of railway and stations next hereinafter mentioned, or some part or parts thereof respectively (that is to say):—

- (a.) The railways of the Wirral Railway Company.
- (b.) The railways of the Seacombe, Hoylake and Deeside Railway Company.
- (c.) So much of the Manchester, Sheffield and Lincolnshire Railway as extends from the Wirral Railway across the River Dee to the Wrexham, Mold and Connah's Quay Railway.
- (d.) So much of the Chester and Birkenhead Joint Railway of the London and North Western and Great Western Railway Companies as lies between the junction therewith of the intended Railway No. 2 and Chester Station, including that station.

Together with the use of all terminal and other stations, sidings, platforms, points, signals, telegraphs, junctions, roads, water, watering places, and water engines, engine sheds, standing room for engines, and carriages, booking and other offices, warehouses, machinery, works and conveniences connected with the aforesaid railways, portion of railway and stations respectively.

11. The intended Act will authorise the Company on the one hand and the Manchester, Sheffield and Lincolnshire Railway Company, the Cheshire Lines Committee, the Wirral Railway Company, the Seacombe, Hoylake and Deeside Railway Company, the Wrexham, Mold and Connah's Quay Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the London and North Western Railway Company, and the Great Western Railway Company, or any one or more of those Companies on the other hand, to

enter into and carry into effect agreements for or with reference to the construction, maintenance, use, and appropriation of joint or separate stations, sidings, and other works, by or for the benefit of the contracting Companies, or any of them, and the acquisition of land for the same, and the payments to be made in respect thereof; the construction, working, use, management and maintenance of the respective railways and works of the contracting Companies, or some portion or portions thereof, and the guaranteeing the principal and interest and otherwise providing capital therefor; the supply of rolling stock and plant during the continuance and for the purposes of any such agreement, and the employment of officers and servants for the conveyance and conduct of the traffic; the regulation, collection, transmission and delivery of traffic upon, passing over or coming from or destined for the railways of the contracting Companies; the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income arising from the railways, stations and works comprised in any such agreement.

12. The intended Act will alter and vary any agreements between the Company and the Cheshire Lines Committee, and sanction or give effect to any new agreements, for all or any of the purposes specified in the last preceding paragraph, which may be entered into between them and the said Committee, and confirm any such altered or new agreements.

13. To authorise the Company to apply to the purposes of the intended Act any funds or moneys now belonging to them or which they have power to raise, and to provide for and authorise an alteration and readjustment of the various classes of shares and stocks (including debenture stocks) of the Company, and to authorise the conversion and consolidation thereof into shares and stocks of other classes or denominations, and the creation of new or substituted classes of shares or stocks, and to alter the rates of interest or dividends now payable upon such shares or stocks, and otherwise to deal with the same and the arrears thereof in such manner as may be prescribed or authorised by the intended Act, and to vary, so far as may be necessary, the rights, privileges and priorities of the several holders of the said shares and stocks or some of them.

14. To empower the receivers and managers of the undertaking of the Company to settle a scheme of arrangement with the creditors of the Company, and to sanction and confirm any such scheme as has been or may be made during the progress of the intended Act, and to apply any funds, stocks, or shares required for carrying such scheme into effect.

15. To amend and alter the provisions of the Mersey Railway Act, 1888, in regard to the application of the debenture and other stocks by that Act authorised, and the purposes to which the same are directed to be applied, and to vary or cancel those purposes and substitute other purposes.

16. The intended Act will vary or extinguish all rights and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Companies-Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and the Railways Clauses Act, 1863, with such modifications as may be deemed expedient, and it will amend, enlarge, or repeal some of the powers and provisions of the Act 5 and 6 William IV, cap. 107, and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and of

the several other Acts relating to the London and North Western Railway Company; 1 and 2 William IV, cap. 60, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company; 9 and 10 Vict., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; 7 and 8 Vict., cap. 18, and of the several other Acts relating to the Midland Railway Company; 12 and 13 Vict., cap. 81, and of the several other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company; the Wirral Railway Certificate, 1883, and the Wirral Railway Acts, 1884, 1885, and 1888; the Act 25 and 26 Vict., cap. 221, 47 and 48 Vict., cap. 165, and of the several other Acts relating to the Wrexham, Mold and Connah's Quay Railway Company; the Act 35 and 36 Vict., cap. 27; 44 and 45 Vict., cap. 115, and of the several other Acts relating to the Seacombe, Hoylake and Deeside Railway Company; 29 and 30 Vict., cap. 139, 31 and 32 Vict., cap. 161, 34 and 35 Vict., cap. 201, 37 and 38 Vict., cap. 180, 40 and 41 Vict., cap. 220, and 43 and 44 Vict., cap. 74, and of the other Acts relating to the Mersey Railway Company; 30 and 31 Vict., cap. 92, 44 and 45 Vict., caps. 152 and 153, and any other Acts relating to the borough of Birkenhead.

17. 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 intended Act, showing the situation, lines and levels thereof, 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 be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, and that 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 railways and 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 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 15th day of November, 1888.

Baxters and Co., 5, Victoria-
street, Westminster,
Gill, Archer, and Maples, 14,
Cook-street, Liverpool,
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

} Solicitors.

In Parliament.—Session 1889.

Volunteer National Rifle Ranges and Camp
(Cannock Chase).

(Acquisition of certain Lands by Compulsion or Agreement for the Formation of Volunteer Rifle Ranges and Camp, &c., at Cannock Chase, in the County of Stafford; Formation of New Roads; Diversion and Stopping up of Roads; Extinguishment of Common Rights; Rights of Way, &c.; Incorporation 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, and to pass an Act for all or some of the purposes following, that is to say:—

To incorporate a Company, and to confer on the Company so to be incorporated, or on such other body or bodies, person or persons, as may be defined by the Bill, or as Parliament shall authorize (hereinafter referred to as "the Undertakers"), for the purpose of providing a site for rifle ranges and a camping ground for the use of the volunteers of the United Kingdom, all or some of the following powers:—

To purchase by compulsion or agreement, and to take and hold certain lands containing 1,840 acres or thereabouts, and situate on what is known as Cannock Chase, in the county of Stafford, and being partly in the parish of Rugeley, and partly in the parish of Colwich, in that county, and which lands are bounded as follows:—

On the north by the southern fence of Haywood Park as far as Abraham's Valley, and continued in a straight line to the western fence of Oakedge Park, all in the parish of Colwich.

On the west by the stream known as Sherbrook, which divides the parishes of Colwich and Rugeley from the parish of Berkswich or Baswich, in the county of Stafford, commencing at the south-west corner of Haywood Park, and terminating at a point where such stream is crossed by the public highway called Spring Slade-road.

On the east by the western and southern fences of Oakedge Park, and the western fence of Wolseley Park, and thence by a public highway called Oakedge-road, and thence in a straight line southwards to a point on the public highway called Birches Valley-road, close to "The Birches."

On the south by the Birches Valley-road, from the point aforesaid to the junction of that road with the public highway called Fair Oak-road, and on the south-west by the last-mentioned road to its junction with the public highway called the Penkriddle-road, and thence in a straight line to the point aforesaid, where the Sherbrook stream is crossed by Spring Slade-road.

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, namely:—

Name by which Lands are known.	Where the Lands are situate.	Estimated quantity to be taken.
Haywood Warren	Parish of Colwich in the county of Stafford	865 Acres.
Wolseley Plain		125 Acres.

To discontinue or stop up so much and such portions of the following roads, paths, tracks, and rights of way in the parish of Rugeley, in the county of Stafford, as are comprised within the boundaries of the lands so to be purchased and taken as aforesaid, viz., Wolseley-road, South or Sow-street, Sherbrook-road, Haywood-road, Penkriddle Bank-road, Penkriddle-road, Spring Slade-road, and Fair Oak-road, and in lieu thereof to make the following new roads viz.—(1) A road commencing at the west end of Sherbrook-road, continuing to the west end of the Spring Slade-road, and terminating at

the junction of the Fair Oak and Penkriddle roads; (2) A road commencing at Wolseley-road at a point 165 yards east of Oak Edge-road, thence southward in a straight line to Penkriddle-road, and thence southward, terminating by a junction with the Birches Valley-road, at a point 620 yards east of Fair Oak-road, measured along the Birches Valley-road.

To purchase by compulsion and also by agreement, lands, houses, and hereditaments, for the purposes of the intended roads and works, and to vary or extinguish all rights and privileges in any manner connected therewith.

To stop up and extinguish or provide for the stopping up and extinguishing of all roads, paths, tracks, and rights of way, or other rights or easements in, over, or upon the lands hereinbefore referred to, and to appropriate the sites of such roads, paths, tracks, and ways, and to provide for the settlement of cases of disputed compensation.

To enable the undertakers to enter into agreements with the National Rifle Association or any other association or body of persons relating to any of the matters aforesaid, and to empower the undertakers to transfer to, and the National Rifle Association or such other association or body of persons as aforesaid to accept and exercise all or any of the powers to be conferred on the undertakers by the intended Act, and to empower and authorise the National Rifle Association or such other association or body of persons to take and hold all or any of the before-mentioned lands, and to set apart and use the same for the purposes of every or any such association or body of persons aforesaid for the benefit of the volunteers of the United Kingdom.

To confer upon the undertakers 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.

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, 1869, and 1883, as the same are amended by the Commonable Rights Compensation Act, 1882, and the Lands Clauses (Umpire) Act, 1883.

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 the lands and other property in or through which they will be made, and also plans of the other lands to be taken 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 those lands 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 Stafford, at his office at Stafford; and on or before the same day, a copy of so much of the plans, sections, and book of reference as relate to any parish, township, or extra-parochial place in, through, or into which the proposed works will be made, or in which the lands intended to be taken are situate, and a copy of this notice as published in the London Gazette, 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 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 16th day of November, 1888.

Hand, Blakiston, Everett, and Hand,
Stafford, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Heywood Corporation.

(Extension of Time for Construction of Waterworks Authorized by Heywood Waterworks Act, 1877; Purchase and Determination of Gas and Water Annuities; Improvement of Road from Heywood to Manchester; Sanitary Provisions, Dangerous Structures, Public Buildings Ingress and Egress; Streets and Buildings; Temporary Repair of Private Streets; Sewers and Drains; Licensing of Plumbers and Regulations as to Fittings; Annuity Warrant to Joint Holders; County Police acting within Borough; Borrowing of Money; Levy of Rates; Discount on Due Payment of Rates; Amendment, Repeal, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Mayor, Aldermen, and Burgesses of the Borough of Heywood, in the county of Lancaster (hereinafter called the Corporation), for leave to bring in a Bill for an Act for the following, or some of the following, amongst other purposes (that is to say):—

To extend the time limited by the Heywood Waterworks Act, 1877, for the construction and completion of the reservoir on Ashworth Moor, referred to in the said Act as reservoir No. 1, the catchwater drain No. 2, and other works in connection therewith respectively authorized by the said Act.

To provide for the purchase by the Corporation at the end of such period, and upon such terms and conditions, as may be mentioned in the intended Act of the annuities issued by them in respect to the purchase of their gas undertaking and water undertaking, or otherwise to provide for the determination of such annuities at the end of such period as may be prescribed in the intended Act.

To empower the Corporation to contribute to the expense of making and maintaining improvements and deviations in the road from Heywood to Manchester, or of making and maintaining any new road in lieu thereof, and to authorize or confirm and carry into effect agreements between the Corporation and the County Council of Lancashire, or any local or road authority or landowners, in relation to the premises.

To make better provision for securing the cleanliness of the borough and the health and safety of the inhabitants thereof, and particularly in regard to the following matters:—To prohibit the use of any room built over any privy or other offensive thing as a dwelling, sleeping, or work room or place of habitual employment; to extend the meaning of the word ashpit in the Public Health Act, 1875, so as to include ashtub or other proper receptacle for the deposit of ashes, fœcal matter, or refuse; to impose penalties on persons spilling or scattering coal ashes, lime, rubbish, or substances of a like nature on or upon any street or foot way for repairing or enclosing dangerous

structures and places; for securing sufficient means of ingress and egress in regard to hotels, public-houses, churches, chapels, and places of public amusement or entertainment; to secure the safety of platforms, balconies, and other structures erected or used for the purpose of affording sitting or standing accommodation on the assembly of numbers of persons, on public occasions; for providing for the recovery of any expense incurred by the Corporation in relation to the matters aforesaid, and to make such other provision in relation to the matters aforesaid as may be mentioned in the intended Act.

To make further provision in regard to streets and buildings within the borough, and particularly to authorize the Corporation to put in footing or retaining walls in regard to any new street carried on an embankment; to limit the period during which the approval of plans of new streets and buildings shall operate; to prohibit or regulate the erection of wooden buildings or structures, and to provide for the removal of existing wooden buildings and structures; to authorize the erection and maintenance of statues, fountains, and cabmen's shelters; and to provide for the payment or recovery of any expenses incurred by the Corporation in relation to the matters aforesaid.

To provide for the temporary repair of streets within the borough not being highways repairable by the inhabitants at large, and to enable the Corporation to recover from the owners of adjoining or abutting lands any expense incurred by them in executing such repairs, and to amend the provisions of the Heywood Corporation Act, 1883, and the Public Health Act, 1875, relating to private street works and private improvement expenses.

To prohibit persons from discharging into the sewers of the Corporation or drains connected therewith any refuse or injurious matter, or any steam or condensing or heated water, and to impose penalties for any such offence.

To empower the Corporation to license plumbers to attach fittings and to make connections with the water mains and pipes of the Corporation, and to prohibit unlicensed persons from executing any such works, and to authorize bye-laws and regulations in respect to the matters aforesaid, and otherwise to make better provision in regard to water fittings.

In the case of joint-holders of gas or water annuities of the Corporation to provide for the annuity warrant being sent to one of such holders, whose receipt shall be effectual, or to make other provision in regard to the payment of such annuities.

To constitute police-constables acting within the borough, officers of the Corporation for the purpose of instituting and prosecuting proceedings against persons committing any offence under the Public Health, 1875, the Heywood Corporation Act, 1883, the intended Act or any other public or local Act in force within the borough.

To empower the Corporation for the purposes of their water undertaking or any of the purposes of the intended Act to borrow money on the security of their water undertaking or the revenue arising therefrom, and upon the borough fund and rate district fund and general district rate and upon any other undertakings, lands, or property of the Corporation or on any such securities or to authorize the raising of any such moneys by the creation and issue of Heywood Corporation stock, and to authorize the Corporation to apply any of their funds to any of the purposes of the intended Act.

To authorize the Corporation to levy rates,

rents, and charges, to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, and to empower the Corporation to make an allowance by way of discount on the due payment of the borough rate or general district rate or other rates leviable by the Corporation.

To vary or extinguish all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To repeal, alter, or amend all or some of the following local Acts, that is to say:—The Heywood Waterworks Act, 1846; the Heywood Waterworks Amendment Act, 1855; the Heywood Gas Amendment Act, 1856; the Heywood Waterworks (Amendment) Act, 1866; the Heywood Improvement Act, 1867; the Heywood Waterworks Act, 1877; and the Heywood Corporation Act, 1883; also the Orders relating to Heywood confirmed by the Local Government Board's Provisional Orders Confirmation Act, 1875 (No. 3); the Local Government Board's Provisional Orders Confirmation (Castleton-by-Rochdale) Act, 1879; and the Local Government Provisional Orders (No. 11) Act, 1888.

To incorporate, and apply, with or without amendment, or render inapplicable all or some of the following public Acts:—

The Municipal Corporations Act, 1882; the Public Health Act, 1875; the Local Loans Act, 1875; the Lands Clauses Consolidation Act, 1845; the Waterworks Clauses Act, 1847; and any Act amending the same respectively.

Printed copies of the intended Act or 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 15th day of November, 1888.

Alfred Wallis, Town Clerk, Heywood.
Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Metropolis Local Management, &c.,
Amendment.

(Powers for Regulating the Laying of Mains and Pipes; Formation of New Streets; Building Materials; New and Altered Buildings; General Line of Buildings in Streets; Further Powers to London County Council; Further Powers to Vestries and District Boards of Works; Paving and Repair of Streets; Purchase of Land for Wharves and Street Widening; Hoardings; Demolition of Buildings; Powers for altering Wards in Parishes; for Preventing Injury to Main Sewers; Nomination and Election of Vestrymen, &c.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill to amend some of the provisions of the statutes in force with regard to the local management of the Metropolis.

This notice is given by the Metropolitan Board of Works, acting under those statutes, in order that the London County Council, to be elected as successors of the Metropolitan Board under the Local Government Act, 1888, may be enabled to proceed with the Bill in the ensuing Session if they should so resolve.

It will be proposed to confer upon the London County Council and upon the vestries of parishes named in Schedule A, and the district boards of works named in Schedule B. to the

Metropolis Management Act, 1855, further powers to control and regulate the laying within their respective districts of mains and pipes for water or gas, or hydraulic power purposes, and to remove or limit the liability of such vestries and district boards for damage or injury to such mains and pipes.

To confer on the said Council and boards, and vestries further powers with reference to the formation of streets and roads, and to prevent or regulate the removal of gravel or other subsoil in the formation thereof, and the substitution of other material for such subsoil.

To confer on the said Council further powers as to the regulation and control of making new streets and buildings, and materials for building, for preventing or regulating buildings being erected or extended within a specified distance of the centre of the road, for prevention of improper building or materials, for the prevention of buildings projecting beyond the building line, the removal and pulling down of irregular buildings and structures.

To provide for appeals against decisions of the superintending architect as to general line of building in streets.

To confer further powers on the vestries and district boards of works in the metropolis as to the following matters:—streets, footways, formation of new roads or carriageways, paving new streets and footways, including cases where streets or houses therein are partly in one parish and partly in another, or others, whether within or without the metropolis, and as to the apportionment and recovery of the expenses thereof from owners or occupiers; altering and widening streets and acquiring property for the purposes thereof; acquiring land by agreement or compulsorily for wharf accommodation; repairing roadways and new streets temporarily, and watering or executing works therein, without prejudice to their power of subsequently requiring them to be paved and made up.

To require proper hoardings to be erected for the safety of passing traffic before demolition of buildings is commenced.

To confer further powers and make further provisions with regard to assessing and determining the compensation to be paid in respect of the interests of owners and occupiers of land and property required for widening and improvement of streets.

To confer further powers on the said Council for lending money to vestries and district boards of works for street paving and other like purposes.

To confer further powers on the said Council for altering the wards of parishes in the metropolis, and for forming portions of parishes into wards.

To confer on the said Council further powers for the summary removal of trespassers upon or in the main sewers of the metropolis, and for the prevention of injury thereto.

To make other provisions with respect to the nomination and election of vestrymen and members of district boards.

To impose penalties for offences against the provisions of the intended Act, and to authorise and provide for the recovery thereof.

Dated this 15th day of November, 1888.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, London, S.W.

Dyson and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1889.

Bridlington Local Board.

(Powers for Regulating, Maintaining, and Improving Princes Parade, and other Parades and Pleasure Grounds, and to Lease same; to Charge for Admission thereto; to Provide Bands of Music and Amusements and to Charge for Admission thereto; to Borrow Money; Transfer of Existing Rights of Lords Feoffees of Manor of Bridlington to Local Board; Regulation of Streets, Markets, and Fairs; Prevention of Obstructions in Streets; Extinction of Rights of Stallage, &c.; Bye-laws, &c.; Application of Moneys; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Local Board for the district of Bridlington (hereinafter referred to as "the Local Board") for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

To make further and better provision for regulating and charging for admission to the Sea Wall or Princes Parade, promenade, and pleasure ground, and any extension thereof, and any other parades, promenades, or pleasure grounds now or hereafter belonging to or under the control of the Local Board, and to enable the Local Board to close the same, or any of them, or any part thereof, at all times, or on certain days, or on special occasions when they think fit, and to charge for admission thereto; and also to enable the Local Board, on certain days, or on special occasions, to admit the members of any society or institution or other persons, or classes of persons thereto, and to make special charges for such admission, and to confer exemptions from the payment of such charges, and to compound for all or any such charges in consideration of fixed periodical or other payments.

To enable the Local Board to demise or lease the parades, promenades, or pleasure grounds, or any of them, or any part or parts thereof, and to transfer all or any of their rights, powers, and privileges in respect thereof to such persons for such periods on such terms and conditions, and for such consideration as they may think fit, or as may be prescribed by the Bill.

To enable the Local Board to pay or contribute towards the payment of one or more bands for the performance of music within their district, and also to provide and pay for or contribute towards the expense of any exhibitions, performances, or amusements for the recreation of the inhabitants and visitors, and to charge for admission thereto, and also to provide for the application of the moneys from time to time received therefrom, and from the parades, promenades, or pleasure grounds.

To enable the Local Board to make and enforce bye-laws for the regulation of their parades with respect to the payment, imposition, collection, and recovery of the charges to be authorised by the Bill, and to prohibit the admission of persons to the parades, promenades, and pleasure grounds, or to any such exhibitions, performances, and amusements, who shall not previously have paid the charges for admission thereto, and also to make regulations in regard to the performances and the times and places at which the said band or bands of music shall play, and to appoint proper officers for any of the purposes of the Bill.

To empower the Local Board to make bye-laws, rules, and regulations in relation to any other purposes of the Bill, and to impose penalties for the breach of any provisions of the Bill, or of any bye-laws, rules, and regulations to be

made under its powers, and to provide for the application of such penalties.

To authorise the Local Board to maintain and improve and extend the parades, and for the purposes of such improvements and extensions and any other purposes of the Bill, or of carrying out other works and improvements within their district, to borrow money and to charge the same by mortgage or otherwise upon the income to be derived from the parades and other charges aforesaid, and upon the district fund and general district rate, or any of them, as they may determine or the Bill prescribe.

To enable the Local Board and the Lords Feoffees of the Manor of Bridlington respectively to make and carry out any agreement for the transfer of all rights of the said Lords of holding markets and fairs, and taking and receiving tolls and dues in respect thereof, and all other rights, powers, privileges, and authorities of the said Lords in relation thereto, for such consideration, and on such terms and conditions as may be agreed upon or the Bill may provide, and to empower the Local Board after such transfer to regulate the holding of markets and fairs within the district.

To enable the Local Board to make and enforce bye-laws, rules, and regulations for regulating the traffic in any of the streets and public places within their district, and to prevent obstructions in such streets and places, and for that purpose to extinguish all rights or custom of stallage, or selling goods in the open streets and public places within the said district.

The Bill will contain all such other provisions as may be necessary or proper for carrying out the objects thereof, and will vary or extinguish all existing rights or privileges which would impede or interfere with its objects, or which it may be necessary or desirable to alter or vary, 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 14th day of November, 1888.

Charles Gray, Clerk to the Local Board, Bridlington.

Thomas Harland, Solicitor, Bridlington.

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

In Parliament.—Session 1889.

Imperial Fire Insurance Company.

(Amendment of Deed of Settlement and of Acts; Provisions as to Directors, Trustees, and Auditors; Further Powers as to Business Offices; Amendment of Clauses 43 and 57 of the Company's Deed of Settlement; Further Provisions as to scale and manner of Voting; and further powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Imperial Fire Insurance Company (hereinafter called "the Company"), for an Act (hereinafter called the "intended Act") for all or some of the following among other purposes:—

1. To confirm the appointment of the present directors of the Company, to make provision with respect to their retirement, to the filling of vacancies by them, and to the ultimate reduction of their number in manner and to the extent to be defined by the intended Act, and to make such further provision as may be deemed expedient with respect to the powers of the directors, or of any committee of their number.

2. To make further provision with respect to the investment of the funds of the Company,

and for dealings with property held on trust for the Company, and with respect to the appointment, relief, and indemnification of the trustees of the Company.

3. To provide for the enrolment or registration in the Supreme Courts of Judicature in England and Ireland respectively, and in the Books of Council and Session in Scotland of memorials of the names of the trustees of the Company.

4. To make further provision with respect to the auditors of the Company.

5. To grant further powers to the Company with respect to houses and offices to be purchased or taken on lease for conducting and carrying on the business of the Company elsewhere than in England.

6. To alter and vary, or, if need be, to repeal, and to enact with such modifications as may be deemed expedient, Clause 23 with respect to the undertaking of Insurance risks, and also Clauses 43 and 57 of the Company's Deed of Settlement with respect to the disposal of shares desired to be sold, or which may be held by any member of the Company who shall be declared bankrupt.

7. To provide for the manner in which the Company may sue and be sued.

8. To amend and alter, and to make further provision with reference to the scale of voting by the members of the Company, to define their right of voting in respect of the shares held by them, and also to make provision for such members voting by proxy at all meetings of the Company.

9. To alter, amend, extend, and enlarge the powers and provisions of the Company's Deed of Settlement, dated the 12th day of February, 1803, and of the Acts 54 Geo. III., cap. 12; the 5 Vict. cap. 66; 32 Vict. cap. 15; and any Acts relative to or affecting the Company.

10. To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

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 20th day of November, 1888.

Hollans, Son, and Coward, Mincing-lane,
Solicitors for the Bill;
Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

Littlestone Pier.

(Power to construct a Pier and other Works and to Levy Tolls; Steam and other Vessels; Power to Borrow; and other matters).

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

To empower the promoters to make and maintain a pier, jetty, and landing-place, with all proper landing stages, landing places, tramways, roads, footpaths, sheds, toll houses, toll gates and bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences, in the parish of New Romney, in the

county of Kent, and on the foreshore and bed of the sea adjoining that parish, such pier commencing at a point 36 yards or thereabouts from the South East corner of the House at Littlestone, situated at the junction of the Grand Parade and Littlestone-road, and known as Littlestone House, measured in an easterly direction, and thence extending seaward in an easterly direction 400 yards or thereabouts.

To erect and construct upon or near to the said pier and works pavilions, or assembly-rooms, concert-rooms, shops, saloons, bazaars, and reading-rooms, refreshment and other rooms, and other conveniences in connection therewith.

To purchase, take on lease, or otherwise acquire lands or hereditaments necessary for the construction of the said pier and works and the approaches thereto.

To provide, charter, or build, maintain, and use steam and other vessels and boats for the conveyance of passengers to and from the said pier and works, and to let the same for hire and to sell the same.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of the pier works and property, and the control and regulation of vessels, persons, goods, and vehicles using the same, and the conduct of officers and servants, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations.

To 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, and duties; to confer, vary, or extinguish exemptions from and to compound and agree with any persons or person 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 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.

Plans and sections of the proposed pier and works, and a copy of this Notice as published in the *London Gazette*, will be deposited with the Clerk of the Peace for the said county of Kent at his office at Maidstone, at the Custom House at the port of Folkestone, and at the office of the Board of Trade, Whitehall Gardens, London, on or before the 30th day of November next.

On and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished, at the price of one shilling each, to all persons applying for the same, at the office of the undersigned.

Dated this 14th day of November, 1888.

Robert W. Perks, 9, Clement's-lane, Lombard-street, London.

Board of Trade.—Session 1889.

Clacton-on-Sea Pier.

(Widening and Extension of Clacton Pier, and Construction of Additional Works; Additional Capital; Levy and Alteration of Tolls; Bye-laws; Amendment and Incorporation of Acts.)

NOTICE is hereby given, that in pursuance of the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, the Clac-

ton-on-Sea Pier Company (hereinafter called the Company) intend to apply, on or before the 22nd of December, 1888, to the Board of Trade for a Provisional Order for the following, or some of the following, amongst other powers (that is to say):—

To empower the Company to make the following works in connection with their existing pier (that is to say):—

A widening of the present pier of 3 yards on each side thereof, commencing at its root or shore end, extending seawards therefrom for a distance of 290 yards; and thence for a further distance seawards of 75 yards, a widening of 13 yards on each side of the pier.

An extension seaward of the present pier-head commencing at the southern face thereof and terminating at a point 10 yards therefrom.

A widening of the wings of the present pier-head on the north or land side thereof to the existing lifeboat slipways.

A widening of 7 yards of the existing loading berth for its full length, commencing on the west side of the pier at a point 155 yards from the root or shore end thereof, and terminating at a point 175 yards from such root or shore end; together with all necessary or proper cranes, buoys, moorings, engines, accumulators, apparatus, hawsers, and other works.

To enable the Company to erect and maintain a pavilion or covered building, with all necessary and proper conveniences, on the proposed widened pier, near to the pier-head.

The whole of the above widenings, extension, pavilion, and other works will be situate in the parish of Great Clacton, in the county of Essex, or in the sea near thereto.

To authorise the Company to raise additional capital by shares or stock, and by borrowing, 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 intended Order, and to authorise the conversion into stock of all or any part of the existing share capital of the Company or of the share capital to be authorised by the intended Order.

To authorise the Company to exercise the following powers, or some of them, that is to say:—To erect, maintain, or remove toll-houses and bath-houses, to purchase by agreement lands, tenements, and hereditaments in the parish and county aforesaid, to levy tolls, rates, and charges in respect of the intended works and buildings, to alter existing tolls, rates and charges, to confer, vary, or extinguish exemptions from payment of tolls, rates and charges, to make, alter, or vary bye-laws, rules, and regulations for the management, use and control of the proposed pavilion building and works, and other the undertaking of the Company, and to impose penalties for the breach of such bye-laws, and to authorise the Company to apply for and accept licences for the sale of intoxicating liquors for consumption in the intended pavilion or building.

To incorporate with the intended Order all or some of the provisions of the Harbour Docks and Pier Clauses Act, 1847, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Companies Clauses Acts, 1845, 1863, and 1869.

To repeal, alter, or amend all or some of the provisions of the Thorpe and Great Clacton Railway Act, 1866, and the Pier and Harbour

Orders Confirmation Act, 1875 (No. 1), and the Clacton-on-Sea Pier Order confirmed thereby; and to alter the provisions of the warrant granted by the Board of Trade under the Railway Companies Act, 1867, and dated the 5th day of April, 1872.

To vary or extinguish all rights and interests which would or might interfere with the objects of the intended Order.

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 Essex, at his office at Chelmsford, in the said county; at the office of the Board of Trade, Whitehall-gardens, London; and at the Custom House at Colchester.

Printed copies of the draft Provisional Order will be deposited at the said office of the Board of Trade on or before the 22nd day of December, 1888, and printed copies of the same may be obtained at the price of one shilling for each copy, at the offices of the undermentioned Solicitors and Parliamentary Agents.

All persons 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 Harbour Department of the Board of Trade, Whitehall-gardens, London, on or before the 15th day of January, 1889, and a copy of such objection must at the same time be sent to the undermentioned Parliamentary Agents.

Dated this 13th day of November, 1888.

Young and Sons, 29, Mark-lane, London,
Solicitors.

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

In Parliament.—Session 1889.

Metropolitan Fire Brigade Expenses).
(Altering Limit of Rate for Fire Brigade Pur-
poses; Altering Contributions from Fire
Insurance Offices; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session, for leave to bring in a Bill to amend the Acts in force with regard to the Metropolitan Fire Brigade.

This notice is given by the Metropolitan Board of Works in order that the London County Council to be elected under the Local Government Act, 1888, may be enabled to proceed with the Bill in the ensuing Session if they should so resolve.

Power will be sought 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 London County Council 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 (and will prohibit the London County Council as their successors) 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 the said Council 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 15th day of November, 1888.

J. E. Wakefield, Clerk of the Metropolitan Board of Works, Spring-gardens, Charing-cross, S.W.

Dyson and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1889.

Dover Promenade Pier (Provisional Order). (Authorising construction of Pier at Dover; Levying of Tolls, &c.; General Powers of Regulation, Control, and Management.)

NOTICE is hereby given, that application will be made to the Board of Trade on or before the 23rd day of December next, by or on behalf of a Company incorporated, or to be incorporated under the Companies Act, 1862, and the Acts amending the same (hereinafter referred to as the "Undertakers") 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 the Board in that behalf for the following purposes:—

To authorise the construction of a pier at Dover in the parish of St. James the Apostle and county of Kent, and in the sea in front thereof, viz.:—

A pier commencing on the foreshore opposite Clarence Lawn, and extending thence for a distance of 330 yards or thereabouts into the sea.

To enable the Undertakers to erect, construct, and maintain on the said pier, pavilions, or assembly rooms, concert, lecture, reading, refreshment, and other rooms, lavatories, and other buildings and conveniences.

To authorise the Undertakers to deviate laterally from the lines of the pier and works to the extent shown on the plans hereinafter mentioned or as may be prescribed by the intended Order, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Undertakers to construct and maintain all such piles, groynes, floating barges or dummies, approaches, landing stages and places, moorings, buoys, tollhouses, gates, and other works as may be requisite or expedient in connection with the intended pier and works.

To enable the Undertakers to acquire and hold lands for the purposes of the intended Order.

To enable the Undertakers to levy tolls, rates, and charges for the use of the pier and works.

To authorise the Undertakers to set apart for any purposes, and to demand and recover tolls, rates, and charges for the use of any part or parts of the pier or of any buildings or erections thereon, and to let or lease the same or any part thereof upon such terms and conditions as they think fit.

To enable the Undertakers from time to time to make and enforce bye-laws for regulating the use of and for protecting the pier buildings and

works, and for protecting the property thereon, and for ensuring the safety and comfort of persons frequenting the same, and to define the limits within which the powers of the pier master and of the Undertakers may be exercised, and to define the district or area in which the pier shall be deemed to be situate, for police licensing and magisterial purposes.

The Order will vary and extinguish all rights and privileges which would interfere with its objects, and will incorporate with itself such provisions as may be deemed necessary of the Harbours Docks and Piers Clauses Act 1847.

On or before the 30th day of November instant duplicate plans and sections of the proposed works, and a copy of this notice, will be deposited with the Clerk of the Peace for the county of Kent at his office at Maidstone, at the Custom House at Dover, and at the office of the Board of Trade, Whitehall-gardens, London.

On or before the 22nd day of December next printed copies of the proposed Provisional Order will be deposited for public inspection at the Custom House at Dover aforesaid, and will also be deposited, and may be obtained at the price of one shilling each by all persons applying for the same, at the offices of the undersigned.

Dated this 15th day of November 1888.

Mowll and Mowll, 34 and 36, Castle-street, Dover, Solicitors.

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

In Parliament.—Session 1889.

Saint Helens Corporation.

(Increase of Members of the Town Council; Increase of Wards; Re-arrangement and Alteration of Wards; Redistribution of Councillors amongst Altered Wards; Amendment, Repeal, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Burgesses of the town of Saint Helens, in the county of Lancaster (hereinafter called the Corporation), for leave to bring in a Bill for an Act for all or some of the following purposes:—

To increase the number of members of the council of the borough of Saint Helens; to increase the number of wards of the borough; to alter and re-arrange the boundaries of the existing wards, or some of them, and to create new wards, and either to define in the intended Act the number, names, and boundaries of the wards, or provide for their being fixed by a Commissioner or some other person appointed by some public department of State.

To apportion and redistribute, or provide for the apportionment and redistribution of the Aldermen and Councillors of any wards which shall be altered or divided to or among such altered or divided or new wards. To increase the number of Aldermen and Councillors for the borough, and to provide for the election, retirement, and the time of going out of office, and rotation of any added Aldermen and Councillors, or of any Aldermen or Councillors of any wards which may be affected by any of the provisions of the intended Act; and to alter the time and going out of office and rotation of the existing Aldermen and Councillors; to make provision for the assignment of Aldermen as Returning Officers in respect of the new or altered wards, and to make all other necessary or proper provision in relation to the matters aforesaid.

To vary or extinguish all existing rights and privileges which would in any manner interfere

with or prevent the carrying into effect of any of the objects the intended Act, and to confer other rights and privileges.

To alter the Saint Helens Charter of Incorporation, and to alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following Local Acts and Public Acts of a local character, namely:—The Saint Helens Improvement and Water Acts, 1869 and 1892; the Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act, 1877; the Local Government Board's Provisional Orders Confirmation (Abingdon, &c.) Act, 1878; the Local Government Board's Provisional Orders Confirmation (Abergavenny Union, &c.) Act, 1879; the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1882; the Local Government Board's Provisional Orders Confirmation Act, 1887; and all other Acts relating to the Corporation or the borough.

To incorporate and apply, with or without modification, all or some of the provisions of the following Public Acts:—the Municipal Corporations Act, 1882; the Public Health Act, 1875; the Local Government Act, 1888; the Registration of Electors Acts, 1843 to 1888; and all Acts amending such Public Acts.

Printed copies of the intended Act or 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, 1888.

Thomas Brewis, Town Clerk, St. Helens.
Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Cheshire Lines Committee.

(Widening of Manchester Central Station Branch Railway; Compulsory Purchase of Lands; Tolls; Application of Funds; Additional Capital by the Manchester, Sheffield, and Lincolnshire Railway, the Great Northern Railway, and the Midland Railway Companies; 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 Cheshire Lines Committee (hereinafter called "the Committee") for an Act for all or some of the following purposes:—

To enable the Committee to make and maintain the widening, alteration, and improvement of the railway and works hereinafter mentioned, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

The widening, alteration, and improvement of so much of the Manchester Central Station Branch Railway of the Committee, as lies between the westerly side of the bridge, carrying that railway over a certain street or highway in the parish of Manchester, in the county of Lancaster, called or known as Deansgate, and a point on that Branch Railway distant 7 chains, or thereabouts, measured in a south-westerly direction from the south-west side of the bridge carrying that railway over a certain road or highway in the parish of Manchester aforesaid, known as Cornbrook-road, and which said widening will pass in or through the several townships, parishes, or places following, or some of them, that is to say, Manchester, Hulme, and Stretford, all in the county of Lancaster.

To authorise the Committee to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Committee to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, gas, water, and other pipes, and telegraphic and telephonic wires and apparatus, within the parish and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Committee to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended widening of the railway and works, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Committee to levy tolls, rates, and duties for or with respect to the proposed widening of the railway and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Committee and the Companies comprising such Committee, namely, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, or some or one of them, to apply for the purposes of the Committee and of the intended Act any capital or funds now belonging to them or under their control or the control of their respective directors, and to raise further moneys by mortgage of all or any part of their respective undertakings, and to increase their respective capitals by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means and upon such terms and conditions as may be prescribed in the Bill.

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

To 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 Railway Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

To amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Act (local and personal):—30 and 31 Vic., cap. 207, and all other Acts relating to the Committee; 12 and 13 Vic., cap. 81, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company.

And notice is hereby further given, that maps, plans, and sections of the proposed works, and of the lands and houses to be taken for the purposes thereof, with a book of reference to those plans, containing the names of the owners or reputed

owners, lessees or reputed lessees, and occupiers of those lands and houses; and a copy of this notice, 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 county of Lancaster, at his office at Preston; and that a copy of the said plans, sections, book of reference and Gazette notice, will on or before the said 30th day of November, be deposited with the parish clerk of the parish of Manchester at his residence.

And notice is hereby further given, that 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 8th day of November, 1888.

R. B. M. Lingard-Monk, 4, Westminster-chambers, Westminster, and Manchester;

Nelson, Barr, and Nelson, 29, Abingdon-street, Westminster;

Beale, Marigold and Co., 28, Great George-street, Westminster;

Solicitors for the Bill.

In Parliament—Session 1889.

Filey Pier and Tramroad.

(Incorporation of Company; New Pier; Tramroad to North Eastern Railway Station; Fish Market; Purchase of Land; Tolls, Dues, and Charges; Powers of Sale and Lease; Bye-laws; Agreements with Local Board and North Eastern Railway Company; 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 purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the works, buildings, and conveniences next hereinafter described, in the parish and township of Filey and on the adjoining foreshore and bed of the sea in the North and East Ridings of the county of York, or in one of those Ridings, that is to say:—

1. A pier, jetty, or landing-place, shelter, and breakwater, with all proper works, approaches, and conveniences connected therewith for promenade and for the embarking and landing of passengers, fish, cattle, coal, goods, and merchandise, and for the shelter and safe-keeping of vessels and boats, commencing about 30 yards north of the boundary line between the North and East Ridings of the county of York, at or near the junction of such line with the sea, and from thence extending seaward in an easterly and north-easterly direction for a distance of about 3,000 feet.
2. A tramroad for the carriage of fish and other goods from the intended pier to the North Eastern Railway, commencing at or near the commencement of the pier before described, and thence proceeding by or near the side of Filey Beck and under the bridge leading to St. Oswald's Church, and thence to and terminating by a junction with a siding on the north-east side of the North Eastern Railway Station at Filey.

The intended tramroad will be constructed on the ordinary railway gauge of 4 feet 8½ inches, and animal, steam, or

other mechanical power will be employed thereon.

3. A fish market or building at or near the commencement of the intended pier and tramroad, with stalls and a market or sorting-place for the sale, purchase, and assortment or disposal of fish, with suitable accommodation, conveniences, and appliances in connection therewith.

To make and maintain in connection with the aforesaid works all necessary and convenient shipping and landing-places, approaches, depôts, sheds and other buildings, toll-houses, toll-gates, cranes, buoys, moorings, and other works and conveniences, and to dredge, scour, and deepen from time to time the bed of the sea near the intended pier in order to improve the access thereto.

The Bill will also empower the Company to exercise the following powers, viz.:—

To deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be prescribed by the Bill.

To purchase compulsorily or by agreement, or take on lease, land and other property for the purposes of the intended pier, tramroad, and other works.

To levy and recover tolls, rents, dues, and charges in respect of the use of the intended pier, tramroad, fish market, and buildings and conveniences, and to grant exemptions therefrom, and to vary or extinguish existing tolls, rents, dues, and charges.

To make bye-laws, rules, and regulations for the management, use, regulation, and protection of the pier, fish market, buildings, works, and property, and the regulation and control of persons, animals, and goods, and of vessels using, frequenting, or resorting to the same, and the conduct of the officers and servants of the Company, and to impose penalties for the breach or non-observance of any such bye-laws, rules, or regulations.

To demise and lease the undertaking of the Company or any part thereof, and the tolls, rents, dues and charges authorised to be taken in respect thereof to any company, corporation, body, or persons for any term of years or shorter period, on such terms and conditions as may be agreed upon.

To raise by means of shares, and by borrowing on mortgage or bond, any moneys required for the purposes of the Bill.

To make and carry into effect, agreements with the Filey Local Board and the North Eastern Railway Company with reference to the construction, use, and maintenance of the pier, tram-road, fish market and works, the tolls, rates, and charges for the use of the same, the lighting of the pier by electricity or other means, the acquisition and use of property, and any incidental matters.

The Bill will vary or extinguish any rights or privileges which would interfere with its objects, and confer other rights and privileges, and so far as may be necessary for the purposes thereof it will incorporate all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Harbours, Docks, and Piers Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Railways Clauses Acts, 1845 and 1863; and the Tramways Act, 1870.

And notice is hereby given, that plans and sections describing the lines, situations, and

levels of the intended pier and tramroad, and the property proposed to be taken under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York at Northallerton, with the Clerk of the Peace for the East Riding of the same county at Beverley, and with the parish clerk of the parish of Filey, 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 15th day of November, 1888.

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

In Parliament.—Session 1889.

Taunton Corporation Loans.

(Consolidation of Loans; Creation and Issue of Corporation Stock; Provisions with reference thereto; Further Borrowing Powers; and other Purposes.)

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 Taunton, in the county of Somerset (hereinafter called "the Corporation") for an Act for all or some of the following objects and purposes, that is to say:—

To authorise and provide for the consolidation and conversion into stock of all or any, or some part or parts, of the loans of the Corporation, whether already or hereafter authorised to be contracted by the Corporation under the powers of the intended or any other Act of Parliament, or of the order or sanction of any public department, and for those purposes to enable them to create and issue consolidated Corporation or other stock, perpetual or otherwise, upon and subject to such terms and conditions as may be prescribed or authorised by the intended Act.

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

To make provision for and in relation to the repayment of moneys borrowed and to be borrowed, and the redemption of any stock so created as aforesaid, and as to sinking funds and their investment, and, if thought fit, to alter existing provisions in relation to those several matters.

To make provision with respect to the issue and transfer of and the payment of interest upon the said stock, and for the keeping of all or any registers, books of accounts, and documents of or in relation thereto, and to authorise arrangements in that behalf with the Bank of England or any other bank.

To authorise the investment of trust funds in such stock, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock, and to empower any incapacitated or other person to accept such stock in lieu of any other security held by him.

To charge the said stock upon the funds, revenues, rates, duties, estates, lands, and property of the Corporation, and other the securities upon which the Corporation are or may be authorised to raise money, or upon some of them.

To empower the Corporation to borrow further

moneys for sewerage and waterworks, or other purposes, on the security of their borough fund and borough rate, and district fund and general district rate, and their waterworks revenue, and any other property, rates, or revenue belonging to them or under their control, and to provide for the application of such moneys and to extend to such moneys some or all of the provisions of the intended Act.

To vary and extinguish all rights and privileges which would interfere with any of its objects, and to confer upon the Corporation all such other rights and privileges as may be necessary for any purposes of the intended Act.

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 next.

Dated this 16th day of November, 1888.

Thos. Meyler, Town Clerk, Taunton.

Wilson, Bristows, and Carpmael, 1, Copthall-buildings, London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1889.

London Coal and Wine Duties.

(Application of Surplus.)

(Application of Surplus of the London Coal and Wine Duties raised or to be raised under the provisions of the London Coal and Wine Duties Continuance Act, 1868 (31 Vict., cap. 17); Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1889 for leave to bring in a Bill relating to the surplus of the London coal and wine duties raised or to be raised under the provisions of The London Coal and Wine Duties Continuance Act, 1868, hereinafter called the Act of 1868, or any other Act or Acts, and the said Bill is intended to contain the following powers, or some of them (that is to say):—

1. To appoint and incorporate a body of trustees, or some other body or persons, and to provide for their permanent or temporary duration for carrying such powers into effect.

2. To vest in such trustees, or in the London County Council, or in such other body or persons as the Bill may prescribe, hereinafter called "The Trustees," the whole or some portion of the said surplus of the London coal and wine duties raised or to be raised under the powers of the Act of 1868, and if need be to enable The Trustees to exercise and enforce the provisions of the Act of 1868.

3. To enable or direct The Trustees to administer such surplus or some portion thereof, and to appropriate and apply the proceeds thereof, and any other monies which may come to their hands by gifts or otherwise, in the purchase of lands, rights, and easements, and for providing the expenses of erecting a Monumental Chapel or other buildings in proximity of or contiguous to Westminster Abbey, the preservation of open spaces within or near to the metropolis, and generally to apply such surplus or portion thereof and other monies in or towards one-half the expenses of such Monumental Chapel and other works, public buildings, and improvements within the metropolis, as defined by the Metropolis Management Act, 1855, or within the area of the Metropolitan Police District, or such objects as will be named in the said Bill, or as Parliament shall direct; the other one-half part of the expenses to be incurred in or about such works, public buildings, and improvements being provided from other sources.

4. To confer upon The Trustees all such rights and privileges as may be necessary or expedient for carrying into effect the objects and purposes of the intended Act; and the Bill will or may vary or extinguish existing rights, powers, and privileges of the Corporation and other bodies or persons which would in any manner interfere with such objects.

5. To provide that the expenses of the Bill, and of carrying the proposed Act into execution, shall be defrayed out of the said surplus or income thereof, or out of such funds as Parliament may attribute to that purpose.

6. To repeal, alter, annul, confirm, extend, or otherwise affect so far as may be deemed expedient, all or some of the provisions of the London Coal and Wine Duties Continuance Act, 1861, The London Coal and Wine Duties Continuance Act, 1863, The London Coal and Wine Duties Continuance Act, 1868, The Metropolitan Board of Works (Loans) Act, 1869, and all other Acts, charters or instruments as may be necessary for effectuating the objects and purposes of the said Bill.

And notice is hereby further given, that in the event of the Bill being introduced upon Petition, printed copies of the Bill will be deposited in the Private Bill Office on or before the 21st day of December next.

Dated the 15th day of November, 1888.

Horne and Birkett, 4, Lincoln's-in-fields,
Solicitors for the Bill;

Wyatt, Hoskins, Hooker, and Williams,
28, Parliament-street, S.W., Parli-
amentary Agents.

In Parliament.—Session 1889.

Caledonian Railway (Steam Vessels).

Power to Caledonian Railway Company to Provide, Maintain, Work, and Use Steam Vessels for Conveyance of Traffic between Gourcock and places on and near the Firth of Clyde, and the Lochs and Arms of the Sea connected therewith; to enter into Agreements with Proprietors of Piers and Quays; and to Raise Money.

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

To empower the Caledonian Railway Company (hereinafter called "the Company") to build, purchase, hire, provide, charter, navigate, work, use, employ, and maintain steam or other vessels of any description, and to convey therein and thereupon passengers, animals, minerals, goods, merchandize, and other articles, matters, and things, between their quay or pier at Gourcock, in the county of Renfrew, and any ports and places on and near the Firth of Clyde, and the lochs and arms of the sea connected therewith; and to levy tolls, rates, duties, and charges for the use of such vessels, and the conveyance and accommodation of passengers and other traffic therein and thereupon, and for the shipment and unshipment of the same; and to enter into and carry into effect agreements and arrangements with the proprietors of piers and quays at the said ports and places.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes hereinbefore mentioned, and for other purposes of the Company, so far as not provided for by their existing powers; as

also to apply towards those purposes any capital or funds belonging to or authorized to be raised by the Company, which may not be required for the purposes for which the same were authorized to be raised.

To vary or extinguish all existing rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, so far as necessary for the purposes aforesaid, the provisions of the Caledonian Railway Act, 1845, and other Acts relating to 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 16th day of November, 1888.

George Jackson, 302, Buchanan-street,
Glasgow.

Grahames, Currey, and Spens, 30, Great
George-street, Westminster.

In Parliament.—Session 1889.

Manchester, Middleton, and District Tramways.
(Extension of Time for Compulsory Purchase of
Lands and Construction of Tramways; Amend-
ment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Manchester, Middleton, and District Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes, that is to say:—

To extend the time limited by the Manchester, Middleton, and District Tramways Act, 1885, and extended by the Manchester, Middleton, and District Tramways Act, 1887, and the Manchester, Middleton, and District Tramways Act, 1888, for the compulsory purchase of lands for and for the construction and completion of the tramways and works authorized by the said Act of 1885, and if expedient to confer upon the Company further powers with reference thereto.

To amend or repeal, as far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Tramways Act, 1870, and the Manchester, Middleton, and District Tramways Act, 1885, the Manchester, Middleton, and District Tramways Act, 1887, and the Manchester, Middleton, and District Tramways Act, 1888.

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 17th day of November, 1888.

Elmslie, Forsyth, and Elmslie, 27, Leaden-
hall-street, London, E.C., Solicitors for
the Bill.

Roberts and Chubb, 6, Queen Anne's-gate,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1889.

Northern Assurance Company.

(Altering, Amending, and Enlarging Powers of
Investment, and Conferring Further Powers,
Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Northern Assurance Company (hereinafter called the Company), for an Act (hereinafter called the intended Act), to effect all or some of the following purposes (that is to say):—

To alter and amend all or some of the provisions of the Northern Assurance Act, 1865, and the Northern Assurance Act, 1874.

To alter, extend, and define the powers of the Company, and of the London Board of Directors, and of the Aberdeen Board of Directors, and of the General Court, in respect of the laying out and investing the capital, funds, property, and assets of the Company; to enable the London and Aberdeen Boards respectively, either in the name of the Company or of trustees to be named by either Board on behalf of the Company, or the Company, in addition to the powers they now possess, to lay out and invest, or lend the capital, funds, property, and assets of the Company, whether arising from the participation branch or other branches of the Company's business in home, colonial, Indian, foreign, and other securities, in such manner as may be provided by the intended Act, and to make new provisions with reference to such investments.

To enable the London Board and the Aberdeen Board respectively, from time to time, to retain or set apart such sums as they think proper for conducting the current business of the Company, and to deposit and operate upon the same as may be provided by the intended Act.

To enable the Company to continue to hold lands, tenements, and hereditaments in the United Kingdom, or elsewhere, for the purpose of business offices and premises, and also, from time to time, to acquire and hold for the like purpose any lands, tenements, or hereditaments of any tenure in the United Kingdom, in India, or in any Colony or dependency of the United Kingdom, or in any foreign country, and also, from time to time, to sell, lease, exchange, or otherwise dispose of any lands, tenements, or hereditaments so acquired as aforesaid.

To vary all such existing rights and privileges of the Company as may interfere or be inconsistent with the attainment of the objects of the intended Act, and to confer other powers, rights, and privileges in lieu thereof, and to confer upon the Company further powers, rights, and privileges in and for the carrying on the management and regulation of 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 next.

Dated this 17th day of November, 1888.

Lyne and Holman, 5 and 6, Great Winchester-street, London;

Adam Thomson and Hoss, 2, Union-terrace, Aberdeen, Solicitors for the Bill.

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

In Parliament.—Session 1889.

Stoke-upon-Trent Rectory.

(Purchase of Advowson, and Annexation thereof to the See of Lichfield; Endowment of District Churches; Provision for new Rectory House, 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 to effect all or some of the purposes following (that is to say):—

1. To purchase the advowson or perpetual right of presentation to the Rectory of Stoke-upon-Trent, and to annex the same to the See of Lichfield.

2. To authorise the payment out of certain

funds now standing in the name of the Paymaster-General of the Supreme Court of Judicature to the credit of the account *ex parte* the Rector of Stoke-upon-Trent—the accumulating stock account of such sum as may be necessary to effect such purchase and annexation.

3. To set apart out of the said funds in Court a certain amount as a further endowment for each of the district churches or vicarages of Hartshill, Trent Vale, Penkhull, and Fenton, in the parish of Stoke-upon-Trent.

4. To empower the Rector of Stoke-upon-Trent, with the consent of the Bishop of Lichfield for the time being, to apply a portion of the same funds, not exceeding in the whole £4,000, in the erection of a rectory house and buildings connected therewith, and to empower the Rector, with like consent after such erection, to sell the present Rectory House and lands connected therewith, and to add the purchase money of such sale to the said funds in Court.

5. To repeal, alter, vary, amend, or extend the whole or some of the provisions of the private Act 7 and 8 George IV, cap. 41, and Acts therein recited.

6. To vary or extinguish all existing powers, rights, privileges, and exemptions which may or can in any manner interfere with the purposes of the Bill, and to confer all such powers, rights, privileges, and exemptions as may be necessary for carrying into effect the said purposes.

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, 1888.

Dated this 15th day of November, 1888.

Coopers, Newcastle-under-Lyne, Solicitors for the Bill.

W. A. Lock, 3, Westminster-chambers, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Neath Harbour.

(Extension of Time for Completion of Works; Facilities for Raising Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in Session 1889 by the Neath Harbour Commissioners for leave to bring in a Bill to extend the time limited by the Neath Harbour Acts, 1874, 1880, 1884, and 1886 for construction and completing the works authorised by those Acts or some of them; and to authorise the said Commissioners to grant or issue mortgage or debenture bonds under the Act of 1886, at such price and on such terms and conditions as they may find expedient.

The Bill will alter, repeal, or modify some of the provisions of the said Act of 1886 and of other Acts relating to Neath Harbour.

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

Dated this 19th day of November, 1888.

Bircham and Co., 46, Parliament-street, Westminster;

Henry Brittan and Co., Bristol;

Solicitors.

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

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Chapel, situate at Southbank-road, Southport, in the parish of Northmeols, in the county of Lancaster, in the district of Ormskirk, being a building certified according to law as a place of religious worship, was, on the 29th day of September, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as the Wesleyan Methodist Chapel, situate at Southbank-road, Southport, in the parish of Northmeols, now disused.—Witness my hand this 2nd day of October, 1888.

Alfred Dickinson, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Congregational Church, situate at Four Lane Ends, in the township of Blackburn, in the county of Lancaster, in the district of Blackburn, being a building certified according to law as a place of religious worship, was, on the 26th day of October, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 29th day of October, 1888.

Henry Whittaker, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named St. George's Church, situate at Melling-lane, in the parish of Maghull, in the county of Lancaster, in the district of Ormskirk, being a building certified according to law as a place of religious worship, was, on the 31st day of October, 1888, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85, being substituted for the building known as St. George's Church, situate in the parish of Maghull, now disused.—Witness my hand this 2nd day of November, 1888.

Alfred Dickinson, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Ganshall Chapel, situate at Ganshall, in the parish of Shere, in the county of Surrey, in the district of Guildford, being a building certified according to law as a place of religious worship, was, on the 7th day of November, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 8th day of November, 1888.

Mark Smallpeice, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Congregational Church, situated at Algernon-road, Loampit Vale, in the parish of Lewisham, in the county of Kent, in the district of Lewisham, being a building certified according to law as a place of religious worship, was, on the 8th day of November, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 9th day of November, 1888.

H. C. Mott, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Church, situate at Frindsbury-road, Strood, in the parish of Strood, in the county of Kent, in the district of Strood, being a building certified according to law as a place of religious worship, was, on the 10th day of November, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 12th day of November, 1888.

A. A. Arnold, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Mount Tabor Primitive Methodist Chapel, situate at Newfoundland-road, in the parish of St. Paul, in the city and county of Bristol, in the district of Barton Regis, being a building certified according to law as a place of religious worship, was, on the 20th day of November, 1888, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 21st day of November, 1888.

C. H. Hunt, Superintendent Registrar.

NOTICE is hereby given, that the Stafford District, a Branch of the United Sisters' Friendly Society, Suffolk Unity, held at Wolverhampton-road, Stafford, in the county of Stafford, is dissolved by instrument, registered at this office, the 20th day of November, 1888, 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 Branch 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 20th day of November, 1888.

NOTICE is hereby given, that the Union Friendly Benefit Society, Register No. 227, held at the Red Lion Inn, Freshwater, in the county of Hants, is dissolved by instrument, registered at this office, the 21st day of November, 1888, 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 21st day of November, 1888.

In the Matter of the Companies Act, 1867, and of the Companies Act, 1877; and in the Matter of the Civil Service Bread Company Limited and Reduced.

NOTICE is hereby given, that the Order of the Honourable Mr. Justice Kay, dated the 10th day of November, 1888, confirming the reduction of capital of the above-named Company from £100,000 to £50,000, and the Minute approved by the Court showing, with respect to the capital of the Company as altered, the several particulars required by the above statutes was registered by the Registrar of Joint Stock Companies, on the 14th day of November, 1888.—Dated the 19th day of November, 1888.

M. Webb and Sons, Barbican-chambers,
Aldersgate, E.C., Solicitors for the Company.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 to 1867, and in the Matter of Williams and 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 20th day of November, 1888, presented to the High Court of Justice by James Mackenzie, of No. 4, Great

Saint Helens, in the city of London, Merchant, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Kay, on the 1st day of December, 1888; 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 the 20th day of November, 1888.

C. A. Culow, 9, Gracechurch-street, in the city of London, Solicitor 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 Carina Opera Syndicate Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court, was, on the 19th day of November, 1888, presented to the High Court of Justice, Chancery Division, by Thomas Gardiner Hales, of 40, Wellington-street, Strand, in the county of Middlesex, Theatrical Costumier, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Chitty, on the 1st day of December, 1888; 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 20th day of November, 1888.

Henry Sydney, 185 $\frac{1}{2}$, Aldersgate-street, E.C., Solicitor for the Petitioner.

In the High Court of Justice.—Chancery Division
Mr. Justice Chitty.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Cooper and Sons Limited.

NOTICE is hereby given, that Mr. Justice Chitty has fixed the 3rd day of December, 1888, at eleven o'clock in the forenoon, at his chambers, Royal Courts of Justice, Strand, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated 21st November, 1888.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of John T. Duce and Sons Limited.

MR. JUSTICE CHITTY has by an Order, dated the 1st day of November, 1888, appointed Charles Henry Jaques, of 95, Colmore-row, Birmingham, in the county of Warwick, Chartered Accountant, to be Official Liquidator of the above-named Company.—Dated this 21st day of November, 1888.

In the High Court of Justice.—Chancery Division.
Mr. Justice North.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Nathan, Newman, and Company Limited.

THE Honourable Mr. Justice North has by an Order, dated the 31st day of October, 1888, appointed John Francis Clarke, of No. 41, Coleman-street, in the city of London, Chartered

Accountant, to be Official Liquidator of the above-named Company.—Dated this 20th day of November, 1888.

In the High Court of Justice.—Chancery Division.
Mr. Justice Stirling.

In the Matter of the General Auction, Estate, and Monetary Company Limited, and in the Matter of the Companies Acts, 1862 and 1867,

MR. JUSTICE STIRLING has by an Order, dated the 2nd day of November, 1888, appointed John Francis Clarke, of 41, Coleman-street, in the city of London, Accountant, to be Official Liquidator of the above-named Company, in the place of John Young, deceased, the late Official Liquidator of the said Company.—Dated this 17th day of November, 1888.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Liverpool Household Stores Association Limited.

THE creditors of the above-named Association are required, on or before the 20th day of December, 1888, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Thomas Theodore Rogers, of No. 30, North John-street, in the city of Liverpool, Accountant, the Official Liquidator of the said Association; and if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice Chitty, Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Thursday, the 10th day of January, 1889, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 20th day of November, 1888.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of John T. Duce and Sons Limited.

THE creditors of the above-named Company are required, on or before the 20th day of December, 1888, to send their names and addresses, and the particulars of their debts or claims to Charles Henry Jaques, of No. 95, Colmore-row, Birmingham, in the county of Warwick, Chartered Accountant, the Official Liquidator of the said Company; and if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of Mr. Justice Chitty, Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 18th day of January, 1889, at twelve at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 21st day of November, 1888.

In the High Court of Justice.—Chancery Division.
In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the West of England Paper Mills Company Limited.

THE creditors of the above-named Company are required, on or before the 15th day of December, 1888, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Frederic George Painter, of 2, Moorgate-street-buildings, in the city of London, the Official

Liquidator of the said Company; and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Honourable Mr. Justice North, in the Royal Courts of Justice, Strand, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Wednesday, the 16th day of January, 1889, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 16th day of November, 1888.

In the High Court of Justice.—Chancery Division.
Liverpool District Registry.
Mr. Justice Kekewich.

In the Matter of the Birkenhead Tramways Company, and in the Matter of the Companies Acts, 1862 and 1867.

THE creditors of the above-named Company are required, on or before the 28th day of December, 1888, to send their names and addresses, and the particulars of their debts or claims, and the particulars of the security (if any), held by them, and the names and addresses of their Solicitors (if any), to John Sutherland Harwood Banner, of 24, North John-street, Liverpool, Chartered Accountant, the Official Liquidator of the said Company; and if so required, by notice, in writing, from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the District Registrar, Government-buildings, Victoria-street, Liverpool aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Tuesday, the 15th day of January, 1889, at half-past eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 20th day of November, 1888.

**HYDRAULIC JACKS AND GEAR.
WROUGHT IRON CASKS, DRUMS, &c.**
TENDERS will be received until noon, on Thursday, the 6th December, for the supply as required of

**HYDRAULIC JACKS and GEAR, and
WROUGHT IRON CASKS, DRUMS, &c.,**
until the 31st December, 1891.

Manufacturers only will be accepted.
Patterns may be seen at the Admiralty Pattern Rooms, 72, Great Queen-street, Lincoln's-inn, W.C.

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 14, 1888.

London Assurance Office.
7, Royal Exchange, London,
November 21, 1888.

THE Court of Directors of the Corporation of the London Assurance hereby give notice, that a General Court will be held at their offices, in the Royal Exchange, on Wednesday, the 5th day of December next, from half-past twelve till half-past one o'clock in the afternoon, for the election of a Sub-Governor:—David Plenderleath Sellar, Esq., who was elected to that office on 25th July last,

having been unavoidably prevented from taking the oaths appointed by the Charter within the prescribed time. Further that such General Court will be the Annual General Court appointed by the Charter.

N.B.—By an Act of Parliament passed in the seventh year of His Majesty George III, no person will be permitted to vote in the said election who has not been possessed of his or her stock six calendar months preceding, except in the cases provided for in the said Act.

J. P. Laurence, Secretary.

Royal Exchange Assurance Office.
Royal Exchange, London,
November 21, 1888.

THE Court of Directors of the Corporation of the Royal Exchange Assurance, do hereby give notice, that their Transfer Books will be shut from Tuesday, the 4th, to Thursday, the 27th of December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 19th of December, at twelve o'clock at noon; and that a Dividend will be considered of at the said Court.

E. R. Handcock, Secretary.

Boden and Company Limited.

AT an Extraordinary Meeting of the Members of the said Company, duly convened and held at the Glebe Hotel, Glebe-street, Stoke-on-Trent, in the county of Stafford, on the 7th day of November, 1888, the following Extraordinary Resolutions were duly passed:—

Resolved—"That it has been proved to the satisfaction of the Company, that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same.

"That the Company be now wound up voluntarily, and that Mr. Samuel Hayes, of 24, Cheapside, Hanley, be and is hereby appointed Liquidator for the purpose of winding up the affairs of the Company, and distributing the assets."

Henry Boden, Chairman.

The Companies Acts, 1862-1880, and the City of Liverpool Preserving Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of Messrs. J. R. Prichard and Co., 5, Cook-street, Liverpool, on the 14th day of November, 1888, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

And at the same Meeting, John Richard Prichard, of 5, Cook-street, Liverpool, Chartered Accountant, was appointed Liquidator for the purposes of such winding up.—Dated 20th November, 1888.

Ebenezer Thompson, Chairman.

In the Matter of the Oldham House and Mill Company Limited.

AT a General Meeting of the above-named Company, duly convened and held at the Baptist Schoolroom, Union-street West, Oldham, in the county of Lancaster, on the 25th day of October, 1888, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, duly convened and held at the Company's Assembly Room, 127, Union-street, Oldham aforesaid, on the 19th day of November, 1888, the following Resolutions were duly confirmed, namely:—

1. "That it is desirable to reconstruct the above Company, and accordingly that the Company be wound up voluntarily; and that George Brierley, of Union-street, Oldham, Cashier, be appointed the Liquidator for the purposes of such winding up, at such remuneration, not exceeding £10, as the majority of the Directors of the new Company shall at the close of the winding up determine.

2. "That the said Liquidator be and is hereby authorized to consent to the registration of a new Company, to be named the House and Mill Company Limited, with a Memorandum and Articles of Association which have been prepared with the privity and approval of the Directors of the Company.

3. "That the draft agreement submitted to this Meeting, and expressed to be made between the Company and its Liquidator of the one part, and the proposed House and Mill Company Limited of the other part, be and the same is hereby approved, and that the said Liquidator be and is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect, with such (if any) modifications as he thinks expedient."

Dated the 19th day of November, 1888.

Thomas Law, Chairman.

In the Matter of the Isle of Man, Liverpool, and Manchester Steamship Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the Law Association Rooms, Cook-street, Liverpool, on the 24th day of October, 1888, 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 13th day of November, 1888, the following Special Resolutions were duly confirmed, viz.:—

1. "That it is expedient to affect an amalgamation of this Company with the Isle of Man Steam Packet Company Limited, and that with a view thereto this Company be wound up voluntarily; and that Mr. James Barnes, of Fenwick-street, Liverpool, Colliery Proprietor, be and he is hereby appointed Liquidator for the purpose of such winding up, the said James Barnes agreeing to act as such Liquidator without remuneration.

2. "That the draft agreement submitted to this Meeting be and the same is hereby approved; and the Liquidator be and he is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to adopt the said agreement and carry the same into effect."

James Barnes, Chairman.

In the Matter of the Companies Acts, and of the Preston and District Conservative Club Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened and held at the Conservative Club, in Guildhall-street, Preston, in the county of Lancaster, on the 5th day of November, 1888, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place, on the 21st day of November, 1888, the following Special Resolutions were duly confirmed, viz.:—

1. "That the Company be wound up voluntarily.

2. "That William Putterworth Rideal, of Preston, Bank Manager, be and he is hereby

appointed Liquidator for the purpose of winding up the affairs of the Company and distributing the property." William P. Park, Chairman.

The Jerome Automatic Packing Company Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the office of Messrs. Cape and Dalgleish, No. 8, Old Jewry, in the city of London, on Friday, the 28th December, 1888, 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, shall be disposed of.—Dated the 21st day of November, 1888.

John Dalgleish, Liquidator.

The Levant and Eastern Steam Navigation Company Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the offices of Messrs. Erans and Batchelor, Solicitors, 54, Gresham-street, in the city of London, on Wednesday, the 2nd day of January, 1889, at three 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 22nd day of November, 1888.

A. B. Abbott, Liquidator.

The Steamship "Adowa" Company Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above-named Company will be held at the offices of Messrs. Evans and Batchelor, Solicitors, 51, Gresham-street, in the city of London, on Wednesday, the 2nd day of January, 1889, at three 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 22nd day of November, 1888.

A. B. Abbott, Liquidator.

In the High Court of Justice.—Chancery Division.

In the Matter of the Companies Acts, 1862-1883, and in the Matter of the Japanese Village and Oriental Trading Coy. 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 24, Moorgate-street, London, E.C., on Friday, the 21st day of December, 1888, 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 this 16th day of November, 1888.

A. H. Ernst Champness, Voluntary Liquidator.
Slight and Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of Slight and Company Limited will be held at No. 11, Princess-square, Plymouth, in the county of Devon, on Monday, the 24th day of December, 1888, at half-past three o'clock in the afternoon precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142) showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.

Thos. W. Hoppins, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bradford Chronicle Company 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 the offices of Messrs. Taylor, Jeffery, and Little, 5, Piccadilly, in Bradford, in the county of York, on Thursday, the 27th day of December, 1888, at eleven o'clock in the forenoon, 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.—Dated the 19th day of November, 1888.

James Gordon, Liquidator.

Bridgwater Independent Liberal Press Limited.

NOTICE is hereby given, that a General Meeting of the above-named Company will be held at Rooms of the Liberal Association, Fore-street, Bridgwater, on the 28th day of December, 1888, at eight o'clock in the evening precisely, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator.—Dated this 21st day of November, 1888. Alfred John Whitby, Liquidator.

In the Matter of the Companies Acts, 1862-1886, and in the Matter of the Landore Siemens Steel Company Limited.

THE creditors of the above-named Company are required, on or before the 10th day of January, 1889, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Richard Garnaut Cawker, of 11, Temple-street, Swansea, in the county of Glamorgan, the Liquidator of the said Company, and, if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 19th day of November, 1888.

Hy. W. Woodforde, 14, Red Lion-square, London, W.C., Solicitor for the above-named Liquidator.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Thomas William Vallance and James Harcourt Aymer Vallance, as Bankers, at Sittingbourne, in the county of Kent, has been dissolved, by mutual consent, as from the 9th day of November, 1888.—As witness our hands this 19th day of November, 1888.

T. W. Vallance.

J. H. A. Vallance.

NOTICE is hereby given, that the Partnership between the undersigned, Cuddon and Co., Solicitors, 9, Fleet-street, in the city of London, is dissolved as from this date.—Dated this 21st day of November, 1888.

Geo. Jno. Cuddon.

B. E. Ernest Matthews.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Abraham Garrett, Thomas Whitaker, Betsy Maria Grimwood, John Whitaker, and Thomas Richard Grimwood, carrying on business as Common Brewers, at the Camden Brewery, Hawley-crescent, Camden Town, under the style or firm of Garrett, Whitaker, Grimwood, and Co., has been dissolved, by mutual consent, as from the 21st day of November, 1888, the said Abraham Garrett retiring from the said business. The above-named Thomas Whitaker, Betsy Maria Grimwood, John Whitaker, and Thomas Richard Grimwood will continue to carry on the said business or partnership, under the style of Whitaker, Grimwood, and Co., and will receive all the assets and pay all the liabilities of the late firm.—Dated this 21st November, 1888.

Abm. Garrett.

Jno. Whitaker.

Thos. Whitaker.

Thos. R. Grimwood.

B. M. Grimwood.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Valentine Jones and William Pharaoh, carrying on business as Saw Mill Proprietors at Cambridge-road Saw Mills, Hackney, and at Regent's-row, Dalston, and at the Railway Arches, Andrew's-road, Hackney, all in the county of Middlesex, under the style or firm of J. V. Jones and Co., has been dissolved, by mutual consent, as and from the 11th day of June, 1888. All debts due to and owing by the said late firm will be received and paid by the said James Valentine Jones.—Dated this 21st day of November, 1888.

W. Pharaoh.

J. V. Jones.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Power and Charles Power, carrying on business as Wine and Spirit and Ale and Porter Merchants, at Nuneaton, in the county of Warwick, under the style or firm of James Power and Son, has been dissolved, by mutual consent, as and from the 6th day of October, 1888. All debts due to and owing by the late firm will be received and paid by the said James Power.—Dated this 9th day of November, 1888.

James Power.

Charles Power.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Elizabeth Metcalfe and Jane Metcalfe, of No. 7, Church-green, Keighley, in the county of York, carrying on the trade or business in copartnership, under the style or name of Metcalfe, as Eating-house Keepers, at No. 7, Church-green aforesaid, has this day been dissolved by mutual consent. All debts due and owing to and by the said late firm will be received and paid by the said Elizabeth Metcalfe.—Dated this 19th day of November, 1888.

Elizabeth Metcalfe.

Jane Metcalfe.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Samuel James Sly and Thomas Dolman, carrying on business as Confectioners and Grocers, at Fakenham, Norfolk, under the style or firm of Sly and Dolman, expired, by effluxion of time, on the 11th of October last. All debts due to and owing by the said late firm will be received and paid by the said Thomas Dolman.—Dated this 6th day of November, 1888.

S. J. Sly.

T. Dolman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Mason, Barker Symonds, and Christopher Rowland Symonds, carrying on business as Drapers, Grocers, and Tea Dealers, and Wine, Spirit, Ale and Porter Merchants, at Brigg, in the county of Lincoln, under the style or firm of Mason, Symonds, and Symonds, has been dissolved, by mutual consent, as and from the 6th day of October, 1888, so far as concerns the said Thomas Mason. All debts due to and owing by the said late firm will be received and paid by the said Barker Symonds and Christopher Rowland Symonds, who will continue to carry on the business under the style or firm of Symonds and Symonds.—Dated this 17th day of November, 1888.

Thomas Mason.

Barker Symonds.

Christopher Rowland Symonds.

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned, John Barlow and the late Charles Bower Barlow, carrying on business as Timber Merchants, at Stockport, Wilmslow, and other places, under the style or firm of Richard Barlow and Sons, was determined and dissolved on the 17th day of August, 1885, by the death of the said Charles Bower Barlow. All debts due to and owing by the said late partnership will be received and paid by the said John Barlow.—Dated this 9th day of November, 1888.

John Barlow.
Mary Anne Barlow,
William Barlow,
Executors of the late Charles
Bower Barlow.

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned, John Barlow, Mary Ann Barlow, and William Barlow, carrying on business as Timber Merchants at Stockport, Wilmslow, and other places, under the style or firm of Richard Barlow and Sons, was determined and dissolved on the 3rd day of February last, by mutual consent. All debts due to and owing by the said late partnership will be received and paid by the said John Barlow, who will continue the business on his own account, under the same style or firm.—Dated this 9th day of November, 1888.

John Barlow.
Mary Anne Barlow.
William Barlow.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Herbert Hart and Simon Marcus, carrying on business as Merchants and Warehousemen, at 17, Camomile-street, in the city of London, under the style of J. Herbert Hart, has been dissolved, by mutual consent, as and from the 29th day of September, 1888. All debts due to and owing by the said late firm will be received and paid by the said Joseph Herbert Hart.—Dated this 20th day of November, 1888.

Joseph Herbert Hart.
Simon Marcus.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Wicking and Alfred Boorer, carrying on business as Brick and Tile Merchants, at Tandridge, Godstone, in the county of Surrey, under the style or firm of Wicking and Boorer, has been dissolved. All debts due to and owing by the said late firm will be received and paid by the said Alfred Boorer.—Dated this 13th day of November, 1888.

Wm. Wicking.
Alfred Boorer.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Alma Lync and William Robert Moreton, carrying on business as Booksellers and Stationers, at Marland-place, in the town and county of the town of Southampton, under the style or firm of Lync and Moreton, has been dissolved, by mutual consent, as and from the 29th day of October, 1888. All debts due to and owing by the said late firm will be received and paid by the said William Robert Moreton.—Dated this 10th day of November, 1888.

George Alma Lync.
William Robert Moreton.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Groom, Thomas Richard Groom, Richard Alfred Groom, and William Edward Groom, carrying on business as Timber Merchants, at the Shropshire Works, Wellington, in the county of Salop, and at Hereford, in the county of Hereford, or elsewhere, under the style or firm of R. and T. Groom and Sons, has been dissolved, by mutual consent, as and from the 1st day of October, 1888.—Dated this 14th day of November, 1888.

Richard Groom.
Thomas Richard Groom.
Richard Alfred Groom.
William Edward Groom.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Niels Breinholt and Jens Stockholm Breinholt, carrying on business as Cattle Salesmen, at the city and county of Newcastle-upon-Tyne, under the style or firm of N. Breinholt and Sons, has been dissolved, by mutual consent, as and from the 14th day of November, 1888.—Dated this 14th day of November, 1888.

Niels Breinholt.
Jens Stockholm Breinholt.

ROBERT GEORGE BURWASH, Deceased.

Pursuant to the Statute 22 and 23 Vict., c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Robert George Burwash, late of Abbeville Lodge, Seven Sisters-road, Stoke Newington, in the county of Middlesex, deceased (who died on the 29th of June, 1888, intestate, and of whose personal estate and effects letters of administration were granted by the Principal Registry of the Probate Division of the High Court of Justice, to Ann Jane Rogers, of No. 29, Maddox-street, Regent-street, in the said county, the Sister of the said deceased), are hereby required to send the particulars thereof to the undersigned, at the undermentioned address, on or before the 24th day of December, 1888, after which date the administratrix will distribute the estate of the deceased, having regard only to the claims of which she shall then have had notice.—Dated this 21st day of November, 1888.

MASON and TROTTER, 5, Maddox-street, Regent-street, London, Solicitors for the Administratrix

GEORGE HANS BLAKE, Deceased.

Pursuant to Statute 22 and 23 Vict., c. 35.

NOTICE is hereby given, that all creditors and other persons having any claims against or to the estate of George Hans Blake, late of Ford Park, Mutley, near Plymouth, in the county of Devon, Commander Royal Navy, deceased (who died on 13th January, 1865, and whose will was proved on the 7th of April, 1865, in the District Probate Registry at Exeter), are hereby required to send written particulars of their claims to us, the undersigned, the Solicitors for Mabel Isabella Tohill, William Flewker, Samuel Wells Page, and John Peatchcott, the executors of Harriet Blake, Widow, deceased, who was the survivor of the executors of the said deceased, on or before the 21st of January next, after which day the said Mabel Isabella Tohill, William Flewker, Samuel Wells Page, and John Peatchcott will proceed to distribute the assets of the said George Hans Blake among the persons entitled thereto, having regard only to the claims whereof they shall then have had notice.—Dated this 12th day of November, 1888.

WERE and PEATCHOFT, Naval Bank-chambers, Plymouth, Solicitors for the Executors.

JAMES OWEN MALLETT, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35.

ALL persons having claims against the estate of James Owen Mallett, formerly of Tydd Saint Mary, in the county of Lincoln, Farm Labourer (who died in the County Asylum, Bracebridge, in the same county, on the 7th day of October last, intestate, and of whose personal estate letters of administration were, on the 2nd day of November instant, granted by the Lincoln District Registry to James Mallett, of Central Wingland, in the same county, his Father and next-of-kin), are hereby required to send particulars, in writing, of their claims to us, the undersigned, the Solicitors for the said administrator, on or before the 31st day of December next, after which day the said administrator will distribute the assets of the said deceased, having regard only to the claims of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, to any person of whose claim he shall not then have had notice.—Dated this 19th day of November, 1888.

F. and E. H. JACKSON, Wisbech, Solicitors for the said Administrator.

Re WILLIAM DEWHURST, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 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 against the estate of William Dewhurst, late of Chipping, in the county of Lancaster, Spindle and Fly Maker, deceased (who died on the 26th day of September, 1888, and of whose personal estate letters of administration, with the will annexed, were, on the 13th day of November, 1888, granted by the Lancaster District Registry of the Probate Division of the High Court of Justice, to Martha Dewhurst, Widow and relict of the said deceased), are hereby required to send the particulars, in writing, of their claims or demands upon or against the estate of the said deceased to the undersigned, the Solicitors for the said administratrix, on or before the 15th day of December next, after which date the said administratrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice.—Dated this 19th day of November, 1888.

W. A. and R. ASCROFT, 35, Winckley-square, Preston, Solicitors for the said Administratrix.

JOHN HOLROYD, 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 John Holroyd, late of 360, Lees-road, in Oldham, in the county of Lancaster, Retired Cotton Dealer and Cotton Spinner, deceased (who died on the 18th day of August, 1888, and whose will was proved in the Manchester Registry of the Probate Division of Her Majesty's High Court of Justice, on the 24th day of September, 1888, by John Knight Holroyd, of 3, Ash-street, Southport, Gentleman, and Thomas Shaw, of the Grouse Inn, Lees-road, Oldham, Beerhouse Keeper, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 15th day of December, 1888, 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 16th day of November, 1888.

POINSONBY and CARLLE, 5, Clegg-street, Oldham, Solicitors for the Executors.

RALPH SANDERS, Esq., Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Ralph Sanders, late of Port View, Heavitree, in the county of Devon, Esq., deceased (who died on the 30th day of June, 1888, and whose will was proved by Charles Halford Thompson, Esq., the sole executor therein named, on the 15th day of August, 1888, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are required to send in particulars, in writing, of their debts, claims, or demands to me, the undersigned, Arthur Burch, Solicitor for the said executor, on or before the 1st day of January, 1889, after which day the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have had notice; and that the said executor will not be liable for the assets so distributed, or any part thereof, to any person of whose debt, claim, or demand he shall not then have had notice.—Dated this 19th day of November, 1888.

ARTHUR BURCH, Palace Gate, Exeter, Solicitor for the said Executor.

Reverend THOMAS LETTSOM GRONOW, 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 the Reverend Thomas Lettsom Gronow, late of Quarrington, near Coxhoe, in the county of Durham, Clerk in Holy Orders, deceased (who died on the 14th day of June, 1888, and whose will was proved in the District Registry at Durham in the Probate Division of Her Majesty's High Court of Justice, on the 30th day of October, 1888, by Ethel Maud Gronow, of Quarrington aforesaid, the Relict of the said Reverend Thomas Lettsom Gronow, and one of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executrix, on or before the 22nd day of December next, after which date the said executrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 19th day of November, 1888.

EDMUND E. HOYLE, 23, Grey-street, Newcastle-upon-Tyne, Solicitor for the Executrix.

JOHN WILLIAMS, 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 persons having any claims or demands against the estate of John Williams, late of Knighton, in the county of Radnor, Builder and Contractor, deceased (who died on the 8th day of October, 1888, and adminis-

tration of whose estate and effects was granted to John David Williams, of Knighton aforesaid, on the 29th day of October, 1888), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said administrator, on or before the 30th day of November, 1888, after which date the said administrator 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 he shall then have had notice; and he 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 he shall not then have had notice.—Dated this 5th day of November, 1888.

GREEN and PETERS, of Knighton, Radnorshire, Solicitors for the Administrator.

JOHN WOOLLRIGHT, 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 John Woollright, late of the Hollies, Mossley-hill, near Liverpool, in the county of Lancaster, and of Bold-street, Liverpool, where he carried on business alone, under the style of Woollright and Co., Silk Mercer, deceased (who died on the 17th day of October, 1887, and whose will was proved in the District Registry at Liverpool of the Probate Division of Her Majesty's High Court of Justice, on the 21st day of February, 1888, by John Woollright, the Son of the deceased, one of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 31st day of December, 1888, after which date the said executor 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 he shall then have had notice; and he 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 he shall not then have had notice.—Dated this 20th day of November, 1888.

CLEAVER, HOLDEN, and CO., 26, North John-street, Liverpool, Solicitors for the said Executor.

ELIZABETH CHURCHILL, 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 Elizabeth Churchill, late of Crown-street, Liverpool, in the county of Lancaster, Widow, deceased (who died on the 7th day of February, 1888, and whose will was proved in the District Registry at Liverpool of the Probate Division of Her Majesty's High Court of Justice, on the 6th day of April, 1888, by William Hargreaves Manifold, Surgeon, one of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 24th day of December, 1888, after which date the said executor 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 he shall then have had notice; and he 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 he shall not then have had notice.—Dated this 20th day of November, 1888.

OLIVER JONES, BILLSON, and CO., 5, Cook-street, Liverpool, Solicitors for the said Executor.

JOSEPH JAMES BOTHAMLEY, Deceased.

Pursuant to the Act 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Joseph James Bothamley, late of No. 6, Gilston-road, West Brompton, in the county of Middlesex, Gentleman (who died on the 18th day of September, 1888), are required to send particulars of their claims and demands to the undersigned, Solicitors for William Henry Davies and Frederick Lark, the executors of the will of the said Joseph James Bothamley, on or before the 31st day of December, 1888, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 21st day of November, 1888.

STONEHAM and SON, 150 and 151, Fenchurch-street, E.C.

JOHN WAREING, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, chapter 35
NOTICE is hereby given, that all persons having claims against the estate of John Wareing, late of 34, Park-road, and Fosterfield Mill, both in Chorley, in the county of Lancrster, Cotton Manufacturer, deceased (who died on the 6th day of May, 1888, and of whose estate letters of administration, with the will annexed, were granted by the High Court of Justice, at the Lancaster District Probate Registry, to his Widow, Hannah Wareing, and the Reverend David Morgan Bynner, the universal legatees, in trust, named in the said will, on the 24th day of September, 1888,) are hereby required to send particulars of such claims to me, the undersigned, the Solicitor for the said administrators, on or before the 14th day of January next, after which date the said administrators will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 20th day of November, 1888.

JNO. WHITEFIELD, 10, High-street, Chorley,
 Solicitor for the Administrators.

HENRY UPTON, Deceased.

Pursuant to the 22nd and 23rd Victoria, chapter 37, i. -
 titled "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 Henry Upton, late of East Lodge, Petworth, in the county of Sussex, Gentleman (who died on the 11th day of October, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 16th day of November, 1888, by Henry Thomas Upton, Herbert Chrippes Upton, and Robert Philip Upton, the executors therein named), are hereby required to send the particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said executors, on or before the 31st day of December, 1888, after which date the said executors will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; 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 22nd day of November, 1888.

R. PHILIP UPTON, New Adelphi-chambers, 12,
 John-street, Adelphi, London, W.C., Solicitor
 for the said Executors.

THOMAS FOSTER, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria,
 chapter 35, intitled "An Act to further amend the
 Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Thomas Foster, formerly of Selby, in the county of York, Hatter, but late of Brayton, in the said county, deceased (who died on the 17th day of October, 1888, and whose will was proved in the District Registry at Wakefield of the Probate Division of Her Majesty's High Court of Justice, on the 17th day of November, 1888, by Sarah Catherine Foster, George Foster, and John Sproxton, the executors named in the said will), are hereby required to send in full particulars of their debts, claims, and demands to us, the undersigned, on behalf of the said executors, on or before the 1st day of January, 1889, after which day the said executors will proceed to administer the estate and distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims only of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so administered or distributed to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 21st day of November, 1888.

BANTOFT and SON, Finkle-street, Selby, Soli-
 citors for the said Executors.

HENRY SANDERS CORY, Deceased.

Pursuant to the Act 22 and 23 Vict., cap. 35.

ALL persons having claims against the estate of Henry Sanders Cory, formerly of Nobottle, in the county of Northampton, Grazier (who died on the 5th day of April, 1867, and whose will was proved in the District Registry at Northampton, on the 14th day of May, 1867, by Thomas Starmer, then of Heyford but now of Stowe Nine Churches, and Joseph Walker, of Newnham, all in the said county of Northampton, Farmers, the executors therein named), are hereby required to send the particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said executors, on or before the 17th 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 of which they shall then have had notice; and they will not be liable for the assets of the said Henry Sanders Cory, deceased, or any part thereof, so distributed to any person or persons of whose claims they shall not then have had notice.—Dated this 20th day of November, 1888.

C. B. ROCHE, Daventry, Solicitor for the said
 Executors.

HANNAH CORY, Deceased.

Pursuant to the Act 22 and 23 Vict., chap. 35.

ALL persons having claims against the estate of Hannah Cory, late of Nobottle, in the county of Northampton, Widow (who died on the 3rd day of June last, and whose will was proved in the District Registry at Northampton, on the 12th day of July last, by Thomas Starmer, of Stowe Nine Churches, and Joseph Walker, of Newnham, both in the said county of Northampton, Farmers, the executors therein named), are hereby required to send the particulars, in writing, of their claims to me, the undersigned, the Solicitor for the said executors, on or before the 17th 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 of which they shall then have had notice; and they will not be liable for the assets of the said Hannah Cory, deceased, or any part thereof, so distributed to any person or persons of whose claims they shall not then have had notice.—Dated this 20th day of November, 1888.

C. B. ROCHE, Daventry, Solicitor for the said
 Executors.

JOSEPH PHILIP BROADHURST, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter
 35, intitled "An Act to further amend the Law of
 Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons, companies, or corporations having any debts, claims, or demands against the estate of Joseph Philip Broadhurst, late of March, in the county of Cambridge, Builder, deceased (who died on the 23rd day of March, 1888, and whose will was duly proved by Henry Broadhurst and John Redhead, the executors, in the Principal Registry of the Probate Division of the High Court of Justice, on the 23rd day of May, 1888) are hereby required to send particulars of their debts, claims, and demands to the undersigned, Frederic John Wise, as Solicitor for the said executors, on or before the 15th day of December 1888; and notice is hereby given, that at the expiration of that time the executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have notice; and they will not be liable for the assets, or any part thereof, so distributed to any person or persons, company, or corporation of whose debt, claim, or demand they shall not then have had notice.—Dated this 16th day of November, 1888.

RODGERS and CLARKSON, 4, Walbrook,
 London, E.C.;

F. J. WISE, Grays-lane, March, Cambridgeshire,
 Solicitors for the said Executors.

JOHN ASHWORTH, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria,
 chapter 35, intitled "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 John Ashworth, late of Ollerton, near Bolton, in the county of Lancaster, Cotton Spinner, deceased (who died on the 18th day of September, 1888, and whose will was proved in the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1888, by Mary Jane Ashworth, of Ollerton, near Bolton aforesaid, Widow, Walter Ashworth, of the same place, Cotton Spinner, and William Kevan, of Bolton aforesaid, Accountant, three of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 31st day of December, 1888, 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 21st day of November, 1888.

FULLAGAR and HULTON, 1, Mealhouse-lane,
 Bolton, Solicitors for the said Executors.

ARTHUR GEORGE FOSTER, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35. **NOTICE** is hereby given, that all persons having claims against the estate of Arthur George Foster, late of Park House, Burgess Hill, in the county of Sussex, and 18, Queen's-mansions, Victoria-street, in the county of Middlesex, Esq., deceased (who died on the 30th day of October, 1888, and whose will, with one codicil thereto, was proved in the Principal Registry of the Probate, Divorce, and Admiralty Division of Her Majesty's High Court of Justice, on the 19th day of November, 1888, by George Edward Foster, and Charles Finch Foster, two of the executors therein named), are hereby required to send, in writing, the particulars of such claims to us, the undersigned, the Solicitors for the said executors, at our office, on or before the 20th day of December next, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debts, claims, or demands the said executors shall not have had notice at the time of such distribution.—Dated this 20th day of November, 1888.

WATERHOUSE, WINTERBOTHAM, and HARRISON, 1, New-court, Lincoln's-inn, London, W.C., Solicitors for the said Executors.

JOSEPH TOMS, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Joseph Toms, late of St. Austell, in the county of Cornwall, Gentleman (who died on the 9th day of October, 1888, and whose will was proved in the Bodmin District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1888, by Arthur Coode, of St. Austell aforesaid, Esq., and John McCracken, of the same place, Draper, the executors named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said executors, at the office of their Solicitors, Messrs. Coode, Shilson and Co., at St. Austell, in the county of Cornwall, on or before the 31st day of December, 1888, after the expiration of which time 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 the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 20th day of November, 1888.

COODE, SHILSON, and CO., St. Austell, Cornwall, Solicitors for the said Executors.

ALEXANDER HENRY FINLAYSON, Deceased.

Pursuant to Statute 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Alexander Henry Finlayson, deceased, late of Province of South Australia, Mine Owner (who died at the White Horse Hotel, Bristol, on the 9th day of August, 1888, and in respect of whose estate letters of administration, with the will annexed, were granted by the Principal Registry of Her Majesty's High Court of Justice, on the 16th day of November instant, to Benjamin Arthur Heywood, of 23, Red Lion-square, W.C., in the county of Middlesex, Gentleman, are hereby required to send particulars thereof to the undersigned, as Solicitors for the said administrator, on or before the 17th day of December next, after which date the administrator will distribute the assets of the said deceased, having regard only to the claims or demands of which he shall then have had notice.—Dated this 20th day of November, 1888.

BRIDGES, SAWTELL, HEYWOOD, and CO., 23, Red Lion-square, London, W.C.

Miss EMMA CARPUE, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Emma Carpue, late of 8a, Manchester-square, in the county of Middlesex, deceased (who died on or about the 3rd day of August, 1883, and whose will was proved by Sharon Grote Turner, of 56, Lincoln's-inn-fields, London, W.C., the surviving executor therein named, on the 14th day of November, 1888, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims or demands to the said

Sharon Grote Turner, on or before the 31st day of December, 1888, after which day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have notice.—Dated this 22nd day of November, 1888.

SHARON GROTE TURNER, 56, Lincoln's-inn-fields.

THOMAS MORTIMER, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all the creditors and other persons having any claims or demands upon or against the estate of Mr. Thomas Mortimer, formerly of No. 8, Hoe-gardens, but late of No. 7, Hoc-street, both in Plymouth, in the county of Devon (who died on the 20th day of October, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 15th day of November, 1888, by John Ellis Mortimer, of 19, Maxilla-gardens, Notting Hill, Middlesex, and Jane Maud Cochram, Wife of Frank King Cochram, of 24, Maxilla-gardens aforesaid, the executors named in the said will), are hereby required to send the particulars of such claims or demands to us, the undersigned, on or before the 20th day of January next, after which day the executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have notice.—Dated this 19th day of November, 1888.

T. HENRY BARTLETT and CO., 149, Cannon-street, London, E.C., Solicitors for the said Executors.

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 James Rutherford McLeod, late of the Corn Exchange, Bridge-road, Woolston, in the county of Southampton, Corn and Coal Merchant, deceased (who died on the 15th day of September, 1888, and letters of administration to whose estate were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 5th day of October, 1888, to Mary Agnes McLeod, of Woolston aforesaid, Widow), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Solicitor for the said administratrix, on or before the 24th day of December, 1888, after which date the said administratrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 21st day of November, 1888.

C. LAMPPOST, Southampton, Solicitor for the Administratrix.

Re JAMES PHILLPOTTS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors, next-of-kin, and persons having any claims or demands upon or against the estate of James Phillpotts, late of No. 37, Hills-terrace, Cardiff, in the county of Glamorgan, Painter, deceased (who died on or about the 10th day of April, 1884, and whose will was proved by James Williams and Thomas Davies, of Cardiff aforesaid, the executors therein named, on the 8th day of May, 1884, in the Llandaff District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, on or before the 31st day of December, 1888; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1888.

T. H. STEPHENS, 2, Bute-crescent, Cardiff, Solicitor for the Executors.

JOSEPH WELCH, Deceased.

Pursuant to 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 Joseph Welch, formerly of No. 68, High Holborn, in the county of Middlesex, but late of No. 55, Peckham-grove, Camberwell, in the county of Surrey, Dealer in Works of Art, deceased (who died on the 11th day of September, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 10th day of October, 1888, by Harriet Welch, an executrix therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executrix, on or before the 31st day of December, 1888, after which date the said executrix 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 she shall then have had notice; and she 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 she shall not then have had notice.—Dated this 19th day of November, 1888.

J. BANKS PITTMAN, 6, Guildhall-chambers, Basinghall-street, E.C., Solicitor for the said Harriet Welch.

MARTHA SERGEANT DUNHAM, Spinster, Deceased.
Pursuant to the Statute 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of Martha Sergeant Dunham, late of the town and county of Hartford, in the State of Connecticut, in the United States of America, Spinster, deceased (who died on the 4th day of September, 1888, at Eastbourne, in the county of Sussex, and whose will, with one codicil thereto, was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 6th day of November, 1888, by Josiah Pierce, Esq., the executor named in the said codicil to execute the said will and codicil in Great Britain, power being reserved of making a grant of the said will and codicil to Austin C. Dunham and John C. Parsons, the general executors named in the said will), are required to send particulars of such claims and demands to us, the undersigned, the Solicitors on behalf of the said executor, on or before the 28th day of December, 1888, after which date the said executor will distribute the assets of the said deceased in England, having regard only to the claims and demands of which he shall then have had notice.—Dated this 19th day of November, 1888.

MARKBY, STEWART, and CO., 57, Coleman-street, London, E.C., Solicitors for the said Josiah Pierce, Esq.

WILLIAM HINDE, Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35.

NOTICE is hereby given, that all persons having any claims upon the estate of William Hinde, late of Adelaide, in the Province of South Australia (who died on the 11th day of September, 1878, at Bath, in the county of Somerset, and of whose personal estate letters of administration, with the will annexed, were, on the 14th day of November, 1888, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, to Josiah Burdett, of No. 3 Gray's-inn-square, in the county of Middlesex), are hereby requested to send the particulars, in writing, of such claims to the undersigned, the Solicitors for the said administrator, on or before the 21st day of December, 1888, at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated this 20th day of November, 1888.

GAMLEN, BURDETT, and WOODHOUSE, 3, Gray's-inn-square, London, W.C., Solicitors for the said Administrator.

MORRIS HESS, Deceased.

Pursuant to the Act of Parliament 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 claims or demands against the estate of Morris Hess, late of 55, Grosvenor-road, Canonbury, and 22, Steward-street, Spitalfields, both in the county of Middlesex, Leather Bag Manufacturer (who died on the 3rd day of September, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of October, 1888, by Samuel Hess and Alfred Hess, the executors named therein), are required to send particulars, in writing, of such claims or demands

to me, the undersigned, the Solicitor for the said executors, on or before the 1st day of January next, after which date the said executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice.—Dated this 21st day of November, 1888.

MARK DAVIS, 26, Basinghall-street, E.C., Solicitor for the said Executors.

ELIZA ANN BLOCK, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Eliza Ann Block, formerly of No. 31, Dendy-street, Balham, in the county of Surrey, but late of No. 2, Beaconsfield-villas, Ravenswood-road, Balham aforesaid, Widow (who died on the 20th day of June, 1888, intestate), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the administrator, on or before the 17th day of December, 1888, after which date the assets of the said intestate will be distributed among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have notice.—Dated this 16th day of November, 1888.

ARKCOLL and COCKELL, 67, Tooley-street, Southwark, Solicitors for the said Administrator.

JOHN BLOCK, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of John Block, late of No. 31, Dendy-street, Balham, in the county of Surrey, Gentleman (who died on the 16th day of July, 1884), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the executors, on or before the 17th day of December, 1888, after which date the assets of the said testator will be distributed among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have notice.—Dated this 16th day of November, 1888.

ARKCOLL and COCKELL, 67, Tooley-street, Southwark, Solicitors for the said Executors.

HENRY BULL, 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 against the estate of Henry Bull, late of No. 37, Wellington-street, Newington, in the county of Surrey, carrying on business as a Pewter Toy Manufacturer, deceased (who died on the 22nd day of May, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 24th day of July, 1888, by William Greenslade and Mary Ann Bull, the executors therein named), are hereby required to send the particulars, in writing, of their claims to us, the undersigned, the Solicitors for the said executors, on or before the 22nd day of December, 1888, after which date the said executors will proceed to distribute the assets of the said deceased amongst the other 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 20th day of November, 1888.

BORDMAN and CO., Victoria House, Trinity-street, Southwark, Solicitors for the Executors.

Re JOSEPH OAKES, Deceased.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Joseph Oakes, late of Hough Green, in the city of Chester, Gentleman, deceased (who died on the 16th day of September, 1888, and who, by his will, dated the 19th day of January, 1888, appointed Thomas Quellyn Roberts, Wine Merchant, Joseph Finchett, Grocer, and Samuel Stephenson, Hotel Keeper, all of the city of Chester, executors thereof), are hereby required to send in the particulars of their debts or claims to the said executors, at the offices of the undersigned, on or before the 14th day of December next; and, in default thereof, the executors will distribute the assets, having regard only to the claims of which they shall then have had notice.—Dated this 18th day of November, 1888.

BRIDGMAN, WEAVER, and KINSEY, Westminster-buildings, Newgate-street, Chester, Solicitors for the Executors.

MARY ANN SOUTHWOOD, Deceased.

Pursuant to the Statute 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 against the estate of Mary Ann Southwood, late of No. 5, Carlton-road, Maida Vale, in the parish of Paddington, in the county of Middlesex, Widow, deceased (who died on the 3rd day of October, 1888, and whose will, with a codicil thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 9th November, 1888, by Charles Saxton, Walter Southwood, and Frederick Charles Southwood, the executors therein named) are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 1st day of January, 1889, 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 have had notice.—Dated this 21st day of November, 1888.

SAXTON and MORGAN, 29, Somerset-street, Portman-square, W., Solicitors for the Executors.

JOHN BROWN, Deceased.

Pursuant to 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claim or demand against the estate of John Brown, late of Mornington Villa, New Wanstead, in the county of Essex, Gentleman, deceased (who died on the 15th day of July, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 7th day of November, 1888, by William Broun William Broun and Montague Callaway Gosset, the executors therein named), are hereby required, on or before the 19th day of December next, to send particulars of their debts, claims, or demands to the undersigned, the Solicitors for the said executors, 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 debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they may not then have had notice.—Dated this 19th day of November, 1888.

MONTAGUE GOSSET and SON, 44, Finsbury-pavement, E.C., Solicitors for the said Executors.

MARY ANN HULL, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, 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 Ann Hull, late of No. 2, Dorset-villas, Dorset-road, New Windsor, in the county of Berks, Widow, deceased (who died on the 24th day of September, 1888, and whose will was proved by Edwin Denyer, of New Windsor aforesaid, Silk Mercer, and the Reverend Arthur Robins, of Holy Trinity Rectory, New Windsor aforesaid, Clerk in Holy Orders, the executors named in the said will, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Oxford, on the 10th day of November, 1888), are required to send the particulars, in writing, of their claims or demands to the said executors, at the office of Messrs. Darvill and Last, of New Windsor aforesaid, Solicitors, on or before the 31st day of January, 1889, after which date the said executors 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 the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 20th day of November, 1888.

DARVILL and LAST, Solicitors for the said Executors.

FREDERICK TULK, Deceased.

NOTICE is hereby given, pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, that all persons having any claims or demands upon or against the estate of Frederick Tulk (commonly known as Frank Tulk), late of 21, Upper George-street, Bryanston-square, in the county of Middlesex, of no occupation, deceased (who died on the 20th day of

November, 1887, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 14th day of December, 1887, by Charles Kemble, Esq., the sole executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, as Solicitors for the said executor, on or before the 31st day of January, 1889, after which date the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he 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 he shall not then have had notice.—Dated this 22nd day of November, 1888.

KEMBLE and CO., 7, Vigo-street, Regent-street, London, W., Solicitors for the said Executor.

HENRY JAMES, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having claims upon the estate of Henry James, late of Woodborough, in the county of Nottingham, Gentleman, deceased (who died on the 28th day of September, 1888, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Nottingham, on the 14th day of November, 1888, by Frederick William Adamson, of Epperstone, in the county of Nottingham, Surveyor, and Henry Ashmore Styring, of Sheffield, in the county of York, Chartered Accountant, the executors), are hereby required to send particulars, in writing, of their claims or demands to me, the undersigned, as Solicitor for the said executors, on or before the 29th day of December next, after which date the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable or accountable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1888.

WM. HY. GOODALL, No. 1, Poultry-arcade, Nottingham, Solicitor for the Executors.

Re WILLIAM WHITE Deceased.

Pursuant to 22 and 23 Victoria, chapter 35.

ALL persons having any claims against the estate of William White, late of 256, Lower-road, Rotherhithe, in the county of Surrey, Printer, deceased (who died on the 24th September last, and whose will was proved in the Principal Probate Registry, the 16th inst., by Mary White, the executrix), are required to send their claims to me, the undersigned, before the 31st day of December next, after which date the executrix will proceed to distribute the assets, having regard only to the claims of which she shall have had notice.—Dated this 21st day of November, 1888.

MICHAEL SHEARD, 20, Great Prescott-street, Whitechapel, E., Solicitor for the said Executrix.

RICHARD CHARLES GIBSON, Deceased.

ALL persons having claims against the estate of Richard Charles Gibson, late of the Warstone Inn, Icknield-street, Birmingham, Licensed Victualler, deceased (who died on the 7th day of September, 1888), are required to send particulars thereof to the undersigned, on or before the 31st day of December next, after which day the administratrix will distribute the assets of the said deceased, having regard only to the claims of which she shall then have had notice.—Dated this 20th day of November, 1888.

J. B. CLARKE and CO., 40, Waterloo-street, Birmingham, Solicitors.

The Reverend MICHAEL O'DONNELL, Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of the Reverend Michael O'Donnell, late of Harrogate, in the county of York, Roman Catholic Priest, deceased (who died on the 3rd day of December, 1887, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 5th day of January, 1888, by the Reverend Martin Kelly and Charles Allanson, the executors therein named, are hereby required to send particulars, in writing, of their claims to us, the undersigned, as Solicitors for the said executors, on or before the 20th day of January next, after which date the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims of which they shall then have received notice.—Dated the 19th day of November, 1888.

KIRBY and SON, Harrogate, Solicitors for the said Executors.

ISAAC RYDE, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Isaac Ryde, late of 3, Myrtle-cottages, Esher, Surrey, Gentleman, deceased (who died on the 14th April, 1886, and whose will was proved in the Principal Probate Registry, by John Hooper Distin, the sole executor therein named, on the 13th May, 1886), are hereby required to send in particulars of their debts or claims to the undersigned, the Solicitors for the said executor, on or before the 22nd December, 1888, after which day the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 21st November, 1888.

BIRT and FOLLETT, Townhall-chambers, Southwark, S.E., Solicitors for the said Executor.

ANNE ELLERY JULYAN, Deceased.

Pursuant to 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 persons having any claims or demands against the estate of Anne Ellery Julyan, late of St. Austell, in the county of Cornwall, Spinster, deceased (who died on the 2nd day of October, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 25th day of October, 1888, by me, Julia Nott, of 9, Lanark-villas, Maida Vale, London, W., the executrix named in the said will), are hereby required to send the particulars of their claims and demands to me, the said executrix, at the aforesaid address of 9, Lanark-villas, Maida Vale, in the county of Middlesex, on or before the 24th day of December, 1888, after the expiration of which time I 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 I shall then have had notice.—Dated this 20th day of November, 1888.

JULIA NOTT, Executrix.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Hugh Bruce Lauders, deceased, Bennett v. Cunningham, 1888, L., 1508, dated the 19th July, 1888, the persons claiming to be next-of-kin according to the statutes for the distribution of intestates' estates, of Hugh Bruce Lauders, late of No. 106, Marylebone-road, in the county of Middlesex, formerly of Kincardine-on-Forth, Perth, Scotland, Retired Surgeon, living at the time of his death on the 7th January, 1888, or to be the legal personal representatives of such said next-of-kin as are now dead, are, by their Solicitors, on or before the 20th day of December, 1888, to come in and prove their claims at the chambers of Mr. Justice Chitty, in the Royal Courts of Justice, London, or in default thereof they will be peremptorily excluded from the benefits of the said Order. Monday, the 7th day of January, 1889, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1888.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of John Moat, deceased, Drury and Biggleston against Moat, 1888, M., 3082, the creditors of John Moat, late of Sturry, in the county of Kent, Blacksmith and Omnibus Proprietor, who died on or about the month of November, 1887, are, on or before the 1st day of January, 1889, to send by post, prepaid, to Mr. Alfred Ephraim Rosenthal, of 1, Furnival's-inn, Holborn, in the county of Middlesex, the Solicitor of the executors, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Kay, at his chambers, the Royal Courts of Justice, London, on Tuesday, the 15th day of January, 1889, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November, 1888.

SPEECHLY, MUMFORD, and LONDON, 1, New-inn, London, W.C., Plaintiffs' Solicitors.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Thomas Gonne, deceased, between William Gonne, plaintiff, and Edith Maude Gonne and Kathleen

Mary Gonne, an infant, by Charles Gonne, her guardian, ad litem, defendants, the creditors of Thomas Gonne, late of the Royal Barracks, Dublin, Lieutenant-Colonel in Her Majesty's Army (who died on the 30th day of November, 1886), are on or before the 20th day of December, 1888; to send by post, prepaid, to Dr. Edwin Freshfield, of 5, Bank-buildings, Lothbury, E.C., a member of the firm of Freshfields and Williams, of the same place, Solicitors for the plaintiff, the executor of the said deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Chitty, at his chambers, the Royal Courts of Justice, Strand, London, on Monday, the 7th day of January, 1889, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1888.

FRESHFIELDS and WILLIAMS, 5, Bank-buildings, London, Plaintiffs' Solicitors.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of William Cannon, deceased, and in an action Mordaunt against Cannon, 1888, C., 2057, all creditors of and also all companies or persons claiming in respect of any liability affecting the estate of William Cannon, late of Northfield, Princes Park, Liverpool, in the county of Lancaster, Gentleman, who died at Northfield aforesaid, on the 24th day of November, 1887, are, on or before the 31st day of December, 1888, to send by post, prepaid, to Mr. Benjamin William Simpson, of 85, Gracechurch-street, in the city of London, a member of the firm of Simpson and Cullingford, of No. 85, Gracechurch-street aforesaid, the Solicitors of the defendant, Elizabeth Scott Cannon, the executrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor and claimant holding any security is to produce the same before Mr. Justice Stirling, at his chambers, the Royal Courts of Justice, London, on Tuesday, the 8th day of January, 1889, at twelve o'clock at noon.—Dated this 20th day of November, 1888.

LE BRASSEUR and OAKLEY, of 12, New-court, Lincoln's-inn, W.C.; Agents for Toulmin, Lawrence, and ShIELD, of Liverpool, Solicitors for the Plaintiff.

PURSUANT to a Judgment of the Court of Chancery of the County Palatine of Lancaster, made in the matter of the estate of Thomas Anderton, deceased, and in an action Wilson against Ashworth, 1888, W., No. 66, the persons claiming to be next-of-kin according to the statutes for the distribution of intestates' estates of Thomas Anderton, late of Chorley, in the county of Lancaster, Solicitor, who died on the 4th day of April, 1888, living at the time of his death, or to be the legal personal representatives of such of the said next-of-kin as are now dead, are, by their Solicitors, on or before the 19th day of January, 1889, to come in and prove their claims at the chambers of the Registrar of the Preston District of the said Court, situate at No. 10, Winckley-street, Preston, in the said county, or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Monday, the 28th day of January, 1889, at eleven of the clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claim.—Dated this 19th day of November, 1888.

PURSUANT to a Judgment of the Court of Chancery of the County Palatine, of Lancaster, made in the matter of the estate of Thomas Anderton, deceased, and in an action Wilson against Ashworth, 1888, W., No. 66, the persons claiming to be entitled to the money to arise from the sale of the real and leasehold estates, and to the residue of the personal estate, respectively bequeathed by the will of the testator, Thomas Anderton, late of Chorley, in the county of Lancaster, Solicitor (who died on the 4th day of April, 1888), to the persons described in the will, in the words following, that is to say:—"Unto, and equally amongst my next of kin, according to the statute of distributions on the side both of my late father and mother as shall be living at my death, except the children of my late aunt Nuttall, and exclusive of my brother Richard and his family," are, by their Solicitors, on or before the 19th day of January, 1889, to come in and prove their claims at the chambers of the Registrar of the Preston District of the said Court, situate at No. 10, Winckley-street, Preston, in the said

county, or in default thereof, they will be peremptorily excluded from the benefit of the said Judgment. Monday, the 28th day of January, 1889, at eleven of the clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 19th day of November, 1888.

In re a Deed of Assignment for the Benefit of Creditors, dated 10th February, 1888, executed by George Myers and Parker Saunders, both of 71, High-street, Hull, Provision Merchants, trading as Myers and Saunders.

NOTICE is hereby given, that a Final Dividend is intended to be declared under the above assignment, and all creditors who have not sent in notice of claims are required to do so, on or before the 10th day of December next, to the Trustees, Mr. B. Pickering and Mr. R. M. Burgess, Accountants, at No. 9, Parliament-street, Hull, after which date the Trustees will proceed, pursuant to the terms of the said deed, to distribute the assets of the debtors and wind up the estate, having regard only to the claims of which they shall then have had notice in writing; and will be discharged from all liability to persons of whose claims the Trustees shall not have had such notice.—Dated this 19th day of November, 1888.

R. W. E. WHITEHEAD, 16, Bowlalley-lane, Hull,
Solicitor for the Trustees.

In the Matter of a Deed of Assignment for the Benefit of Creditors by James Wilson (trading as Wards and Wilson), of St. John's Wholesale Fish Market and St. John's Retail Fish Market, Nos. 38 and 40, Juvenal-street and No. 5, Fraser-street, all in the city of Liverpool, in the county of Lancaster, Fish Salesman and Curer.

TAKE notice, that the creditors of the above-named James Wilson who have not already sent in their claims, are required, on or before the 12th day of December next, to send in their names and addresses, and the particulars of their claims, to Robert Falconer Macfee, of 77A, Lord-street, Liverpool, Incorporated Accountant, the Trustee herein. Creditors who have not sent in particulars of their claims by the said 12th day of December next will be excluded from all benefit under the said deed.—Dated this 15th day of November, 1888.

DONNISON and EDWARDS, 41, Lord-street,
Liverpool, Solicitors for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. **A** SECOND Dividend of 8½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by George William Thomas, late of Boston, in the county of Lincoln, Scrivener, and will be paid by me, at my office, No. 8, Bridge-street, Boston aforesaid, on and after Monday, the 26th day of November, 1888, between the hours of ten and four.—Dated this 19th day of November, 1888.

CHARLES LUCAS, Trustee.

In the High Court of Justice, in Bankruptcy. **A** MEETING of the creditors of William Henry Langton, of 7, Coburg-place, Bayswater-road, and 90, Clarendon-road, Notting Hill, Middlesex, Auctioneer, adjudicated bankrupt on the 3rd day of May, 1888,

will be held at Bankruptcy-buildings, 31, Lincoln's-inn-fields, in the county of Middlesex, on the 5th day of December, 1888, at eleven o'clock in the forenoon precisely, for the purpose of considering the propriety of passing a resolution or resolutions, sanctioning the acceptance by the Trustee of a sum sufficient to pay a composition offered by the bankrupt of five shillings in the pound in full discharge of all debts provable in the bankruptcy, and also to pay all the costs, charges, and expenses of, and incidental to, the bankruptcy and of these proceedings, and for the annulling thereafter of the adjudication of bankruptcy.—Dated this 22nd day of November, 1888.

The Bankruptcy Act, 1869.

In the High Court of Justice in Bankruptcy, transferred from the County Court of Devonshire, holden at East Stonehouse,

In the Matter of John Grepe, of No. 7, Saint James-terrace, Plymouth, in the county of Devon, Gentleman, adjudicated Bankrupt on the 15th day of March, 1880.

THE Committee of Inspection hereby gives notice that Meeting of the Creditors of the above-named John Grepe will be held at the offices of Messrs. Henry Kimber and Company, No. 79, Lombard-street, London, on Friday, the 30th day of November, 1888, at twelve o'clock noon, for the following purposes:—1. To pass a special resolution appointing some creditor or creditors or other person or persons, Trustee or Trustees, in the place of Henry Wilson Demain Saunders, deceased, who died on the 11th instant, and to pass such other resolutions as may be deemed expedient on account of his decease. 2. To receive, and, if approved, to pass the accounts of the said Henry Wilson Demain Saunders, as Trustee down to the date of his death, and to fix the remuneration (if any) of the new Trustee or Trustees to be appointed in his place. 3. To consider the best and most speedy mode of realising the estate or interest for the life of the bankrupt in certain properties at Melbourne (Australia), having regard to the terms of the Order made by Mr. Registrar Brougham, on the 9th instant. 4. To consider the terms of an Order, dated 18th January, 1888, and made by Mr. Registrar Brougham, postponing the close of this bankruptcy to the 31st day of December next, and reserving liberty to the Trustee to apply for a further extension if so advised, and to pass such resolutions as may be necessary. 5. To transact such other business as may properly be brought before the meeting, and to pass such resolutions as may be found expedient.—Dated this 21st day of November, 1888.

THOMAS BULTUL,
F. WALTERS BOND.

Committee of Inspection, 79, Lombard-street,
London, E.C.

In the High Court of Justice, in Bankruptcy.

A Dividend is intended to be declared in the matter of George Lennox Rawdqn Berkeley, formerly residing at the Charing Cross Hotel, Strand, in the county of Middlesex, adjudicated bankrupt on the 8th day of March, 1872, and since deceased. Creditors who have not proved their debts by the 3rd day of December, 1888, will be excluded.—Dated this 25th day of November, 1888.

J. B. Styles, Trustee.

THE BANKRUPTCY (DISCHARGE AND CLOSURE) ACT, 1887.
APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	Date of Adjudication or Resolution for Liquidation.	Day and Hour fixed for Hearing.
Smith, John	10, Burlington-street, Blackburn, Lancashire, formerly of Furthergate Brewery, Blackburn aforesaid	Out of business, formerly Brewer ...	Blackburn	Jan. 21, 1884 ...	Dec. 10, 1888, 2 P.M.

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	Date of Adjudication or Resolution for Liquidation.	Date of Order.	Nature of Order made.
Dudley, Annie	99, Warwick-street, Pimlico, Middlesex	Dressmaker, Widow ...	The High Court of Justice in Bankruptcy	Jan. 5, 1883 ...	Oct. 26, 1888 ...	Discharge allowed

THE BANKRUPTCY ACT, 1883.
RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4351	Bodker, Joseph ...	4, Pelican-buildings, Peckham-road, and 22, Grummant-road, both in Peckham, and lately trading at Camberwell New-road, all in Surrey	Carpenter and Decorator	High Court of Justice in Bankruptcy	Nov. 19, 1888	1367 of 1888	Nov. 19, 1888	781	Debtor's	
4352	Boyce, Charles ...	4, Oxford-terrace, Green-street, Upton Park, Essex	Provision Dealer ...	High Court of Justice in Bankruptcy	Nov. 6, 1888	1316 of 1888	Nov. 20, 1888	784	Creditor's ...	Sec. 4-1 (H.)
4353	Brown, Harry ...	1A, Limerston-street, Chelsea, Middlesex ...	Bottle Dealer and General Merchant	High Court of Justice in Bankruptcy	Nov. 17, 1888	1363 of 1888	Nov. 19, 1888	778	Debtor's	
4354	Comer, Frank ...	79, Queen's-gate, Kensington, Middlesex ...	Dentist ...	High Court of Justice in Bankruptcy	Nov. 2, 1888	1302 of 1888	Nov. 20, 1888	783	Creditor's ...	Sec 4-1 (G.)
4355	Davis, Frank ...	15, London Wall, in the city of London, residing at 12, Holtham-road, Abbey-road, Saint John's Wood, Middlesex, lately trading at 15, London Wall aforesaid, and 21, Moor-lane, in the city of London	Glass and China Merchant, lately trading in copartnership with Montague Daniel Jacobs, as Jacobs and Davis, Glass and China Merchants	High Court of Justice in Bankruptcy	Nov. 21, 1888	1376 of 1888	Nov. 21, 1888	787	Debtor's	
4356	Kemp, John ...	Lately residing at the Beaconsfield Hotel, Green-lanes, and at the Railway Hotel, Tottenham, both in Middlesex, previously thereto residing at 30, Queen's-road, Wimbledon, Surrey, and now of 5, Great James-street, Bedford-row, Middlesex	Licensed Victualler ...	High Court of Justice in Bankruptcy	Nov. 19, 1888	1365 of 1888	Nov. 19, 1888	780	Debtor's	
4357	Potter, John ...	37, Melrose-gardens, Shepherd's Bush, lately residing at 21, Maclise-road, West Kensington Park, both in Middlesex	Out of business, lately trading as House Agent, Builder, and Decorator, in copartnership with Henry James Ball, as H. J. Ball and Co.	High Court of Justice in Bankruptcy	Nov. 21, 1888	1372 of 1888	Nov. 21, 1888	786	Debtor's	
4358	Reeland, John Henry ...	4, Goswell-road, Clerkenwell, Middlesex, and lately of the Osborne House, Rosemary-road, Clacton-on-Sea, Essex	Coffee-house Keeper, lately Licensed Victualler	High Court of Justice in Bankruptcy	Nov. 19, 1888	1364 of 1888	Nov. 19, 1888.	779	Debtor's	

RECEIVING ORDERS—continued.

No. 25877.

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No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4359	Watson, Frederick Fairey	53, Nelson-square, Blackfriars, Surrey, lately residing at 57, Pershore-road, Birmingham, Warwickshire, and lately carrying on business at Needless-alley, Birmingham	Advertising Agent, lately carrying on business in copartnership with Hector Munro, as Watson and Munro	High Court of Justice in Bankruptcy	Nov. 20, 1888	1369 of 1888	Nov. 20, 1888	785	Debtor's	
4360	Rees, William	97, Cardiff-road, Aberaman, Aberdare, Glamorganshire, formerly trading at 91B, Cardiff-road, Aberaman, Aberdare, and at West Gate, Neath, Glamorganshire	Painter, formerly Fruiterer, Greengrocer, and Toll Collector	Aberdare ...	Nov. 19, 1888	12 of 1888	Nov. 19, 1888	12	Debtor's	
4361	Wallwork, James Thomas	Old-street, Ashton-under-Lyne, Lancashire ...	Earthenware Dealer ...	Ashton - under - Lyne and Stalybridge	Nov. 19, 1888	21 of 1888	Nov. 19, 1888	15	Debtor's	
4362	Lee, George Grace (trading as Lee and Son)	Market-square, Winslow, Buckinghamshire ...	Saddler and Harness Maker	Banbury ...	Nov. 20, 1888	6 of 1888	Nov. 20, 1888	6	Debtor's	
4363	Huxtable, John	Exford, Somersetshire	Farmer and Builder ...	Barnstaple ...	Nov. 19, 1888	18 of 1888	Nov. 19, 1888	15	Debtor's	
4364	Spencer, James (trading as Spencer and Cuerdale)	Bury Ground, Bury, Lancashire	Cotton Waste Bleacher and Dealer	Bolton	Nov. 2, 1888...	38 of 1888	Nov. 19, 1888	40	Creditor's...	Sec. 4-1 (D.)
4365	Delamare, Ernest	103, Blatchington-road, Hove, Sussex ...	Bootmaker	Brighton	Nov. 19, 1888	111 of 1888	Nov. 19, 1888	75	Debtor's	
4366	Bowd, Joseph	116, New-street, Cambridge	Rope and Sack Maker and Farmer	Cambridge	Nov. 19, 1888	29 of 1888	Nov. 19, 1888	27	Debtor's	
4367	Lilley, Quick John	Rose Cottage, Victoria-road, and Cam-street, Chesterton, Cambridgeshire	Builder	Cambridge	Nov. 20, 1888	30 of 1888	Nov. 20, 1888	28	Debtor's	
4368	Daniels, David	Thomas-street, Llanely, formerly of Garreglwyd, Llanarthney and Prospect-place, Llanely, all in Carmarthenshire	Hay Merchant	Carmarthen	Nov. 17, 1888	27 of 1888	Nov. 19, 1888	26	Debtor's	
4369	Mason, Edward	Sudbury, Suffolk... ..	Ostler and Innkeeper ...	Colchester	Nov. 20, 1888	27 of 1888	Nov. 20, 1888	24	Debtor's	

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy moved in Creditor's Petition.
4370	Stanley, Henry ...	1, Jubilee-buildings, Tiverton-street, Birmingham, Warwickshire, and 24, Sadler-gate, Derby, Derbyshire, late 13, Tenant-street, Derby, and formerly Lancaster-street, Birmingham	Butcher and Cattle Dealer	Derby ...	Nov. 19, 1888	50 of 1888	Nov. 19, 1888	47	Debtor's	
4371	Shaw, Thomas ...	Formerly trading at the Railway Inn, 92, New-road, Great Bridge, Staffordshire, and at 94, New-road, Great Bridge, now residing in lodgings at 93, New-road, Great Bridge	Formerly Licensed Victualler, Concert Hall Proprietor, and Fruiterer, now out of business	Dudley ...	Nov. 17, 1888	18 of 1888	Nov. 17, 1888	18	Debtor's	
4372	Pratt, William ...	Budleigh Salterton, Devonshire ...	Tailor ...	Exeter ...	Nov. 21, 1888	60 of 1888	Nov. 21, 1888	56	Debtor's	
4373	Burgess, Henry ...	23, Market-place, Westbury, Wiltshire ...	Farm Bailiff, Grocer, and Baker	Frome ...	Nov. 20, 1888	12 of 1888	Nov. 20, 1888	12	Debtor's	
4374	Green, John Edward ...	Brigg, Lincolnshire ...	Grocer and General Dealer	Great Grimsby...	Nov. 19, 1888	48 of 1888	Nov. 19, 1888	48	Debtor's	
4375	Court, Edward (trading as Court Brothers)	5, Dean's-terrace, Ploughcroft-lane, and Iona-street, Boothtown, both in Halifax, Yorkshire	Cooper ...	Halifax ...	Nov. 20, 1888	31 of 1888	Nov. 20, 1888	28	Debtor's	
4376	Cliff, Joseph ...	50, Stanley-street, Burslem, Staffordshire, and trading at Wharf-street, Burslem	Carter ...	Hanley, Burslem, and Tun-stall	Nov. 20, 1888	31 of 1888	Nov. 20, 1888	21	Debtor's	
4377	Sidney, Charles William Henry Humphrey	The Vicarage, Gooderstone, Norfolk ...	Clerk in Holy Orders ...	King's Lynn ...	Nov. 19, 1888	17 of 1888	Nov. 19, 1888	17	Debtor's	
4378	Scott, Thomas John ...	26, Quarry Mount-place, Leeds, Yorkshire, lately residing at 2, Cardigan-place, Shaw-lane, afterwards at 24, Wellclose-terrace, 24, Springfield-place, 28, Woodsley-road, Edwin-road, Carberry-terrace, Autumn-street, Grosvenor-avenue, and 48, Kingston-road, all in Leeds, Yorkshire	Commission Agent	L Leeds ...	Nov. 19, 1888	91 of 1888	Nov. 19, 1888	82	Debtor's	
4379	Clarke, John Henry ...	76, Granby-street, Leicester, Leicestershire, Forfield-place, Leamington, Warwickshire, and Corporation-street, Birmingham, Warwickshire	Cycle Agent and Picture-Dealer, lately Lessee of the Floral Hall, Leicester	Leicester ...	Nov. 20, 1888	124 of 1888	Nov. 20, 1888	118	Debtor's	
4380	Hulbert, Edward William	74, Northampton-square, Leicester [...]	Grocer and Provision Dealer	Leicester ...	Nov. 8, 1888	118 of 1888	Nov. 20, 1888	117	Creditor's	Sec. 4-1 (A.)

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4381	Mills, Robert	Residing at 2, Cawdor-street, and lately trading at 54, Hepworth-street, 107, Granby-street, and 55, Scotland-road, all in Liverpool, Lancashire	Provision Dealer	Liverpool	Nov. 15, 1888	101 of 1888	Nov. 20, 1888	80	Creditor's ...	Sec. 4-1 (D.)
4382	Stevens, William... ..	2 and 4, Queen-square, Luton, Bedfordshire	Butcher	Luton	Nov. 20, 1888	37 of 1888	Nov. 20, 1888	34	Debtor's	
4383	Garbett, Jane	Golden Lion Inn, High-street, Bridgnorth, Salop	Licensed Victualler	Madeley	Nov. 21, 1888	13 of 1888	Nov. 21, 1888	12	Debtor's	
4384	Pilgrim, J.	289, Great Ancoats-street, in the city of Manchester	Brush Manufacturer	Manchester	Nov. 12, 1888	74 of 1888	Nov. 21, 1888	64	Creditor's ...	Sec. 4-1 (D.)
4385	Stainsby, William, and Beresford, John Henry (trading as Wm. Stainsby and Co.)	3, Nicholas-croft, in the city of Manchester	Lacemen	Manchester	Nov. 17, 1888	78 of 1888	Nov. 19, 1888	62	Creditor's ...	Sec. 4-1 (F.)
4386	Watson, James Harvey	Residing at 12, Clarendon-road, Chorlton-upon-Medlock, Manchester, Lancashire, and trading at 59, Newton-street, Manchester, 78, Wallgate, Wigan, Lancashire, Market-street, Hebden Bridge, Yorkshire, and 134, Church-street, Preston, Lancashire	Wholesale Clothier	Manchester	Nov. 20, 1888	79 of 1888	Nov. 20, 1888	63	Debtor's	
4387	Corker, Henry	Residing at Ynismardy, Britonferry, Glamorganshire	Butcher	Neath	Nov. 21, 1888	20 of 1888	Nov. 21, 1888	18	Debtor's	
4388	Smith, Charles Walker	12, Station-road, Whitley, Northumberland, and 14, Clayton-street West, Newcastle-on-Tyne	Accountant	Newcastle - on - Tyne	Nov. 20, 1888	89 of 1888	Nov. 20, 1888	84	Debtor's	
4389	Wilson, James	2, St. Nicholas-buildings, Newcastle - on - Tyne	Commission Agent	Newcastle - on - Tyne	Nov. 19, 1888	88 of 1888	Nov. 19, 1888	83	Debtor's	
4390	Richardson, James Blunsom	Hartwell, Northamptonshire	Farmer	Northampton	Nov. 21, 1888	41 of 1888	Nov. 21, 1888	41	Debtor's	
4391	Creod, James	King's Langley, Hertfordshire	Carpenter and Builder	St. Albans	Nov. 21, 1888	19 of 1888	Nov. 21, 1888	19	Debtor's	
4392	Stone, Mary Ann	Redbourn, Hertfordshire	Baker and Corn Dealer	St. Albans	Nov. 21, 1888	18 of 1888	Nov. 21, 1888	18	Debtor's	

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4393	Daniel, George Charles, (trading as Daniel and Spencer)	1, Fleet-street, New Swindon, Wiltshire ...	Grocer	Swindon ...	Nov. 20, 1888	19 of 1888	Nov. 20, 1888	19	Debtor's	
4394	Knowles, Charles ...	2, Belmont-terrace, Peterson-road, and trading at Westgate House, Little Westgate, both in Wakefield, Yorkshire	Dealer in Sewing Machines and Cycles	Wakefield ...	Nov. 19, 1888	31 of 1888	Nov. 19, 1888	29	Debtor's	
4395	Woolley, Albert Edward	Castleford, Yorkshire	Painter	Wakefield ...	Nov. 20, 1888	32 of 1888	Nov. 20, 1888	30	Debtor's	
4396	Davies, William ...	1A, Stafford-street and 28, Margaret-street, both in Walsall, Staffordshire, lately residing at Hatherton-street, Walsall	Grocer and Provision Dealer	Walsall ...	Nov. 21, 1888	30 of 1888	Nov. 21, 1888	30	Debtor's	
4397	Nicholls, Thomas ...	Of the Oddfellows' Arms, 138 and 139, Darlaston-road, King's-hill, Wednesbury, Staffordshire	Beerhouse Keeper, Farmer, and Blacksmith	Walsall ...	Nov. 21, 1888	29 of 1888	Nov. 21, 1888	29	Debtor's	
4398	Hutchens, Thomas Samuel	19, Greyhound-lane, Streatham Common, Surrey	Builders' Foreman ...	Wandsworth ...	Nov. 19, 1888	45 of 1888	Nov. 19, 1888	35	Debtor's	
4399	Jevon, William Dangerfield	1, Market-street, Bilston, Staffordshire ...	Pawnbroker and Boot-maker	Wolverhampton	Nov. 20, 1888	48 of 1888	Nov. 20, 1888	41	Debtor's	
4400	Sedgley, Joseph (trading as J. Sedgley and Co.)	3, Mill-street, Diglis, Worcester, and trading at Quay-street, Worcester	Iron Merchant	Worcester ...	Nov. 20, 1888	44 of 1888	Nov. 20, 1888	36	Debtor's	
		<i>The following Amended Notice is substituted for that published in the London Gazette of the 9th November, 1888.</i>								
4179	Charlton, George, sen. (trading as Charlton Brothers)	Bournville-road, Stirchley-street, King's Norton, Worcestershire	Builder	Birmingham ...	Nov. 5, 1888...	49 of 1888	Nov. 5, 1888...	84	Debtor's	

RESCINDED RECEIVING ORDER.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Receiving Order.	Date of Rescission.	Grounds of Rescission
Thompson, William	40, Bolton-road, South Hampstead, Middlesex...	Gentleman	High Court of Justice in Bankruptcy	1021 of 1888	Nov. 2, 1888 ...	Nov. 15, 1888 ...	The petitioning and other creditors consenting

RECEIVING ORDER RESCINDED AND PETITION DISMISSED.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Receiving Order.	Date of Rescission and Dismissal.	Grounds of Rescission of Receiving Order and Dismissal of Petition.
Pickering, Percival John	52, Queen Victoria-street, in the city of London, and 86, Thicket-road, Anerley, Surrey	Solicitor, and a Member of the Primrose Club	High Court of Justice in Bankruptcy	1023 of 1888	Sept. 7, 1888 ...	Nov. 22, 1888 ...	The Official Receiver of this Court and the petitioning creditor consenting

FIRST MEETINGS AND PUBLIC EXAMINATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Brooks, Thomas ...	163, Bentham-road, South Hackney, Middlesex	Yeast Merchant ...	High Court of Justice in Bankruptcy	1818 of 1888	Nov. 30, 1888	11 A.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Dec. 19, 1888	11.30 A.M.	34, Lincoln's-inn-fields, London, W.C.	Nov. 8, 1888
Chisholms, Robert Alston Scott, and Chisholme, Charles William Scott (trading as H. Thompson and Co.)	Both of 242, Old-street, Middlesex, and both residing at 51, Oxford-gardens, North Kensington, Middlesex	Manufacturers of Paints and Colours	High Court of Justice in Bankruptcy	1255 of 1888	Nov. 30, 1888	2.30 P.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Dec. 19, 1888	11.30 A.M.	34, Lincoln's-inn-fields, London, W.C.	
Coxhead, Henry George, and Coxhead, Albert Crease (trading as Coxhead, Goldsmid, and Co.)	Hardwick House, Ham Common, Surrey The Rookery, Chaldon, Surrey 13, Old Jewry-chambers, in the city of London	Merchants... ..	High Court of Justice in Bankruptcy	759 of 1888	Dec. 7, 1888	12 noon	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	Dec. 19, 1888	11.30 A.M.	34, Lincoln's-inn-fields, London, W.C.	
Hope, Thomas John...	20A, Cantlows-road, Camden-square, and 232A, York-road, King's Cross, both in Middlesex, lately trading at Brandon-road, Belle Isle, King's Cross, Middlesex	Wheelwright ...	High Court of Justice in Bankruptcy	1296 of 1888	Nov. 30, 1888	12 noon	33, Carey-street, Lincoln's-inn, London	Dec. 21, 1888	11.30 A.M.	34, Lincoln's-inn-fields, London, W.C.	Nov. 9, 1888
Nuthall, William Frost	10, Edith-terrace, West Brompton, Middlesex	Retired General, Her Majesty's Indian Army	High Court of Justice in Bankruptcy	755 of 1888	Nov. 30, 1888	11 A.M.	Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London	... ..	... ..	... ..	Aug. 20, 1888
Richards, Albert John	73, Sherbrooke-road, Fulham, and lately trading at 164, North End-road, Fulham, Middlesex	Corn and Forage Merchant	High Court of Justice in Bankruptcy	1130 of 1888	Nov. 30, 1888	11 A.M.	33, Carey-street, Lincoln's-inn, London	Dec. 20, 1888	11 A.M.	34, Lincoln's-inn-fields, London, W.C.	
Wilson, James Alban	Sometime of Dale House, Alfreton, Derbyshire, and 30, Hogarth-road and 52, Baron's Court-road, both in Middlesex, present residence the Petitioning Creditor is unable to ascertain	An Officer of Her Majesty's Regiment of Seaforth Highlanders	High Court of Justice in Bankruptcy	64 of 1888	Nov. 30, 1888	2.30 P.M.	33, Carey-street, Lincoln's-inn, London	Dec. 18, 1888	11.30 A.M.	34, Lincoln's-inn-fields, London, W.C.	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Davies, John ...	86, Cardiff-road, Aberaman, Aberdare, Glamorganshire	Butcher and Collier	Aberdare ...	9 of 1888	Nov. 30, 1888	3 P.M.	Official Receiver's Office, Merthyr Tydfil	Dec. 3, 1888	10.30 A.M.	Temperance Hall, Aberdare	Nov. 14, 1888
Wakeford, Haldane Hodson (commonly known as Haldane Crichton)	113, Bastwell - terrace, Blackburn, Lancashire, lately residing and carrying on business at City-road, in the city of Chester, Duke-street, Southport, Lancashire, and at 14, Stroud-green, Middlesex	Actor and Theatrical Manager	Blackburn ...	16 of 1888	Nov. 30, 1888	3 P.M.	County Court-house, Blackburn	Dec. 4, 1888	11.30 A.M.	County Court-house, Blackburn	Nov. 14, 1888
Spencer, James (trading as Spencer and Cuerdale)	Bury Ground, Bury, Lancashire	Cotton Waste and Bleacher Dealer	Bolton ...	38 of 1888	Dec. 3, 1888	3 P.M.	16, Wood - street, Bolton	Dec. 10, 1888	11.30 A.M.	Bolton County Court	
Stanbrough, Gilbert Acheson	Wilbury, Waldegrave Park, Twickenham, Middlesex, late of 9, Hogarth-road and 3, Gilston-road, Kensington, Middlesex	Gentleman ...	Brentford ...	14 of 1888	Nov. 30, 1888	12 noon	No. 16 Room, 30 and 31, St. Swithin's-lane, London, E.C.	Dec. 18, 1888	2 P.M.	Townhall Brentford	Nov. 20, 1888
Bowd, Joseph ...	116, New-street, Cambridge	Rope and Sack Maker and Farmer	Cambridge ...	29 of 1888	Dec. 3, 1888	12 noon	Official Receiver's Offices, 5, Petty Cury, Cambridge	Dec. 12, 1888	12 noon	Guildhall, Cambridge	
Lilley, Quick John ...	Rose Cottage, Victoria-road, and Cam-street, Chesterton, Cambridge-shire	Builder ...	Cambridge ...	30 of 1888	Dec. 3, 1888	1 A.M.	Official Receiver's Offices, 5, Petty Cury, Cambridge	Dec. 12, 1888	12 noon	Guildhall, Cambridge	Nov. 21, 1888
Mathews, George ...	Cowbridge, Glamorganshire	Ironmonger ...	Cardiff ...	54 of 1888	Dec. 4, 1888	3.30 P.M.	Office of the Official Receiver, 29, Queen-street, Cardiff	Dec. 4, 1888	10.30 A.M.	Townhall, Cardiff	Nov. 16, 1888
Nance, William Edwin	Hawthorn House, Kymin-terrace, Penarth, Glamorganshire, lately trading at 1, Stuart-street Docks, Cardiff, Glamorganshire	Coal Agent and Coal Merchant	Cardiff ...	47 of 1888	Dec. 3, 1888	3 P.M.	Office of the Official Receiver, 29, Queen-street, Cardiff	Dec. 4, 1888	10.30 A.M.	Townhall, Cardiff	Nov. 5, 1888

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Thomas, T. J.	9, Bellevue-terrace, Penarth, Glamorganshire	Builder	Cardiff	46 of 1888	Dec. 4, 1888	2.30 P.M.	Office of the Official Receiver, 29, Queen-street, Cardiff	Dec. 4, 1888	10.30 A.M.	Townhall, Cardiff	Nov. 16, 1888
Malvern, Eleanor	Residing and trading at 7, Pitville-street, Cheltenham, Gloucestershire	Brush and Basket Seller	Cheltenham ...	30 of 1888	Dec. 1, 1888	4.15 P.M.	County Court Office, Cheltenham	Jan. 3, 1889	12.15 P.M.	County Court, Cheltenham	Nov. 20, 1888
Barry, Frederick Booth	Residing and carrying on business at 3, Queen Victoria-road, Coventry, Warwickshire	Registration Agent	Coventry ...	26 of 1888	Dec. 6, 1888	11 A.M.	Offices of Edward Thomas Peirson, Official Receiver, 17, Hertford-street, Coventry	Dec. 21, 1888	2 P.M.	County Hall, Coventry	Nov. 19, 1888
Stanley, Henry	1, Jubilee-buildings, Tiverton-street, Birmingham, Warwickshire, and 24, Sadler-gate, Derby, Derbyshire, late 13, Tenant-street, Derby, formerly Lancaster-street, Birmingham	Butcher and Cattle Dealer	Derby	50 of 1888	Dec. 3, 1888	2.30 P.M.	Official Receiver's Offices, St. James's-chambers, Derby	Dec. 10, 1888	10.30 A.M.	County-hall, St. Mary's - gate, Derby	
Brown, William Shipley	Formerly of Birstal, Yorkshire, now residing at Limefield Cottage, Batley, and trading at 22, Bradford-road, Batley, Yorkshire	Formerly Commercial Traveller, now Hay and Straw Dealer	Dewsbury ...	45 of 1888	Nov. 30, 1888	4 P.M.	Official Receiver's Offices, Bank-chambers, Batley	Dec. 11, 1888	11 A.M.	County Court-house, Dewsbury	Nov. 20, 1888
Gomersall, John	7, Park - road, Dewsbury, Yorkshire	Commission Agent	Dewsbury ...	44 of 1888	Nov. 30, 1888	2.30 P.M.	Official Receiver's Offices, Bank-chambers, Batley	Dec. 11, 1888	11 A.M.	County Court-house, Dewsbury	Nov. 20, 1888
Millman, Thomas Andrew (trading as the Britannia Boot Company, and the Western Counties Boot Company)	69 and 70, Princess-street, Devonport, Devonshire, trading at 69 and 70, Princess-street, Devonport, and at 83, Fore-street, Devonport, also at 39, Union-street, Plymouth, and carrying on business at the Tavistock and Launceston Markets, and also at Leys, Buckland Monachorum, all in Devonshire	Boot and Shoe Manufacturer and Farmer	East Stonehouse	60 of 1888	Dec. 3, 1888 ...	3.15 P.M.	Royal Hotel, Bristol	Dec. 7, 1888 ...	11 A.M.	County Court, East Stonehouse	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Nutbean, Ebenezer Matthew	7, Fore-street, Devonport, Devonshire	Upholsterer and Furniture Dealer	East Stonehouse	61 of 1888	Nov. 30, 1888	11 A.M.	10, Athenæum-ter- race, Plymouth	Dec. 7, 1888 ...	11 A.M.	County Court, East Stone- house	Nov. 20, 1888
Pratt, William ...	Budleigh Salterton, Devon- shire	Tailor	Exeter	60 of 1888	Dec. 5, 1888 ...	11 A.M.	Office of the Official Receiver, 13, Bed- ford-circus, Exeter	Dec. 20, 1888	11 A.M.	The Castle, Exeter	Nov. 21, 1888
Baskcomb, William Richard	32, Duke-street, New Clee, Lincolnshire	Fisherman	Great Grimsby...	45 of 1888	Dec. 4, 1888 ...	10.30 A.M.	Office of the Official Receiver, 3, Haven- street, Great Grimsby	Dec. 5, 1888 ...	11 A.M.	Townhall, Great Grimsby	Nov. 10, 1888
Moore, William ...	31, Eleanor-street, Weelsby, Lincolnshire	Fisherman	Great Grimsby...	44 of 1888	Dec. 4, 1888 ...	11.30 A.M.	Office of the Official Receiver, 3, Haven- street, Great Grimsby	Dec. 5, 1888 ...	11 A.M.	Townhall, Great Grimsby	Nov. 10, 1888
Pearce, Robert ...	13, Duke-street, New Clee, Lincolnshire	Fisherman	Great Grimsby...	43 of 1888	Dec. 4, 1888 ...	11 A.M.	Office of the Official Receiver, 3, Haven- street, Great Grimsby	Dec. 5, 1888 ...	11 A.M.	Townhall, Great Grimsby	Nov. 7, 1888
Plumpton, George ...	Louth, Lincolnshire	Poulterer	Great Grimsby...	46 of 1888	Dec. 4, 1888 ...	12 noon	Office of the Official Receiver, 3, Haven- street, Great Grimsby	Dec. 5, 1888 ...	11 A.M.	Townhall, Great Grimsby	Nov. 16, 1888
Robinson, Edwin ...	94, Fildes-street, Great Grimsby, Lincolnshire	Fisherman	Great Grimsby...	42 of 1888	Dec. 4, 1888 ...	10 A.M.	Office of the Official Receiver, 3, Haven- street, Great Grimsby	Dec. 5, 1888 ...	11 A.M.	Townhall, Great Grimsby	Nov. 5, 1888
Knight, W. H. N. ...	25, Lenham-road, Lee, Kent, lately residing and carry- ing on business at 1, Cam- bridge-villas, Twicken- ham, Middlesex	Engineer and General Merchant	Greenwich	32 of 1888	Nov. 30, 1888	3 P.M.	109, Victoria-street, Westminster.	Dec. 21, 1888	1 P.M.	County Court, Greenwich	Nov. 16, 1888
Little, George ...	Terra Villa, Richmond Park- road, Kingston-on-Thames, Surrey	Travelling Draper	Kingston, Surrey	28 of 1888	Nov. 30, 1888	11 A.M.	No. 16 Room, 30 and 31, St. Swithin's- lane, E.C.	Jan. 11, 1889	3.30 P.M.	Court - house, Kingston, Surrey	Nov. 16, 1888
Bates, Peter ...	167, Hesse-road and 10, St. Andrew's Dock, both in the borough of Kings- ton-upon-Hull	Fishing Smack Owner	Kingston-upon- Hull	46 of 1888	Dec. 3, 1888 ...	2 P.M.	Office of the Official Receiver, Trinity House-lane, Hull	Dec. 17, 1888	2 P.M.	Court - house, Townhall, Hull	Nov. 9, 1888

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration
Gaskin, Charles ...	East Dereham, Norfolk ...	Seedsman ...	Norwich ...	54 of 1888	Dec. 1, 1888	1 P.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 19, 1888	12 noon	Shirehall, Norwich Castle	Nov. 20, 1888
Hands, William Charles	Market-place, Norwich, previously of Davey-place, Norwich, and lately residing at Dereham-road, Norwich	Jeweller and Watchmaker, previously Tobacconist and Billiard Club Proprietor	Norwich ...	52 of 1888	Dec. 4, 1888	1 P.M.	Auction Mart, Token-house-yard, London, E.C.	Dec. 19, 1888	12 noon	Shirehall, Norwich Castle	
Oldman, Frederick ...	Fakenham, Norfolk ...	Fishmonger and General - shop Keeper	Norwich ...	53 of 1888	Dec. 1, 1888	12 noon	Official Receiver's Office, 8, King-street, Norwich	Dec. 19, 1888	12 noon	Shirehall, Norwich Castle	Nov. 17, 1888
Macmillan, Collin ...	Residing and carrying on business at 53, Southey-street, Nottingham, lately residing and carrying on business at 6, Radford-road, Nottingham	Surgeon ...	Nottingham ...	120 of 1888	Nov. 30, 1888	12 noon	Official Receiver's Offices, 1, High-pavement, Nottingham.	Dec. 7, 1888 ...	10 A.M.	County Court-house, Petergate, Nottingham	Nov. 17, 1888
Slate, Arthur ...	170, Dame Agnes-street, Nottingham	Baker ...	Nottingham ...	117 of 1888	Nov. 30, 1888	11 A.M.	Official Receiver's Offices, 1, High-pavement, Nottingham	Dec. 7, 1888 ...	10 A.M.	County Court-house, Petergate, Nottingham	Nov. 20, 1888
Butler, Phoebe ...	Now in lodgings at 31, Tyndall-street, West Bromwich, Staffordshire, lately residing and trading at the Queen's Head Inn, Church-lane, West Bromwich	Lately Beerhouse Keeper, Widow	Oldbury ...	13 of 1888	Dec. 3, 1888	10.30 A.M.	County Court, Oldbury	Dec. 3, 1888 ...	11 A.M.	County Court, Oldbury	Nov. 21, 1888
Gibson, William ...	Now residing and trading at 58, Grimesthorpe-road, Sheffield, Yorkshire, lately residing and trading at 44, Grimesthorpe-road aforesaid, and also lately trading at 30, Hunsley-street, Grimesthorpe, Sheffield	Now Boot and Shoe Maker, lately Boot and Shoe Maker and Asrated Water Manufacturer	Sheffield ...	77 of 1888	Dec. 4, 1888	3 P.M.	Offices of the Official Receiver, Figtree-lane, Sheffield	Dec. 6, 1888 ...	11.30 A.M.	County Court-hall, Bank-street, Sheffield	Nov. 19, 1888
Natgrass, Thomas ...	Spring-street, Stockton-on-Tees, county of Durham	Commercial Traveller	Stockton-on-Tees and Middlesborough	56 of 1888	Dec. 4, 1888 ...	11 A.M.	Official Receiver's Office, 8, Albert-road, Middlesborough	Nov. 28, 1888	10.30 A.M.	Court - house, Bridge - road, Stockton - on-Tees	Nov. 3, 1888

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Little, Thomas ...	Providence-place, Walker-street, also Mechanic-lane, and Billingsgate, in the borough of Kingston-upon-Hull	Fish Curer ...	Kingston-upon-Hull	45 of 1888	Nov. 30, 1888	2 P.M.	Office of the Official Receiver, Trinity House-lane, Hull	Dec. 17, 1888	2 P.M.	Court - house, Townhall, Hull	Nov. 6, 1888
Taylor, Richard ...	3, Victoria-square, Queen's-road, late 99, Prospect-street, both in the borough of Kingston-upon-Hull	Lately Furniture Dealer, now a Clerk	Kingston-upon-Hull	47 of 1888	Nov. 30, 1888	11 A.M.	Office of the Official Receiver, Trinity House-lane, Hull	Dec. 17, 1888	2 P.M.	Court - house, Townhall, Hull	Nov. 16, 1888
Thompson, James William	Stepney, Beverley-road, in the borough of Kingston-upon-Hull	Joiner and Builder	Kingston-upon-Hull	48 of 1888	Nov. 30, 1888	12 noon	Office of the Official Office Trinity House-lane, Hull	Dec. 17, 1888	2 P.M.	Court - house, Townhall, Hull	Nov. 21, 1888
Rollinson, Fred ...	Late of Otley, Yorkshire, now 13, Coniston-street, Bramley, Yorkshire	Late Beerhouse Keeper, now Watch and Clock Cleaner	Leeds ...	89 of 1888	Dec. 3, 1888 ...	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 18, 1888	11 A.M.	County Court-house, Leeds	Nov. 17, 1888
Clarke, John Henry...	76, Granby-street, Leicester, Leicestershire, Forfield-place, Leamington, Warwickshire, and Corporation-street, Birmingham, Warwickshire	Cycle Agent and Picture Dealer, Lately Lessee of the Floral Hall, Leicester	Leicester ...	124 of 1888	Dec. 4, 1888 ...	12.30 P.M.	Offices of the Official Receiver, 28, Friar-lane, Leicester	Dec. 5, 1888 ...	10 ¹⁵ A.M.	The Castle, Leicester	
Marsh, Charles Albert	Hungerford, Berkshire ...	Schoolmaster ...	Newbury ...	7 of 1888	Dec. 3, 1888 ...	12.30 P.M.	Three Swans Hotel, Hungerford	Dec. 12, 1888	12.30 P.M.	Townhall, Newbury	Nov. 19, 1888
Smith, Charles Walker	12, Station-road, Whitley, Northumberland, and 14, Clayton-street West, Newcastle-on-Tyne	Accountant ...	Newcastle - on-Tyne	89 of 1888	Dec. 4, 1888	2.30 P.M.	Official Receiver's Offices, Pink-lane, Newcastle - on-Tyne	Dec. 4, 1888 ...	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Wilson, James ...	2, St. Nicholas-buildings, Newcastle-on-Tyne	Commission Agent	Newcastle - on-Tyne	88 of 1888	Dec. 3, 1888	11 A.M.	Official Receiver's Offices, Pink-lane, Newcastle - on-Tyne	Nov. 29, 1888	11 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Ward, Joseph ...	Highfield Farm, Hartwith, Yorkshire	Farmer ...	Northallerton ...	20 of 1888	Nov ¹ 30, 1888	11.50 A.M.	Office of Messrs. Beldon and Ackroyd, Solicitors, Old Bank-chambers, Market-street, Bradford	Dec. 3, 1888 ...	11.30 A.M.	Court - house, Northallerton	

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Zeller, William ...	48, Parkgate, Darlington, in the county of Durham	Butcher	Stockton-on-Tees and Middlesborough	64 of 1888	Dec. 4, 1888 ...	3 P.M.	North Eastern Hotel, Darlington	Dec. 5, 1888	10.30 A.M.	Court - house, Bridge - road, Stockton - on-Tees	Nov. 21, 1888
Clark, John	1178 and 1179, Neath-road, Plasmarl, near Swansea, Glamorganshire, and 37, Neath-road, Hafod, Swansea	Baker	Swansea ...	26 of 1888	Dec. 1, 1888 ...	12 noon	Official Receiver's Offices, 6, Rutland-street, Swansea	Dec. 20, 1888	11 A.M.	Townhall, Swansea	Nov. 20, 1888
Harris, Richard | ...	126 and 127, High-street, Swansea, Glamorganshire	Grocer and Flannel Manufacturer	Swansea ...	28 of 1888	Nov. 30, 1888	3 P.M.	Official Receiver's Offices, 6, Rutland-street, Swansea	Dec. 20, 1888	11 A.M.	Townhall, Swansea	Nov. 20, 1888
Daniel, George Charles (trading as Daniel and Spencer)	1, Fleet-street, New Swindon, Wiltshire	Grocer	Swindon ...	19 of 1888	Dec. 3, 1888 ...	11.30 A.M.	Offices of Henry C. Tombs, Official Receiver, 32, High-street, Swindon	Dec. 12, 1888	2.30 P.M.	Corn Exchange, Swindon	Nov. 21, 1888
Morton, Thomas ...	Bridge-street, and trading at Tootal - street and Thomes-lane, all in Wakefield, Yorkshire	Blacksmith ...	Wakefield ...	29 of 1888	Nov. 30, 1888	11 A.M.	Official Receiver's Office, Bond-terrace, Wakefield .	Dec. 6, 1888	11 A.M.	Court - house, Wakefield	Nov. 21, 1888
Burton, William Col-lard	1, West-place, Putney, Surrey, lately trading at 151, Upper Richmond-road, Putney, Surrey	Builder and Decorator	Wandsworth ...	43 of 1888	Nov. 30, 1888	12 noon	109, Victoria-street, Westminster	Dec. 20, 1888	12 noon	Court - house, Wandsworth	Nov. 19, 1888
Cooper, Henry ...	Formerly of the Oxford Restaurant, Worcester-street, Birmingham, Warwickshire, afterwards of the Criterion, Lichfield-street, Wolverhampton, Staffordshire, now residing in apartments at 39, Snow-hill, Wolverhampton	Late Restaurant Keeper, afterwards Publican's Manager, now out of business	Wolverhampton	46 of 1888	Dec. 3, 1888 ...	12.30 P.M.	Official Receiver's Office, Wolverhampton	Dec. 3, 1888	2 P.M.	Court - house, Wolverhampton	Nov. 16, 1888
Nunn, Frank James Roper	Estyn Grange, Caergwrl, Flintshire	Professional Brewer	Wrexham ...	22 of 1888	Dec. 4, 1888 ...	1.40 P.M.	County Hall, Wrexham	Dec. 4, 1888	2 P.M.	County Hall, Wrexham	Nov. 19, 1888

NOTICE OF DAY APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATION ADJOURNED SINE DIE.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Norris, Thomas	184, Queen-street, Portsea, Hampshire	Refreshment-house Keeper	Portsmouth	24 of 1888	Dec. 10, 1888 ...	12 noon	Court-house, Portsmouth

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Arnott, Archibald James	Lately residing at Kirkconnel, Uxbridge-road, East Ealing, Middlesex, present residence unknown	No occupation... ..	High Court of Justice in Bankruptcy	1010 of 1888	Nov. 20, 1888 ...	Aug. 17, 1888
Baines, Thomas (trading as T. Baines and Co.)	1, Hills-place, Oxford-street, Middlesex ... ..	... ..	High Court of Justice in Bankruptcy	1141 of 1888	Nov. 19, 1888 ...	Order made under Sec. 103
Higgins, John	Martlett-court, Bow-street, Middlesex	Fruit Dealer	High Court of Justice in Bankruptcy	1160 of 1888	Nov. 19, 1888 ...	Sept. 27, 1888
Turner, William Edward Bennett...	12, Cheltenham-terrace, Chelsea, Middlesex	Of no occupation, lately a Sub-Inspector of Police (Metropolitan)	High Court of Justice in Bankruptcy	1339 of 1888	Nov. 19, 1888 ...	Nov. 10, 1888
Rees, William	97, Cardiff-road, Aberaman, Aberdare, Glamorganshire, formerly trading at 91B, Cardiff-road, Aberaman, Aberdare, and at West Gate, Neath, Glamorganshire	Painter, formerly Fruiterer, Green-grocer, and Toll Collector	Aberdare	12 of 1888	Nov. 19, 1888 ...	Nov. 19, 1888
Edwards, Thomas	Late of Rhydygofaint, Llanarth, Cardiganshire	Farmer	Aberystwith...	10 of 1888	Nov. 19, 1888 ...	Oct. 17, 1888
Spencer, James (trading as Spencer and Cnerdale)	Bury Ground, Bury, Lancashire	Cotton Waste Bleacher and Dealer...	Bolton	38 of 1888	Nov. 21, 1888 ...	Nov. 2, 1888
Sills, John Saul	Boston, Lincolnshire	Solicitor and Farmer	Boston	14 of 1888	Nov. 21, 1888 ...	Oct. 22, 1888
Delamare, Ernest	103, Blatchington-road, Hove, Sussex	Bootmaker	Brighton	111 of 1888	Nov. 19, 1888 ...	Nov. 19, 1888
Bowd, Joseph	116, New-street, Cambridge	Rope and Sack Maker and Farmer...	Cambridge	29 of 1888	Nov. 19, 1888 ...	Nov. 19, 1888
Lilley, Quick John	Rose Cottage, Victoria-road and Cam-street, Chesterton, Cambridgeshire	Builder... ..	Cambridge	30 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Nance, William Edwin	Hawthorn House, Kymin-terrace, Penarth, Glamorganshire, lately trading at 1, Stuart-street Docks, Cardiff, Glamorgan-shire	Coal Agent and Coal Merchant ...	Cardiff	47 of 1888	Nov. 19, 1888 ...	Oct. 16, 1888
Malvern, Eleanor	Residing and trading at 7, Pittville-street, Cheltenham, Gloucestershire	Brush and Basket Seller	Cheltenham... ..	30 of 1888	Nov. 20, 1888 ...	Nov. 15, 1888
Stanley, Henry	1, Jubilee-buildings, Tiverton-street, Birmingham, Warwickshire, and 24, Sadler-gate, Derby, Derbyshire, late 13, Tenant-street, Derby, and formerly Lancaster-street, Birmingham	Butcher and Cattle Dealer	Derby	50 of 1888	Nov. 19, 1888 ...	Nov. 19, 1888

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Gomersall, John	7, Park-road, Dewsbury, Yorkshire	Commission Agent	Dewsbury	44 of 1888	Nov. 20, 1888 ...	Nov. 2, 1888
Shaw, Thomas	Formerly trading at the Railway Inn, 92, New-road, Great Bridge, Staffordshire, and 94, New-road, Great Bridge, now residing in lodgings at 93, New-road, Great Bridge	Formerly Licensed Victualler, Concert Hall Proprietor, and Fruiterer, now out of business	Dudley	18 of 1888	Nov. 17, 1888 ...	Nov. 16, 1888
Pratt, William	Budleigh Salterton, Devonshire	Tailor	Exeter	60 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888
Burgess, Henry	23, Market-place, Westbury, Wiltshire	Farm Bailiff, Grocer, and Baker ...	Frome	12 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Green, John Edward	Brigg, Lincolnshire	Grocer and General Dealer	Great Grimsby	48 of 1888	Nov. 19, 1888 ...	Nov. 17, 1888
Cliff, Joseph	50, Stanley-street, Burslem, Staffordshire, and trading at Wharf-street, Burslem	Carter	Hanley, Burslem, and Tunstall	31 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Scott, Thomas John	26, Quarry Mount-place, Leeds, Yorkshire, lately residing at 2, Cardigan-place, Shaw-lane, afterwards at 24, Wellclose-terrace, 24, Springfield-place, 28, Woodsley-road, Edwin-road, Carberry-terrace, Autum-street, Grosvenor-avenue, and 48, Kingston-road, all in Leeds	Commission Agents	Leeds	91 of 1888	Nov. 19, 1888 ...	Nov. 19, 1888
Hulbert, Edward William	74, Northampton-square, Leicester	Grocer and Provision Dealer ...	Leicester	118 of 1888	Nov. 21, 1888 ...	Nov. 7, 1888
Meekins, Gude	Westbourne-street, Leicester	Builder	Leicester	111 of 1888	Nov. 13, 1888 ...	Oct. 27, 1888
Garbett, Jane	Golden Lion Inn, High-street, Bridgnorth, Salop	Licensed Victualler	Madeley	13 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888
Stainsby, William, and Beresford, John Henry (trading as William Stainsby and Co.)... ..	3, Nicholas Croft, in the city of Manchester	Lacemen	Manchester	78 of 1888	Nov. 21, 1888 ...	Nov. 17, 1888
Corker, Henry	Residing at Ynismardy, Briton Ferry, Glamorganshire	Butcher	Neath	20 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888
Smith, Charles Walker	12, Station-road, Whitley, Northumberland, and 14, Clayton-street West, Newcastle-on-Tyne	Accountant	Newcastle-on-Tyne...	89 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Richardson, James Blunsom	Hartwell, Northamptonshire	Farmer	Northampton	41 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888

ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description	Court.	No.	Date of Order.	Date of Petition.
Larkman, Henry, the younger	Thorpe Saint Andrew, Norfolk	Builder and Contractor	Norwich	50 of 1888	Nov. 10, 1888 ...	Oct. 30, 1888
Butler, Phoebe	Now in lodgings at 31, Tyndale-street, Westbromwich, Staffordshire, lately residing and trading at the Queen's Head Inn, Church-lane, Westbromwich	Lately Beerhouse Keeper, Widow ...	Oldbury	13 of 1888	Nov. 21, 1888 ...	Nov. 3, 1888
Freeman, Alfred	81, St. Aldates-street, Oxford	Provision Merchant	Oxford	9 of 1888	July 24, 1888 ...	July 20, 1888
Lewis, William Bowie	Park Farm, Tichfield, Hampshire	Farmer	Portsmouth	45 of 1887	Aug. 2, 1888 ...	Dec. 9, 1887
Swaffer, Horace Henry	Newington-next-Sittingbourne, Kent	Wheelwright and Smith	Rochester	23 of 1888	Nov. 21, 1888 ...	Nov. 7, 1888
Tompkins, John Theodore (trading as J. T. Tompkins and Company)	23, George-street, St. Peter's Nursery, and Thanet House, St. Albans, Hertfordshire	Nurseryman, Seedsman, and Florist	St. Albans	15 of 1888	Nov. 14, 1888 ...	Oct. 12, 1888
Baker, Thomas	Now residing and carrying on business at Paulton's Home Farm, Eling, in the county of Southampton, and at Silk-steed Farm, Hursley, in the county of Southampton	Farmer	Southampton	30 of 1888	Nov. 21, 1888 ...	Nov. 7, 1888
Freemantle, Henry	Residing and carrying on business at Meonstoke, Hampshire, and also carrying on business at Swanmore, Hampshire	Brickmaker and Farmer	Southampton	28 of 1888	Nov. 21, 1888 ...	Nov. 3, 1888
Daniel, George Charles (trading as Daniel and Spencer)	1, Fleet-street, New Swindon, Wiltshire	Grocer	Swindon	19 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Morris, Richard	New Town, Ebbw Vale, Monmouthshire	Grocer and Draper	Tredegar	10 of 1888	Nov. 20, 1888 ...	Nov. 16, 1888
Woolley, Albert Edward	Castleford, Yorkshire	Painter	Wakefield	32 of 1888	Nov. 20, 1888 ...	Nov. 20, 1888
Davies, William	1A, Stafford-street, and 28, Margaret-street, both in Walsall, Staffordshire, lately residing at Hatherton-street, Walsall	Grocer and Provision Dealer	Walsall	30 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888
Nicholls, Thomas	Of the Oddfellows' Arms, 138 and 139, Darlaston-road, King's Hill, Wednesbury, Staffordshire	Beerhouse Keeper, Farmer, and Blacksmith	Walsall	29 of 1888	Nov. 21, 1888 ...	Nov. 21, 1888

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

No. 25877.

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Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Townend, Harry (trading as Harry Townend and Co.)	51, 52, and 53, Milton-street, Cripplegate, in the city of London, and residing at 48, Hamilton-road, Highbury, Middlesex	Warehouseman and Commission Agent	High Court of Justice in Bankruptcy	837 of 1888	Nov. 20, 1888 ...	To pay in full forthwith on the approval by the Court of this Composition arrangement, all preferential debts as directed by the Bankruptcy Act, 1883, 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 3s. in the pound, payable forthwith upon approval by the Court. Payment of preferential debts, fees, costs, charges, and expenses, and the Composition secured by the deposit with the Official Receiver of a sum sufficient to pay the same. At the expiration of twelve months from the date at which the Composition becomes payable, and such Composition has been paid to all the creditors who have proved their debts, any surplus then remaining in the hands of the Official Receiver shall be returned by him to the debtor, and the debtor shall thereupon be and remain liable to pay and shall pay the amount of the Composition to any creditor who may subsequently prove any debt provable under these proceedings, which may not from any cause have been previously proved. The Official Receiver is appointed Trustee for the receipt and distribution of the Composition. The Receiving Order is rescinded
West, George Francis ...	24, Lime-street, in the city of London, and 19, Pembroke-square, Kensington, Middlesex, lately carrying on business at 90 and 91, Guilford-street, Russell-square, Middlesex	Merchant's Clerk, lately Private Hotel and Boarding-house Keeper	High Court of Justice in Bankruptcy	842 of 1888	Nov. 20, 1888 ...	To pay in full forthwith on the approval by the Court of this Composition arrangement, all preferential debts, as directed by the Bankruptcy Act, 1883, 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 4s. in the pound, payable in cash, in twenty-one days from the date of approval by the Court of this Composition arrangement. Payment of preferential debts, fees, costs, charges, and expenses, and the Composition secured by the deposit into the hands of the Official Receiver of sufficient cash, for the payment thereof. At the expiration of twelve months from the date at which the Composition becomes payable, and such Composition has been paid to all the creditors who have proved their debts, any surplus then remaining in the hands of the Official Receiver shall be returned by him to the debtor, and the debtor shall thereupon be and remain liable to pay and shall pay the amount of the Composition to any creditor who may subsequently prove any debt provable under these proceedings, which may not from any cause have been previously proved. The Official Receiver is the Trustee to receive and distribute the Composition. The Receiving Order is rescinded

THE LONDON GAZETTE, NOVEMBER 23, 1888.

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ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME—continued.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Gloyne, Charles Glynn... ..	Dewsbury, Yorkshire	Chemist and Druggist	Dewsbury	40 of 1888	Oct. 26, 1888 ...	Composition of 3s. in the pound, payable within fourteen days from the approval by the Court. All preferential debts, costs, charges, and expenses to be paid in addition. The Receiving Order is rescinded
Attenborough, George ... and Herbert, Mary Ann (trading as Attenborough and Herbert) ...	20, Hamilton-road, Sherwood Rise, Nottingham 230, Arkwright-street, Nottingham ...	Formerly a Married Woman, now divorced from her Husband Fancy Hosiery and Mantle Manufacturers	Nottingham... ..	80 of 1888	Nov. 20, 1888 ...	Composition of 8s. in the pound, payable by three instalments as follows: namely, 2s. 9d. in three months, 2s. 9d. in six months, and 2s. 6d. in nine months, respectively from date of approval by the Court, the last instalment being guaranteed to the satisfaction of the Trustee. The bankrupts to pay all preferential debts and claims, and all proper costs, fees, charges, and disbursements in full, prior to the approval by the Court. The Trustee to be also Trustee to receive and distribute the Composition at a remuneration, to be fixed by the Committee of Inspection. Receiving Order rescinded, adjudication annulled, and property of bankrupts vested in them
Attenborough, George ... (Separate Estate)	20, Hamilton-road, Sherwood-rise, Nottingham, and 64, Arkwright- street, Nottingham	Fancy Hosiery and Man- tle Manufacturer, trading with Mary Ann Herbert, as Attenborough and Herbert	Nottingham... ..	80 of 1888	Nov. 20, 1888 ...	Composition of 8s. in the pound, payable by three instalments as follows: namely, 2s. 9d. in three months, 2s. 9d. in six months, and 2s. 6d. in nine months respectively, from date of approval by the Court, the last instalment being guaranteed to the satisfaction of the Trustee. The bankrupt to pay all preferential debts and claims, and all proper costs, fees, charges, and disbursements, in full prior to approval by the Court. The Trustee to be also Trustee to receive and distribute the Composition at a remuneration to be fixed by the Committee of Inspection. Receiving Order rescinded, adjudication annulled, and property of bankrupt vested in him
Herbert, Mary Ann (Separate Estate)	230, Arkwright-street, Nottingham, and 61, Arkwright-street, Notting- ham	Formerly a Married Woman, now divorced from her Husband, Fancy Hosiery and Mantle Manufacturer, trading with George Atten- borough, as Attenborough and Herbert	Nottingham... ..	80 of 1888	Nov. 20, 1888 ...	Composition of 5s. in the pound, payable by three instalments as follows: namely, 1s. 8d. in three months, 1s. 8d. in six months, and 1s. 8d. in nine months respectively, from date of approval by the Court, the last instalment being guaranteed to the satisfaction of the Trustee. The bankrupt to pay all preferential debts and claims, and all proper costs, fees, charges, and disbursements, in full prior to the approval by the Court. The Trustee to be also Trustee to receive and distribute the Composition at a remuneration to be fixed by the Committee of Inspection. Receiving Order rescinded, adjudication annulled, and property of bankrupt vested in her

ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME—*continued.*

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Smith, Benjamin	Front-street, Arnold, Nottinghamshire	Stationer	Nottingham...	96 of 1888	Nov. 16, 1888 ...	Composition of 5s. in the pound, payable by three equal instalments, in three, six, and nine months from approval of Composition by the Court, the last two instalments to be secured by the joint and several promissory notes of the debtor, and Robert Lacey of Arnold, Hosiery Manufacturer, and Jessie Madford of Arnold, Boot and Shoe Dealer. Thomas Galland Mellors, of Nottingham, Chartered Accountant, to be Trustee for the purpose of receiving and distributing the Dividend. All costs, charges, fees, and expenses of and in relation to these proceedings in bankruptcy, and all preferential debts and claims to be paid in full before the approval of this Composition by the Court; and the Trustee's remuneration for receiving and distributing the Dividend to be fixed by the Official Receiver. Receiving Order rescinded.

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NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Brunning, James Smith ...	7, Weardale-road, Lee, Kent, trading at 8, Noble-street, in the city of London	Tailors' Trimmings Warehouseman	High Court of Justice in Bankruptcy	1216 of 1888	Dec. 10, 1888 ...	Alfred Lister Blow ...	28, King-street, Cheapside, London, E.C.
Cox, A. C. W. ...	Lately residing at 36, Duke-street, St. James, Middlesex, present residence the Petitioning Creditors are unable to ascertain	... ..	High Court of Justice in Bankruptcy	1151 of 1887	Dec. 8, 1888 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Ford, Howard ...	3, East India-avenue, Leadenhall-street, in the city of London, and residing at the Chestnuts, Ilford, Essex	Woollen Merchant	High Court of Justice in Bankruptcy	1227 of 1888	Dec. 8, 1888 ...	Augustus C. Palmer ...	7 and 8, Railway-approach, London Bridge, S.E.
Forster, George Richard ... and Hyatt, Robert Russell (lately trading in co-partnership as G. R. Forster and Co.) ...	Late Warwick House, Carshalton, now Brighton-road, Sutton, both in Surrey Hetherset, Leigham Court-road, Streatham, Surrey 45, Bermondsey-street, Surrey	Hide and Leather Factors and Merchants	High Court of Justice in Bankruptcy	1468 of 1887	Dec. 8, 1888 ...	Augustus C. Palmer ...	7 and 8, Railway-approach, London Bridge, S.E.
Forster, George Richard (Separate Estate) ...	Late Warwick House, Carshalton, now Brighton-road, Sutton, Surrey	Hide and Leather Factor and Merchant, lately trading with Robert Russell Hyatt, as G. R. Forster and Company	High Court of Justice in Bankruptcy	1468 of 1887	Dec. 8, 1888 ...	Augustus C. Palmer ...	7 and 8, Railway-approach, London Bridge, S.E.
Hyatt, Robert Russell (Separate Estate) ...	Hetherset, Leigham Court-road, Streatham, Surrey	Hide and Leather Factor and Merchant, lately trading with George Richard Forster, as G. R. Forster and Company	High Court of Justice in Bankruptcy	1468 of 1887	Dec. 8, 1888 ...	Augustus C. Palmer ...	7 and 8, Railway-approach, London Bridge, S.E.
Guggenheim, Michael ...	Shanklin, Auckland-road, Upper Norwood, Surrey, and trading at 12, Southwark-street, Borough, Surrey	Hop Merchant	High Court of Justice in Bankruptcy	201 of 1888	Dec. 8, 1888 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Laurie, John ...	139 and 140, Great Dover-street, Southwark, Surrey	Schoolmaster	High Court of Justice in Bankruptcy	638 of 1888	Dec. 8, 1888 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Naegeli, Arnold, and Lies, Gerhard (trading as Arnold Naegeli and Co.) ...	12, Tavistock-square, Middlesex 5, Dalmeny-road, Camden Town, Middlesex 5, Knight-riding-street, Saint Paul's, London ...	Merchants and Shippers	High Court of Justice in Bankruptcy	931 of 1885	Dec. 8, 1888 ...	Frederick Henry Collison	99, Cheapside, E.C.
Sharp, William James ...	112, Kingsland-road and Lincoln-road, Ponder's End, both in Middlesex	Builder and Decorator	High Court of Justice in Bankruptcy	1183 of 1887	Dec. 8, 1888 ...	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Stevenson, John, and Stevenson, James (trading as J. and J. Stevenson)	Lately trading on his own account at 222, Old-street, Saint Luke's, Middlesex, now residing at 78, Bailton-road, Brixton, Surrey 49, Old Compton-street, Soho, Middlesex	Baker and Confectioner Bakers and Confectioners	High Court of Justice in Bankruptcy	270 of 1888	Dec. 8, 1888	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Thompson, Henry	60, Essex-road, Islington, Middlesex	Provision Merchant	High Court of Justice in Bankruptcy	405 of 1888	Dec. 8, 1888	R. P. Harding, Chief Official Receiver	33, Carey-street, Lincoln's-inn, London, W.C.
Williams, Ambrose	Elm Tree Timber Yard, Edgware-road, Kilburn Rise, Middlesex	Timber Merchant	High Court of Justice in Bankruptcy	125 of 1888	Dec. 7, 1888	H. W. Bayne	86, Leadenhall-street, E.C.
Harvey, George Mawson Legge	19, Elm-grove, Cricklewood, Middlesex	Commercial Clerk	Barnet	1 of 1887	Dec. 12, 1888	Allen Henry Stoneham	28 and 29, St. Swithin's-lane, London, E.C.
Manning, James	Head Mills, Chittlehamholt, Devonshire	Miller and Farmer	Barnstaple	13 of 1887	Dec. 8, 1888	George Philpott, Official Receiver	9, Middle-street, Taunton
Hughes, John	50, Great Hampton-row, Birmingham, Warwickshire	Grocer and Provision Dealer	Birmingham	96 of 1887	Dec. 12, 1888	Luke Jesson Sharp, Official Receiver	25, Colmore-row, Birmingham
Pritchard, William	2, Back of 4, Elews-street West, Birmingham, Warwickshire, lately trading at 105 and 107, Spring Hill, Birmingham	Out of business, lately Fruiterer and Fishmonger	Birmingham	105 of 1887	Dec. 12, 1888	Luke Jesson Sharp, Official Receiver	Whitenall - chambers, 25, Colmore-row, Birmingham
Smith, James Henry	Residing and trading at 101, Spencer-street, Birmingham, Warwickshire, lately residing and trading at 62, Branston-street, Birmingham	Ornamenter and Engraver in Gold and Silver	Birmingham	59 of 1887	Dec. 12, 1888	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 25, Colmore-row, Birmingham
Tompson, John Leslie	203, Ashted-row, Birmingham, Warwickshire	Manager of a Joint Stock Company Limited	Birmingham	28 of 1884	Dec. 12, 1888	Luke Jesson Sharp, Official Receiver	25, Colmore-row, Birmingham
Wilkes, Edward	33, Aston-lane, Perry Barr, Staffordshire	Rental Clerk	Birmingham	79 of 1888	Dec. 12, 1888	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 25, Colmore-row, Birmingham
Buttle, John Alfred (trading as Buttle and Sons)	Back-street, Bridgwater, Somersetshire	Farrier	Bridgwater	6 of 1888	Dec. 8, 1888	George Philpott, Official Receiver	9, Middle-street, Taunton
Cochran, James Elphinston (trading as J. E Cochran and Co.)	50, Norton-road and 49, North-street, Windsor-street, both in Brighton, Sussex	Provision Merchant	Brighton	32 of 1888	Dec. 6, 1888	Oscar Berry	Monument House, Monument-yard, E.C.
Miles, William	Crescent-road, Worthing, Sussex, lately carrying on business at Singleton Zapton, and Eastdean, all in Sussex	Auctioneer, Grocer, and General Provider	Brighton	26 of 1888	Dec. 8, 1888	Oliver Newman Wyatt	East-street, Chichester

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Dodd, William Andrew ...	25, George-street, Chester, and now trading in Victoria-road, Chester, Cheshire	Monumental Mason... ..	Chester	13 of 1887	Dec. 7, 1888 ...	Official Receiver ...	Crypt-chambers, Chester
Elwin, William	Fisher-street, Workington, Cumberland ...	Fishmonger	Cockermouth and Workington	2 of 1888	Dec. 7, 1888 ...	John Mason, Official Receiver	67, Duke-street, Whitehaven
Ebery, James Kelsey ...	Residing and trading at 83, Abbey-street, Nuneaton, Warwickshire	Ribbon Manufacturer ...	Coventry	24 of 1888	Dec. 8, 1888 ...	Edward Thomas Peirson, Official Receiver	17, Hertford-street, Coventry
Steane, William	Residing at 2, Perkins-street, in the city of Coventry, and trading at 49, Spon-street, Coventry, Warwickshire	Family Grocer, Tea and Provision Dealer	Coventry	25 of 1888	Dec. 8, 1888 ...	Edward Thomas Peirson, Official Receiver	17, Hertford-street, Coventry
Warden, John	Limbrick Farm, Stoneleigh, Warwickshire ...	Farmer and Dairyman ...	Coventry	22 of 1888	Dec. 8, 1888 ...	Edward Thomas Peirson, Official Receiver	17, Hertford-street, Coventry
Woodley, James	Belle Vue, London-road, Enfield, Middlesex ...	Merchants' Clerk	Edmonton	16 of 1885	Dec. 12, 1888 ...	Allen Henry Stoneham	28 and 39, St. Swithin's-lane, London, E.C.
Anstey, Harry (trading as Anstey and Co.)	62, Longbrook-street, Exeter	Fruiterer and Confectioner...	Exeter	58 of 1888	Dec. 12, 1888 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Bryant, Charles Ruscoe ...	Ashburton, Devonshire	Wine Merchant	Exeter	46 of 1888	Dec. 12, 1888 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Lethbridge, Oliver ...	Tedburn St. Mary, Devonshire	Seed Merchant	Exeter	46 of 1887	Dec. 12, 1888 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Pentecost, Henry, and Pentecost, Halse Ley (trading as Pentecost Brothers)	The Manor House, Heavitree, Devonshire ...	Painters, Decorators, Plumbers, and Builders	Exeter	22 of 1888	Dec. 12, 1888 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Vine, Edwin James ...	2, Lisburn-place, Torquay, Devonshire ...	Grocer, Tea Dealer, and Provision Merchant	Exeter	57 of 1888	Dec. 12, 1888 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Fryer, Frederick Thomas (Separate Estate)	The Green Farm, Hardwick, Gloucestershire ...	Farmer	Gloucester	12 of 1888 (under Order of Consolidation, dated May 29, 1888)	Dec. 8, 1888 ...	A. W. Beale	3, Berkeley-street, Gloucester
Raisher, William Frederick (Separate Estate)	The Green Farm, Hardwick, Gloucestershire, and the Docks, Gloucester	Corn and Seed Merchant, and Baker	Gloucester	12 of 1888 (under Order of Consolidation, dated May 29, 1888)	Dec. 8, 1888 ...	A. W. Beale	3, Berkeley-street, Gloucester

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustees.	Address.
Smith, William	Gloucester-street, Stroud, Gloucestershire	Fishmonger and Poulterer	Gloucester	11 of 1888	Dec. 7, 1888	Charles Scott, Official Receiver	Albion-chambers, King-street, Gloucester
Haylock, William Dain- tae	178, Victoria-street, Great Grimsby	Ironmonger	Great Grimsby	40 of 1887	Dec. 10, 1888	Henry Forder	Trinity House-lane, Hull
McUrich, Andrew... ..	118, Kent-street, Great Grimsby, Lincolnshire	Fishing Vessel Owner and Butcher	Great Grimsby	4 of 1888	Dec. 11, 1888	Henry Forder	Trinity House-lane, Hull
Pitt, Walker, and Pitt, William (trading as W. and W. Pitt)	60, Howard-street North, Great Yarmouth, Norfolk	Fruiterers	Great Yarmouth	23 of 1888	Dec. 15, 1888	H. P. Gould, Official Receiver	8, King-street, Norwich
Durrant, William	12, Silchester-road, St. Leonards-on-Sea, Sussex	Upholsterer	Hastings	8 of 1887	Dec. 17, 1888	John William Benn	57, Gracechurch - street, London, E.C.
Siddle, William	Residing at 9, Alfred - street, Huddersfield, Yorkshire, and trading at Chapel-hill Mills, East-parade, Huddersfield	Waste Dealer	Huddersfield	20 of 1888	Dec. 10, 1888	William Schofield	Wellington - buildings, Queen-street, Hudders- field, Chartered Account- ant
Potterton, Edward and Gould, Robert William (trading as Potterton, Gould, and Company)	Mill House, Avern-road, East Molesey The Hampton Court Joinery Works, East Molesey	Timber Merchants, Builders, and Joiners	Kingston-on-Thames	16 of 1887	Dec. 7, 1888	Oscar Berry and Ernest Foreman	Monument House, Monu- ment-yard, E.C. 57, Gracechurch-street, E.C.
Wylde, James Lomas, and Blaxland, Harry (trading as Wylde and Blaxland)	St. Peter's Mill, Park-lane, Victoria Mills, Wellington Bridge, and 33, St. Paul's-street, all in Leeds, Yorkshire	Woollen Manufacturers	Leeds	42 of 1886	Dec. 7, 1888	J. W. Close	32, Park-row, Leeds
Lines, John	102, Leicester-road, Wigston, Leicestershire	Paper Box Manufacturer	Leicester	33 of 1887	Dec. 7, 1888	Charles Rogers	Low - pavement, Notting- ham
Martin, William and Martin, John Henry (trading as W. and J. H. Martin)	St. Mary's-road, Market Harborough Rose Cottage, Market Harborough Saint Mary's-road, Market Harborough, Leices- tershire	Builders, Timber Merchants, and Masons	Leicester	51 of 1888	Dec. 14, 1888	Edwin Playster Steeds	20, Friar-lane, Leicester
Green, John (trading as Green and Company)	7, Freeschool-lane, Leicester, and 5, New Bond- street, Leicester	Grocer and Provision Dealer	Leicester	48 of 1886	Dec. 14, 1888	Edwin Playster Steeds	20, Friar-lane, Leicester

NOTICES OF INTENDED DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Jones, Robert and Jones, John William ... (trading as R. and J. Williams Jones)	Residing in lodgings at 7, Morningside-road, Bootle, Liverpool Residing in lodgings at 7, Morningside-road, Bootle 182, Regent-street, Liverpool	Timber Merchants	Liverpool	156 of 1886	Dec. 5, 1888 ...	David Alexander McNeight	8, Fenwick-street, Liver- pool
Scoullar, James, and Scoullar, David Marshall (trading as Scoullar and Saul) ...	31, South Castle-street, Liverpool, Lancashire...	Provision Merchants and Ship Store Dealers	Liverpool	131 of 1886	Dec. 8, 1888 ...	Benjamin Howorth ...	Chartered Accountant, 26, North John-street, Liver- pool
Franklin, Frederick ...	Trading at 130 and 156, West Derby-road, and 17, Great Crosshall-street, all in the city of Liverpool, Lancashire, residing at 82, White- rock-street, West Derby, near Liverpool, formerly also trading at 171, Richmond-row, Liverpool	Grocer and Provision Dealer	Liverpool	94 of 1888	Dec. 8, 1888 ...	George Mahon... ..	Chartered Accountant, 26, North John-street, Liver- pool
Wilkinson, Frederick William	62, Lodge-lane, Liverpool, Lancashire	Furniture Broker	Liverpool	111 of 1887	Dec. 8, 1888 ...	Frederick Gittins, Offi- cial Receiver	35, Victoria-street, Liver- pool
Mackenzie, Thomas Ross...	31, Stafford-street, Liverpool, Lancashire ...	Tailor and Draper	Liverpool	15 of 1888	Dec. 8, 1888 ...	Frederick Gittins, Offi- cial Receiver	35, Victoria-street, Liver- pool
Rivalta, Francis	New-street, Wellington, Salop	Jeweller and Postmaster ...	Madeley	10 of 1888	Dec. 8, 1888 ...	J. J. Sudbury	Official Receiver, Ludlow
Bancroft, Peter	Little Budworth and Wittenhall, both in Cheshire	Corn Miller and Farmer ...	Nantwich and Crewe	14 of 1888	Dec. 7, 1888 ...	T. Bullock, Official Receiver	Newcastle-under-Lyme
Steven, John William ...	2, Romulus-terrace, Gateshead, county of Durham	Painter, Glazier, and Paper Hanger	Newcastle-on-Tyne...	25 of 1888	Dec. 5, 1888 ...	Richard William Sisson	County-chambers, New- castle-on-Tyne
Alderton, Frederick Wil- liam	3, Surrey-grove, Surrey-road, Norwich	Wholesale Confectioner and Drysalter	Norwich	22 of 1888	Dec. 15, 1888 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Bilham, John	Caston, Norfolk	General-shop Keeper	Norwich	49 of 1888	Dec. 15, 1888 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Daw, William	13, Oak-street, St. Michael Coslany, in the city of Norwich	Grocer and Tea Dealer	Norwich	31 of 1888	Dec. 15, 1888 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Field, Thomas Waller ...	Residing at Hamilton-street, and trading at Bottom-o'-th'-Moor, both in Oldham, Lanca- shire, formerly trading with Tom What- mough, as Field and Whatmough	Ironmonger	Oldham	10 of 1888	Dec. 8, 1888 ...	Thomas Gill	9, Clegg-street, Oldham

NOTICES OF INTENDED DIVIDENDS—*continued.*

No. 25877.

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Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Thwaites, Henry ...	37, Lancaster-road, Preston, Lancashire ...	Draper and Switch Back Railway Proprietor	Preston ...	20 of 1888	Dec. 7, 1888 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Smith, Robert Skilleter ...	3, Victoria-villas, Queen's-road, and South-street, Reading, Berkshire	Builder ...	Reading ...	5 of 1888	Dec. 8, 1888 ...	Arthur Maslen...	County Court Office, Reading
Leslie, Joseph Blackburn (trading as J. B. Leslie and Co.)	60, Trippet-lane and 65, Hanover-street, Sheffield, Yorkshire	Chemist and Druggist ...	Sheffield ...	43 of 1888	Dec. 8, 1888 ...	Samuel Tilzey ...	79, Moseley - street, Manchester
Whiteley, Edward ...	Copthorne Cottage, Copthorne-road, Shrewsbury, and the General Market, Shrewsbury	Butcher and Farmer ...	Shrewsbury ...	6 of 1888	Dec. 8, 1888 ...	J. J. Sudbury, ...	Official Receiver, Ludlow
Mordle, Frederick ...	Norton Mills, Norton Fitzwarren, Somersetshire	Starch Manufacturer and Miller	Taunton ...	11 of 1886	Dec. 14, 1888 ...	Thomas Isaac Denman	Bank-chambers, Yeovil
Gardner, Eleanor ...	83, High-street, Tunbridge Wells, Kent, also trading at 5, the Quadrant, Chapel-place, Tunbridge Wells	Toy and Fancy Goods Dealer and Stationer	Tunbridge Wells ...	8 of 1888	Dec. 12, 1888 ...	Frederick William Smith	61, Wool Exchange, Coleman-street, London, E.C.
Shutt, John ...	Whiston Hall, parish of Penkridge, Staffordshire	Farmer ...	Wolverhampton ...	11 of 1888	Dec. 15, 1888 ...	C. H. Wright ...	St. Martin's-place, Stafford

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Elton, F. C.	12, Charles-street, Regent-street, Middlesex	A Retired Colonel in Her Majesty's Army	High Court of Justice in Bankruptcy	976 of 1884	10s. 1d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Huish, Charles Joseph (trading as Charles Huish)	Merton House, Ryde Vale-road, Balham, Surrey, and 44, St. Paul's-churchyard, London	Costume Maker	High Court of Justice in Bankruptcy	93 of 1888	8½d.	Supplemental	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Marshall, Frank (trading as Marshall Brothers)	34, Moorgate-street, late 46, Queen Victoria-street, both in London, and residing at 8, Tregothnan-road, Clapham-rise, Surrey	Advertising Agent	High Court of Justice in Bankruptcy	212 of 1887	1½d.	First and Final	Dec. 3, 1888	Office of Singleton and Fabian, 8, Staple-inn, London, W.C.
Mears, Henry	14, Old Kent-road, Surrey	Fancy Dealer	High Court of Justice in Bankruptcy	592 of 1887	7¾d.	Second and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Nicholson, Joseph Alfred, the younger; and Pearse, Arthur Llewellyn (lately trading together as Nicholson, Pearse, and Co.)	Upland, Swansea, Glamorganshire, lately temporarily residing at 64, Acre-lane, Brixton, Surrey, 18, Northampton-place, Swansea, lately residing at Church Park, Mumbles, Glamorganshire, afterwards at Chepstow-place, Middlesex 11, Cambrian-place, Swansea, Glamorganshire, and 37, St. Mary Axe, London	Metal and Mineral Merchants and Ship Brokers	High Court of Justice in Bankruptcy Swansea	133 of 1886 8 of 1886	1s. 7d.	Second and Final	Dec. 8, 1888	95, Finsbury-pavement, E.C.
Pugh, Edward (Separate Estate)	Residing at Wrotham House, Brecknock-road, Upper Holloway, Middlesex, and trading at 76, Queen Victoria-street, and 15, Moor-lane, Cripplegate, London, and 9, Great Turnstile, Lincoln's-inn-fields, Middlesex	Heraldic Engraver, trading with William Platts Pugh, as Pugh Brothers	High Court of Justice in Bankruptcy	220 of 1888	7s.	First and Final	Any day (except Saturday) between 11 and 2	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Welling, Henry William	236, High-street, Poplar, Middlesex	Wholesale and Retail Leather Seller	High Court of Justice in Bankruptcy	429 of 1887	1s. 3d.	Second and Final	Any day (except Saturday) between 11 and 12	Offices of the Chief Official Receiver, 33, Carey-street, Lincoln's-inn, London
Jones, Richard John	The Valley Shop, Valley, Anglesey... ..	Grocer, Draper, and General Dealer	Bangor	59 of 1887	1s. 0½d.	First and Final	Dec. 10, 1888	Office of Trustee, 10, Stanley-street, Holyhead
Meyrick, John Williams	The Hermitage, Beaumaris, Anglesey	Clerk in Holy Orders	Bangor	18 of 1886	5s. 8d.	Final	Feb. 23, 1888	Offices of the Trustee, Bodhyfryd, Bangor
Naylor, John	Hoyland Nether, Yorkshire	Formerly Grocer and Confectioner, now out of business	Barnsley	11 of 1887	0½d. (7½d. on new proofs)	Second and Final	Nov. 29, 1888	Official Receiver's Offices, 1, Hanson-street, Barnsley
Baylis, John	The Tramway Inn, 114, Moseley-road, Birmingham, Warwickshire	Publican	Birmingham	33 of 1888	2s. 6½d.	First and Final	Nov. 26, 1888	25, Colmore-row, Birmingham

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Lovett, Samuel ...	Plemont House, 187, Wheeler-street, Lozells, parish of Aston, Warwickshire, trading at Wheeler-street, Lozells, and Monument-lane Wharf, Birmingham, Warwickshire	Coal Merchant ...	Birmingham...	86 of 1887	10½d.	First and Final	Nov. 26, 1888	25, Colmore-row, Birmingham
Peters, Harris ...	21, Great Hampton-row, Birmingham, Warwickshire	Tailor and Outfitter ...	Birmingham	22 of 1888	1s. 6½d.	First and Final	Nov. 26, 1888	25, Colmore-row, Birmingham
Drake, Joseph ...	Albert-street, Otley-road, and residing at 27, Sunny Bank-terrace, Undercliffe-lane, both in Bradford, Yorkshire	Provision Merchant ...	Bradford ...	38 of 1888	6 ³ / ₁₀ d.	Final	Nov. 24, 1888	Messrs. B. and E. Musgrave, Accountants, 1, Bank-street, Bradford
Pennifold, Martin ...	Clarence-place, Shoreham, Sussex ...	Baker and Confectioner	Brighton ...	86 of 1887	6½d.	First and Final	Nov. 30, 1888	Official Receiver's Office, 4, Pavilion-buildings, Brighton
2 R Harrison, Nancy ...	22, Holme-road and Market Hall, both in Burnley, Lancashire	Earthenware Dealer, Widow	Burnley ...	17 of 1888	3s. 0½d.	First and Final	Dec. 3, 1888	Official Receiver's Office, 14, Chapel-street, Preston
2 Howorth, William Henry	Liverpool House, Church-street, Colne, Lancashire	Grocer and Wine and Spirit Dealer	Burnley ...	6 of 1888	4s. 8½d.	First and Final	Dec. 3, 1888	Official Receiver's Office, 14, Chapel-street, Preston
Allen, Robert Thomas ...	98 and 100, High-street, Margate, Kent ...	Coal Merchant and Brush Manufacturer	Canterbury ...	31 of 1888	3s. 7½d.	First and Final	Dec. 5, 1888	53, High-street, Margate
Lawrence, Edwin Alfred	Modern College, Whitstable-on-Sea, Kent	School Proprietor and Baptist Minister	Canterbury ...	26 of 1888	5 ²⁷ / ₁₀₀ d.	First and Final	Nov. 26, 1888	Official Receiver's Office, Ashford, Kent
Morgan, John ...	110, Clive-street, Grangetown, Cardiff, Glamorganshire, and lately residing at 27, Holmesdale-street, Grangetown, Cardiff, and trading at 110, Clive-street and 27, Holmesdale-street, Grangetown, Cardiff	Mason and Builder ...	Cardiff ...	25 of 1887	13s. 7d.	First and Final	Nov. 23, 1888	Office of the Official Receiver, 29, Queen-street, Cardiff
Browning, John ...	Trafalgar House, Stroud, Gloucestershire...	Plumber and Glazier ...	Gloucester ...	13 of 1888	5s. 7 ¹ / ₁₀ d.	First and Final	Nov. 24, 1888	Official Receiver's Office, Albion-chambers, King-street, Gloucester
Turner, Joseph Brooke ...	Bridgehouse Farm, Ladywell, Kent ...	Commission Agent ...	Greenwich ...	8 of 1884	5s. 4½d.	First and Final	Nov. 27, 1888	109, Victoria-street, Westminster
Loft, Joseph ...	49, Francis-street East, Kingston-upon-Hull	Painter ...	Kingston-upon-Hull	50 of 1886	8½d.	First and Final	Nov. 27, 1888	Office of the Official Receiver, Trinity House-lane, Hull
Ward, Thomas ...	Late 136, Walker-street, then Regent's-terrace, Anlaby-road, now 39, Waterloo-street, all in Kingston-upon-Hull	Venetian Blind Maker ...	Kingston-upon-Hull	8 of 1887	3½d.	First and Final	Nov. 30, 1888	Office of the Official Receiver, Trinity House-lane, Hull

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Bellhouse, Henry ...	21, Smithies-place, off East-street, Leeds, Yorkshire							
Bellhouse, William Henry and Bellhouse, Richard ...	13, Nippet-avenue, Burmantofts, Leeds							
Henry Bellhouse and Sons)	21, Smithies-place, off East-street, Leeds	Engineers and Millwrights	Leeds ...	61 of 1888	1s. 2½d.	First and Final	Nov. 30, 1888	Official Receiver's Office, 22, Park-row, Leeds
Bellhouse, Henry (Separate Estate)	21, Smithies-place, off East-street, Leeds, Yorkshire	Engineer and Millwright, trading with William Henry Bellhouse, and Richard Bellhouse, as H. Bellhouse and Sons	Leeds ...	61 of 1888	1s. 1½d.	First and Final	Nov. 30, 1888	Official Receiver's Office, 22, Park-row, Leeds
Bellhouse, William Henry (Separate Estate)	13, Nippet-avenue, Burmantofts, Leeds, Yorkshire	Engineer and Millwright, trading with Henry Bellhouse and Richard Bellhouse, as Henry Bellhouse and Sons	Leeds ...	61 of 1888	1s. 6¼d.	First and Final	Nov. 30, 1888	Official Receiver's Office, 22, Park-row, Leeds
Rawson, Frederick ...	Residing at 10, Guildhall-street, Lincoln, and trading at 240, High-street, Lincoln, and at Navenby, Lincolnshire	Tailor and Outfitter ...	Lincoln ...	13 of 1887	1s. 10½d.	Second and Final	Nov. 27, 1888	Offices of Messrs. Armitage, Clough, and Norton, 89, Gresham-street, London, E.C.
Sykes, Benjamin ...	16, Dingle-lane, Toxteth Park, Liverpool, and 74, Balliol-road, Bootle, near Liverpool, both in Lancashire, lately residing and trading at the Victoria Hotel, Great George's-road, Waterloo, Lancashire	Gentleman, formerly Licensed Victualler	Liverpool ...	88 of 1887	6d.	Second	Nov. 28, 1888	Office of W. L. Jackson, Trustee, Central-buildings, North John-street, Liverpool
Richens, Henry Slade ...	Hopgrass Farm, Hungerford, Wiltshire ...	Farm Bailiff ...	Newbury ...	1 of 1885	6s. 9d.	Fourth and Final	Nov. 26, 1888	109, Victoria-street, Westminster
Ralls, Samuel ...	Taff-street, Pontypridd, Glamorganshire ...	Greengrocer and Fishmonger	Pontypridd ...	8 of 1886	10d. (on new proofs only)	First and Final	Nov. 28, 1888	Official Receiver's Office, Merthyr Tydfil
Thomas, Thomas ...	Aber Rhondda, near Porth, Glamorganshire	Smith ...	Pontypridd ...	17 of 1888	1s. 6d.	First	Nov. 28, 1888	Official Receiver's Office, Merthyr Tydfil
Hall, Whitwell ...	Saint John-street, Bridlington, Yorkshire	Grocer ...	Scarborough ...	12 of 1888	1s. 5¾d.	First and Final	Nov. 27, 1888	Official Receiver's Office, 74, Newborough-street, Scarborough
Davey, Joseph Arnold ...	9, Nether Hall-road, Doncaster, Yorkshire	China Dealer ...	Sheffield ...	21 of 1888	1s. 2d.	First and Final	Nov. 29, 1888	Official Receiver's Offices, Fig-tree-lane, Sheffield
Fletcher, James ...	586, Shoreham-street, Sheffield, Yorkshire	Silversmith ...	Sheffield ...	6 of 1888	7½d.	First and Final	Nov. 29, 1888	Official Receiver's Offices, Fig-tree-lane, Sheffield

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Muirhead, George ...	Blythe, Nottinghamshire	Farmer	Sheffield	35 of 1888	3½d.	First and Final	Nov. 29, 1888 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Smith, Henry	86, Broad-street, Parkgate, in the parish of Rawmarsh, Yorkshire	Draper	Sheffield	24 of 1888	2s. 5½d.	First and Final	Nov. 29, 1888 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Smith, John Dudley ...	The Waterloo Turf Tavern, Watson-walk, Sheffield, Yorkshire	Publican	Sheffield	22 of 1888	7½d.	First and Final	Nov. 29, 1888 ...	Official Receiver's Offices, Fig-tree-lane, Sheffield
Jones, Richard	Downton Farm, Upton Magna, Shrewsbury	Farmer	Shrewsbury	7 of 1887	3s. 3d.	First and Final	June 16, 1888 ...	Swan Hill-chambers, Shrewsbury
Fothergill, Richard ...	Residing and trading at 22, Linthorpe-road, Middlesborough, Yorkshire, and trading at 134A, High-street, Stockton, county of Durham	Tobacco Manufacturer ...	Stockton - on - Tees, Middlesborough	70 of 1887	5s. 1d.	Second and Final	On or after Nov. 27, 1888	Offices of R. Mackay and Co., Chartered Accountants, Royal Exchange, Middlesborough
Tucker, James	High-street, Garnvach, Nantyglo, Monmouthshire	Tailor and Draper ...	Tredegar	12 of 1885	7d.	Second and Final	Nov. 28, 1888 ...	Official Receiver's Office, Merthyr Tydfil
Barden, Henry	2, Upper Saint John's-hill, parish of Sevenoaks, Kent	Ironmonger	Tunbridge Wells ...	7 of 1888	3s. 7½d.	First and Final	Nov. 30, 1888 ...	Official Receiver's Office, 4, Pavilion-buildings, Brighton
Cawthron, Charles Halstead	Residing at Sandal Magna, and trading at Kirkgate, Wakefield, both in Yorkshire	Tailor and Outfitter ...	Wakefield	4 of 1888	1s. 4d.	First and Final	Nov. 28, 1888 ...	Official Receiver's Office, Bond-terrace, Wakefield
Hawkins, Arthur Edwin	71, Bridge-street, Runcorn, Cheshire ...	Clothier	Warrington	4 of 1886	10d.	Second and Final	Dec. 1, 1888 ...	79, Mosley-street, Manchester
Mills, John	Residing in lodgings at 15, Wolverhampton-road, Heath Town, Wolverhampton, Staffordshire, and trading at Lichfield-street, Wolverhampton	Tobacconist	Wolverhampton ...	21 of 1888	1s. 3¾d.	First and Final	Nov. 26, 1888 ...	Official Receiver's Office, Wolverhampton
Stead, Joseph	3, Little Stonegate, York	Late Lithographer, now out of business	York	32 of 1885	0½d.	Second and Final	Nov. 27, 1888 ...	Official Receiver's Office, York
Whittaker, Henry, the younger	The Spotted Cow-yard, Cattle Market, York, and Heslington, Yorkshire	Cattle Dealer and Army Contractor	York	31 of 1887	0¾d.	Second and Final	Nov. 27, 1888 ...	Official Receiver's Office, York
<i>The following Amended Notice is substituted for that published in the London Gazette of the 10th August, 1888.</i>								
Green, Walter Joseph ...	52, Fleet-street, Bury, Lancashire, lately residing and trading at 16, Oldham-street, Manchester, Lancashire	Mantle Manufacturer ...	Manchester	91 of 1887	1s. 4½d.	First and Final	Forthwith	18, King-street, Chcapside, E.C.

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Grahame, Charles James... ..	7, Waterloo-place, Pall Mall, Middlesex, lately residing at Heatherside, Bexley, Kent, and lately carrying on business at 1, Drapers'-gardens, city of London	Stockbroker	High Court of Justice in Bankruptcy	1190 of 1888	Dec. 21, 1888, 11 A.M.
Hills, George	207, Tuftnell Park-road, Holloway, Middlesex, formerly residing at 205, Kentish Town-road, Middlesex	Tailors' Assistant	High Court of Justice in Bankruptcy	1197 of 1888	Dec. 21, 1888, 11 A.M.
Kroll, Ludwig (trading as L. Kroll and Co. and the British Hygienic Ob.)	4 and 6, Blundell-street, Caledonian-road, Middlesex, lately trading at 69 and 70, Mark-lane, city of London	Chemical Manufacturer	High Court of Justice in Bankruptcy	498 of 1888	Dec. 20, 1888, 11 A.M.
Welch, Henry	253, Abbott-road, Poplar, and 33, Britannia-street, King's Cross, both in Middlesex	Baker and Corn Dealer	High Court of Justice in Bankruptcy	1118 of 1888	Dec. 18, 1888, 11 A.M.
Butterworth, Henry	The Coach and Horses Inn, Ramsclough, near Oswaldtwistle, Lancashire	Innkeeper and Farmer	Blackburn	14 of 1884	Jan. 7, 1889, 2 P.M., County Court-house, Blackburn
Naylor, Wesley	Wyke, near Bradford, Yorkshire, formerly Bath-street, Barrow-in-Furness, Lancashire	Butcher... ..	Bradford	10 of 1886	Dec. 18, 1888, 10 A.M., County Court, Bradford
Benton, Jabez Franklin	Billinghay Dales, parish of Billinghay, Lincolnshire...	Farmer... ..	Boston	7 of 1888	Jan. 10, 1889, 2 P.M., Session-house, Boston
Bullock, William Thornton	Minnis House, Birchington Bay, Kent	Schoolmaster	Canterbury	12 of 1888	Dec. 17, 1888
Latham, Richard	Residing in lodgings at Crachley Farm, Stoneleigh, and trading at 10, Broadgate and 30, Trinity-churchyard, Coventry, Warwickshire	Furniture Dealer, Carpet Factor, Upholsterer, and Blind Maker	Coventry	1 of 1888	Dec. 11, 1888, 11 A.M., County-hall, Coventry
Irving, Charles	Long Bennington, Lincolnshire	Surgeon	Nottingham... ..	102 of 1888	Jan. 18, 1889, 10 A.M., County Court-house, Peter-gate, Nottingham
Etherington, William	Petersfield, Hants	Wheelwright	Portsmouth	12 of 1884	Dec. 20, 1888

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Thomas, William ...	Nantygaseg, near Amlwch, Anglesey	Farmer	Bangor	25 of 1887	Oct. 22, 1888	Discharge suspended for three months. Bankrupt to be discharged as from 22nd January, 1889	Bankrupt had omitted to keep proper books; had continued to trade after knowledge of insolvency; and had contracted a debt without having at the time any reasonable or probable ground of expectation of being able to pay it
Lister, Margaret ...	Batley, Yorkshire	Formerly Publican, now out of business, Widow	Dewsbury	63 of 1885	Oct. 19, 1888	Discharge granted unconditionally	
Marriott, Fred	Bradford-road, Birstal, Yorkshire	Woollen Manufacturer ...	Dewsbury	14 of 1886	Oct. 19, 1888	Discharge suspended until the 1st November, 1888	Bankrupt had in 1877 effected a private arrangement with his creditors
Miller, George Henry ...	25, Bridge-end, Leeds, Yorkshire, lately residing and trading at Cemetery-road, Heckmondwike, Yorkshire	Baker and Confectioner...	Dewsbury	15 of 1888	Oct. 19, 1888	Bankrupt to be discharged subject to his consenting to judgment being entered against him in the County Court of Yorkshire, holden at Dewsbury, for £30, together with £1 10s. for the costs of the judgment	Bankrupt had kept no books of account, and had continued to trade after knowing himself to be insolvent; bankrupt's business, however, from the amount of his liabilities (£75 14s. 9d.) appears to have been very small
Clouting, John Revett...	8, the Pavement, West Green-road, Tottenham, Middlesex, formerly of Thetford, Norfolk	Surgeon and Apothecary	Norwich	4 of 1887	Oct. 24, 1888	Discharge suspended for two months. Bankrupt to be discharged as from the 24th December, 1888	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; and had continued to trade after knowing himself to be insolvent
Pratt, George	Saint Benedict - street, Norwich	Shoe Manufacturer	Norwich	26 of 1887	Oct. 24, 1888	Discharge suspended for twelve calendar months. Bankrupt to be discharged as from the 24th October, 1889	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; and had on a previous occasion made a composition with his creditors
Bamford, Herbert	19, Arundell - street, Haymarket, Middlesex, formerly Stoborough House, Wareham, Dorsetshire	Solicitor... ..	Poole	7 of 1884	Oct. 22, 1888	Discharge granted	

ORDERS MADE ON APPLICATIONS FOR DISCHARGE—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Bucknall, S. C. Lindsay	Kimbolton House, Maidenhead, Berkshire, and Holly Cottage, Windsor-road, Bray-on-Thames, Berkshire	... ..	Windsor	2 of 1888	July 27, 1888	Bankrupt to be discharged subject to the following conditions, viz:— he shall consent to judgment being entered against him in this Court, by the Trustee, for the sum of £2,517 17s. 5d., being the amount of his unsecured debts provable under the bankruptcy, not satisfied upon such consent being given, judgment may be entered in this Court for the sum of £2,517 17s. 5s., together with £1 10s. costs of judgment. Upon payment by the bankrupt of a sum of £450, such judgment shall be deemed to be satisfied and determined. The bankrupt shall on the 27th July and the 27th January in each year, until such judgment be satisfied, file in this Court an account verified by affidavit, of any property or income he may have acquired subsequent to the date of this Order, and deliver a copy of such account to the Trustee for the time being of his estate and effects	Bankrupt had contracted debts provable in his bankruptcy, without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay same; and had brought on his bankruptcy by unjustifiable extravagance in living

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
No. 25877. Du Boulay, Trophine (trading as Du Boulay, Mackay, and Co.)	3, Salters Hall-court, London	Merchant	High Court of Justice in Bankruptcy	909 of 1884	Young, Frederick John	41, Coleman-street, E.C. ...	Nov. 20, 1888
Kemble, Horatio (trading as H. Kemble and Co.)	21, Mincing-lane, London... ..	Colonial Broker	High Court of Justice in Bankruptcy	908 of 1884	Young, Frederick John	41, Coleman-street, E.C. ...	Nov. 15, 1888
Tickle, William Wilson, and Tickle, Alexander William (trading as W. W. Tickle and Co.) ...	31, Brunswick-place, Brighton, Sussex 15, Rutland Park-villas, Perry Hill, Catford Bridge, Kent 20, Great Saint Helens-place, Bishopsgate-street, London	Merchants and Publishers	High Court of Justice in Bankruptcy	743 of 1885	Young, Frederick John	41, Coleman-street, E.C. ...	Nov. 15, 1888
25 Ward, Edward James ...	22, Surrey-street, Strand, Middlesex, and of Rosenheim, Devonshire-road, Merton, Surrey	Solicitor, a member of the firm of Ward and Rees, of 22, Surrey-street aforesaid	High Court of Justice in Bankruptcy	1029 of 1888	Ratcliff, Edmund Theodore	6, Grays-inn-place, W.C. ...	Nov. 19, 1888
Ward, Sarah	20, Whetley-grove, Manningham, Bradford, Yorkshire	Wife of Samuel Ward ...	Bradford	74 of 1888	Glossop, William ...	33, Kirkgate, Bradford, Chartered Accountant	Nov. 15, 1888
Boden, Owen... ..	Percy-road, Broadstairs, Kent	Of no trade or occupation	Canterbury	57 of 1888	Scarlett, John Walter	30, Effingham-street, Ramsgate, Accountant	Nov. 20, 1888
Chivers, Alfred (trading as the Eastmoor Chemical Company)	11, Park-villas, Llanishen, near Cardiff, Glamorganshire, and trading at the East Moors, Cardiff	Manufacturing Chemist ...	Cardiff	44 of 1888	Clarke, William Courtenay	31, Queen-street, Cardiff ...	Nov. 19, 1888
Firth, James	Huddersfield-road, Dewsbury, Yorkshire ...	Grocer and Contractor ...	Dewsbury	43 of 1888	Dawson, Walter ...	Accountant, Dewsbury ...	Nov. 16, 1888
Meekins, Gude	Westbourne-street, Leicester	Builder	Leicester	111 of 1888	Steeds, Edwin Playster	20, Friar-lane, Leicester, Chartered Accountant ...	Nov. 13, 1888

NOTICE OF RELEASE OF TRUSTEES.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Peace, Henry Horton ...	Denby Dale, near Huddersfield, Yorkshire	Formerly Fancy Manufacturers' Manager, now out of business	Barnsley ...	15 of 1887	W. J. Clegg ...	1, Hanson-street, Barnsley	Official Receiver ...	Nov. 19, 1888
Vassalli, John ...	4, Brighton - terrace, Victoria-road, New Brighton, Cheshire	Tallow Chandler ...	Birkenhead ...	15 of 1887	Frederick Gittens ...	48, Hamilton - square, Birkenhead	Official Receiver ...	Nov. 19, 1888
Copeland, David ...	128, Latimer-street South, Birmingham, Warwickshire	Dairyman ...	Birmingham ...	1 of 1888	Luke Jesson Sharp...	25, Colmore - row, Birmingham	Official Receiver ...	Nov. 20, 1888
Casey, Arthur Harry Richard	265, Arthur-street, Small Heath, near Birmingham, Warwickshire	Builder and Contractor	Birmingham ...	115 of 1887	Luke Jesson Sharp...	25, Colmore - row, Birmingham	Official Receiver ...	Nov. 20, 1888
Chatwin, Henry John ...	2, Gladstone-road, Sparkbrook, Warwickshire, until recently trading at 38, Bradford - street, Birmingham, Warwickshire	Commercial Traveller, formerly a Brass-founder	Birmingham ...	13 of 1887	Luke Jesson Sharp...	25, Colmore - row, Birmingham	Official Receiver ...	Nov. 20, 1888
Chadburn, Thomas...	34, Blakey-street, Blackburn, and the Market - place, Blackburn, Lancashire	Herring Curer and Egg Merchant	Blackburn ...	27 of 1886	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Nov. 17, 1888
Illingworth, Christopher ...	Wood Top, Thornley, near Longridge, Lancashire	Farmer ...	Blackburn ...	28 of 1886	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Nov. 19, 1888
Stuart, Robert ...	Now in lodgings at 73, Esterick-street, and trading at Back Poplar - street, both in Bolton, Lancashire	Clock Spring Maker ...	Bolton ...	4 of 1888	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Nov. 17, 1888
Threlfall, William ...	Farr-lane, Eccleston, Lancashire...	Shoemaker, Grocer, and Gardener	Bolton ...	14 of 1888	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Nov. 20, 1888
Thorne, Clement Cooper ...	Magdala Villa, Taunton - road, Bridgwater, Somersetshire	Commercial Traveller...	Bridgwater ...	23 of 1887	George Philpott ...	9, Middle-street, Taunton	Official Receiver ...	Nov. 19, 1888
Palfrey, Walter ...	Bardwell, Suffolk ...	Builder ...	Bury St. Edmunds...	5 of 1888	Frederick Messent ...	2, Westgate-street, Ipswich	Official Receiver ...	Nov. 20, 1888
Whittamore, Harry George	Barley, Hertfordshire ...	Grocer and Draper ...	Cambridge ...	4 of 1887	John Ellison ...	5, Petty Cury, Cambridge	Official Receiver ...	Nov. 20, 1888
Harris, David ...	29, Bridge-street, Cardiff, Glamorganshire	Provision Dealer ...	Cardiff ...	51 of 1887	T. H. Stephens ...	29, Queen-street, Cardiff	Official Receiver ...	Nov. 20, 1888
Flowers, William Thomas...	The Cricketers, Upper Addiscombe-road, Croydon, and Grant-road, Lower Addiscombe-road, Croydon, both in Surrey	Beer Retailer and Dealer in Wood	Croydon ...	34 of 1887	Cecil Mercer ...	109, Victoria - street, Westminster, S. W.	Official Receiver ...	Nov. 17, 1888

NOTICE OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Miller, Frank H. ...	2, Alice-villas, Ravenscroft-road, Beckenham, Kent	Builder	Croydon	6 of 1887	Cecil Mercer ...	109, Victoria-street, Westminster, S.W.	Official Receiver ...	Nov. 17, 1888
Charlesworth, John ...	Bradford-road, Dewsbury, Yorkshire	Waste Dealer	Dewsbury	13 of 1888	Edgar Ernest Deane	Official Receiver's Offices, Bank-chambers, Batley	Official Receiver ...	Nov. 20, 1888
Clayburn, John	322, Victoria-street and the Fish Docks, Great Grimsby, Lincolnshire	Hairdresser and Fish and Ice Merchant	Great Grimsby ...	26 of 1887	Henry Forder ...	Trinity House-lane, Hull	Official Receiver ...	Nov. 17, 1888
Hazlewood, Charles (trading as William Hazlewood)	21 and 23, Tanners-hill, Deptford, and 12, Brockley-road, Deptford, both in Kent	Oil and Colour Man ...	Greenwich	16 of 1887	Cecil Mercer ...	109, Victoria-street, Westminster, S.W.	Official Receiver ...	Nov. 20, 1888
2 5 2 Frier, William	Warwick-road, Ipswich, Suffolk, lately trading at the Old Cattle Market, Ipswich	Coal Merchant's Manager, lately Coal Merchant	Ipswich	22 of 1887	Frederick Messent ...	2, Westgate-street, Ipswich	Official Receiver ...	Nov. 20, 1888
Nunn, Edgar	Lodge Farm, Thrandeston, Suffolk	Farmer	Ipswich	17 of 1887	Frederick Messent ...	2, Westgate-street, Ipswich	Official Receiver ...	Nov. 20, 1888
Huck, Joseph	The Gasworks, Meathop Marsh, Meathop, Westmorland	Builder and Contractor	Kendal	4 of 1887	H. G. Pearson ...	2, Paxton-terrace, Barrow-in-Furness	Official Receiver ...	Nov. 17, 1888
Blackburn, John	Late 1, Prospect-street, Stourton, Hunslet, Leeds, Yorkshire, now 18, Plevna-street, Stourton	Lately Grocer and Miner, now a Miner	Leeds	86 of 1886	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888
Fawcett, James Willan (trading as J. Laurie and Co.)	64, Burley-road and 40, Dennison-street, both in Leeds, Yorkshire	Wholesale Bottler of Beer and Stout and Mineral Water Manufacturer	Leeds	91 of 1887	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888
Hunter, John Edward ...	18, Roundhay-road, Leeds, Yorkshire	Painter, Paper Hanger, and Sign Writer	Leeds	3 of 1888	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888
Johnson, Francis	7 and 16, Black Bull-street, Leeds, Yorkshire	Plumber	Leeds	38 of 1887	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888
Lingard, William, and Brooke, Joseph (trading as Lingard and Brooke) ...	Horsforth, near Leeds Horsforth, near Leeds Fern Island, East-street, Leeds, Yorkshire	Dyers	Leeds	58 of 1887	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888

NOTICE OF RELEASE OF TRUSTEES.—*continued.*

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Milnes, John	16A and 20, Duncan-street, Leeds, Yorkshire, and residing in lodgings, at 91, Spencer-place, Leeds, Yorkshire	Restaurant Keeper and Confectioner	Leeds	1 of 1888	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 17, 1888
Robinson, George Harry ...	Market-street, Leeds, and residing at Cheltenham-crescent, Harrogate, both in Yorkshire	Bookseller	Leeds	59 of 1887	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Nov. 19, 1888
Cleghorn, David Menzies ... and Cleghorn, William Robson (trading as Cleghorn Brothers)	51, Sackville-street, Liverpool, Lancashire 12, Langrove-street, Liverpool, but at present a Patient at the Royal Infirmary, Brownlow-street, Liverpool 54 and 56, Gildart's-gardens, Liverpool, and formerly trading with George Wills as George Wills and Company, at 45 and 47, Harley-street, Liverpool	Iron Founders, and formerly Engineers and Millwrights	Liverpool	81 of 1887	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Nov. 19, 1888
Headford, Edward... ..	33, Week-street, Maidstone, Kent	Hatter and Hosier ...	Maidstone	2 of 1888	Richard Prall ...	High-street, Rochester ...	Official Receiver ...	Nov. 19, 1888
Henham, John	Hunton, Kent	Blacksmith	Maidstone	10 of 1887	Richard Prall ...	High-street, Rochester ...	Official Receiver ...	Nov. 19, 1888
Flocks, Frederick Morris ...	54, Pontmorlais-circus, Merthyr Tydfil, Glamorganshire	Grocer and Provision Merchant	Merthyr Tydfil ...	4 of 1888	William Lewes Daniel	65, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 19, 1888
King, Barnett (lately trading as B. and A. King, now trading as B. King and Co.)	50, Commercial-street, Newport, Monmouthshire, lately trading with A. King, and residing at 3, Victoria-place, Newport	General-shop Keeper ...	Newport, Mon. ...	35 of 1887	George Henry Llewellyn	12, Tredegar-place, Newport, Monmouthshire	Official Receiver ...	Nov. 19, 1888
Liles, Frederick John ...	3, Caeran-road, Newport, Monmouthshire	Professor of Music ...	Newport, Mon. ...	11 of 1888	George Henry Llewellyn	12, Tredegar-place, Newport, Monmouthshire	Official Receiver ...	Nov. 19, 1888
Palmer, Stephen William ...	Thuxton and Garvestone, Norfolk	Farmer and Dealer ...	Norwich	39 of 1887	H. P. Gould... ..	8, King-street, Norwich	Official Receiver ...	Nov. 19, 1888
Lawton, Samuel Albert (Deceased)	Late Brookside Hotel, Oldham, Lancashire	Late Licensed Victualler	Oldham	25 of 1887	Hesketh Booth ...	Priory-chambers, Union-street, Oldham	Official Receiver ...	Nov. 19, 1888
Stone, Richard, the younger	Childrey, near Wantage, Berkshire	Farmer	Oxford	6 of 1887	Arthur Edwin Preston	High-street, Abingdon ...	Chartered Accountant	Nov. 20, 1888

NOTICE OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Ad'ress.	Trustee's Description.	Date of Release.
Ware, David	William-street, Ystrad Rhondda, Glamorganshire	Boot and Shoe Dealer...	Pontypridd	9 of 1888	William Lewes Daniel	65, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 19, 1888
Kemp, John... ..	19, Palmerston-road, Southsea, Hampshire	Confectioner	Portsmouth	12 of 1888	John C. Moberly ...	166, Queen-street, Portsea	Official Receiver ...	Nov. 19, 1888
Saunders, Charles	130, Crasswell-street, Landport, Hampshire	Fruiterer and Skin Dealer	Portsmouth	4 of 1888	John C. Moberly ...	166, Queen-street, Portsea	Official Receiver ...	Nov. 19, 1888
Avery, Alfred (trading as the Crayford Wine and Spirit Company and Mineral Water Manufacturer)	Homestead, West Hill, Dartford, and Crayford, Kent, formerly trading at Gravesend with Edmund Coste, and then residing at Sunnyside, Duncombe Hill, Brockley, Kent, lately trading at the Grapes, Uxbridge, Middlesex	Wine and Spirit Merchant and Mineral Water Manufacturer, formerly Distiller, lately Wine and Spirit Merchant	Rochester	3 of 1888	Richard Prall ...	High-street, Rochester ...	Official Receiver ...	Nov. 19, 1888
Lawler, James	30, School-lane, Sheerness, Kent...	Waterman and General Agent	Rochester	30 of 1887	Richard Prall ...	High-street, Rochester ...	Official Receiver ...	Nov. 19, 1888
Pope, Thomas Cable	Lord-street, Milton-next-Gravesend, formerly 82, Windmill-street and Peppercroft-street, Milton-next-Gravesend	Tea, Coffee, and Cigar Merchant	Rochester	26 of 1887	Richard Prall ...	High-street, Rochester ...	Official Receiver ...	Nov. 19, 1888
Hutchins, Sarah Jane	St. Mary Bourne, Hampshire ...	Butcher and Publican	Salisbury	5 of 1888	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Nov. 19, 1888
Cressey, George, the younger	Yorkersgate, New Malton, Yorkshire	Seedsman and Fruiterer	Scarborough	4 of 1888	W. Drawbridge ...	74, Newborough-street, Scarborough	Official Receiver ...	Nov. 19, 1888
Ellis, Thomas	Northmoor Farm, Hunmanby, Yorkshire	Farmer... ..	Scarborough	1 of 1888	W. Drawbridge ...	74, Newborough-street, Scarborough	Official Receiver ...	Nov. 19, 1888
Pickering, Joseph Windle	Thorpebassett, Yorkshire	Joiner and Wheelwright	Scarborough	6 of 1888	W. Drawbridge ...	74, Newborough-street, Scarborough	Official Receiver ...	Nov. 19, 1888
Keyworth, John	6, High-street, Doncaster, Yorkshire	Nurseryman and Seedsman	Sheffield	88 of 1887	William J. Clegg ...	Figtree-lane, Sheffield ...	Official Receiver ...	Nov. 17, 1888
Dean, George	Wellington-road, Newport, Salop	Commercial Traveller	Stafford	2 of 1888	J. J. Sudbury ...	Ludlow	Official Receiver ...	Nov. 19, 1888
Gale, George	33, Church-street, Tredegar, Monmouthshire	Butcher... ..	Tredegar	10 of 1887	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 19, 1888
Thomas, Daniel	32, Commercial-road, Tredegar, Monmouthshire	Builder	Tredegar	2 of 1888	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 19, 1888

NOTICE OF RELEASE OF TRUSTEES.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Whitford, Elizabeth ...	Scorrier, Cornwall	Grocer, Widow ...	Truro... ..	20 of 1887	G. Appleby Jenkins	Boscawen-street, Truro ...	Official Receiver ...	Nov. 17, 1888
Taylor, John	Woburn House, Sheldrake-road, Clapham Junction, Surrey	... ..	Wandsworth ...	6 of 1884	Cecil Mercer ...	109, Victoria - street, Westminster, S.W.	Official Receiver ...	Nov. 17, 1888
Tranter, John Henry ...	65, Bridge-road, Battersea, Surrey	Provision Merchant ...	Wandsworth ...	32 of 1887	Cecil Mercer ...	109, Victoria - street, Westminster, S.W.	Official Receiver ...	Nov. 20, 1888
McMillan, James	32, Longfield-street, Aspull, Lan- cashire	Provision Dealer ...	Wigan	3 of 1888	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Nov. 20, 1888
Marks, Thomas	60, High-street, Maidenhead, Berkshire	Baker and Grocer ...	Windsor	2 of 1887	Cecil Mercer ...	109, Victoria - street, Westminster, S.W.	Official Receiver ...	Nov. 20, 1888
Young, Thomas	Sipson, near Slough, Middlesex ...	Builder	Windsor	12 of 1887	Cecil Mercer ...	109, Victoria - street, Westminster, S.W.	Official Receiver ...	Nov. 20, 1888

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.

In the High Court of Justice, in Bankruptcy.
In the Matter of a Bankruptcy Notice filed the 22nd day
of October, 1888.

To N. W. Yonge, late of 4, Albert-road, Bognor, in the
county of Sussex, but whose present residence the
Judgment Creditor has been unable to ascertain.

TAKE notice, that a Bankruptcy Notice has been
issued against you out of this Court by W. R.
Faulks, of Jermyn-street, in the county of Middlesex;
and the Court has ordered that the publication of this
notice in the London Gazette, Times, and The Bognor
Observer newspapers shall be deemed to be service of
the Notice upon you; and further take notice, that the
said Notice can be inspected by you on application to
this Court.—Dated this 14th day of November, 1888.

JAMES R. BROUGHAM, Registrar.

In the County Court of Cheshire, holden at Nantwich
and Crewe.

In Bankruptcy. No. 23 of 1888.

Re Charles Goodall

Ex parte Matthew Beard Moody, Creditor.

In the Matter of a Bankruptcy Petition filed the
19th day of November, 1888.

To Charles Goodall, of No. 50, Market-street, Crewe, in
the county of Chester, Clothier.

TAKE notice, that a Bankruptcy Petition has been
presented against you to this Court by Matthew
Beard Moody, of No. 45, Earle-street, Crewe, in the
county of Chester, Pawnbroker; and the Court has
ordered that the publication of this notice in the
London Gazette, the Manchester Guardian, and in the
Crewe Guardian newspapers shall be deemed to be
service of the petition upon you; and further take
notice, that the said petition will be heard at the County
Court office, Coppenhall-terrace, Crewe, on the 30th day
of November, 1888, at ten o'clock in the forenoon, 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 this 19th day
of November, 1888.

C. E. SPEAKMAN, Registrar.

The Bankruptcy Act, 1883.

In the County Court of Cornwall, holden at Truro.

In Bankruptcy. No. 7 of 1888.

Re Mary Halligey and Alfred Cecil Halligey, trading as
Halligey and Son, at Falmouth, Cornwall, as Builders.

NOTICE is hereby given, that there being in the hands
of the Trustee in the above bankruptcy a surplus
estimated at £30, arising from the separate estate of
Mary Halligey, one of the bankrupts, and there being
no separate creditors of such bankrupt, it is the intention
of such Trustee, at the expiration of seven days from
the appearance of this notice in the Gazette, to transfer
such surplus to the credit of the joint estate in the said
bankruptcy.—Dated this 20th day of November, 1888.

WILLIAM CORFIELD, Falmouth, Trustee.

THE estates of George Hay Inglis, Tailor and Clothier.
Forres, were sequestrated on the 19th day of
November, 1888, by the Sheriff of Inverness, Elgin, and
Nairn, at Elgin.

The first deliverance is dated the 19th day of Novem-
ber, 1888.

The meeting to elect the Trustee and Commissioners
is to be held at twelve o'clock, noon, on Friday, the

30th day of November, 1888, within Charleson's Com-
mercial Hotel, Forres.

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, 1889.

All future advertisements relating to this sequestration
will be published in the Edinburgh Gazette alone.

DAVIDSON and LEASK, Solicitors, Forres,
Agents.

THE estates of Day and Company, Civil Engineers,
Glasgow, and Saint John Vincent Day, Civil
Engineer there, the sole Partner of the said firm, as such
Partner, and as an Individual, were sequestrated on the
17th day of November, 1888, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th day of Novem-
ber, 1888.

The meeting to elect the Trustee and Commissioners
is to be held at twelve o'clock, noon, on Thursday, the
29th day of November, 1888, within the Faculty Hall in
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 17th
day of March, 1889.

All future advertisements relating to this sequestra-
tion will be published in the Edinburgh Gazette alone.

DIXON, ERSKINE, and GRIEVE, Writers,
Glasgow, Agents.

THE estates of the Buckhaven Net Company, Buck-
haven, and William Malcolm Thomson, Net Manu-
facturer there, as such Partner, and as an Individual,
were sequestrated on the 16th day of November, 1888,
by the Sheriff of Fife and Kinross.

The first deliverance is dated at Cupar, the 16th day of
November, 1888.

The meeting to elect the Trustee and Commissioners
is to be held at twelve o'clock, noon, on Tuesday, the
27th day of November, 1888, within the Caledonian
Hotel, Leven.

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 16th
March, 1889.

All future advertisements relating to this sequestration
will be published in the Edinburgh Gazette alone.

WILKIE, YOUDEN, and BRUCE, Solicitors,
Leven, Agents.

THE estates of William Scott, Grocer and Provision
Merchant, in Newton of Mearns, were sequestrated
on the 16th day of November, 1888, by the Sheriff of
Renfrew and Bute, at Paisley.

The first deliverance is dated the 16th day of Novem-
ber, 1888.

The meeting to elect the Trustee and Commissioners
is to be held at twelve o'clock noon, on Friday, the 30th
day of November, 1888, within Morrison's Globe Hotel,
in Paisley.

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
16th day of March, 1889.

All future advertisements relating to this sequestration
will be published in the Edinburgh Gazette alone.

GORDON, SMITH, and PARKER, Writers, 205,
Hope-street, Glasgow, Agents.

23rd November, 1888.

*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.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office,
No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Friday, November 23, 1888.

Price One Shilling.

