



# The London Gazette.

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TUESDAY, NOVEMBER 27, 1888.

*Whitehall, November 27, 1888.*

**T**HE following Addresses, which have been transmitted to the Right Honourable Henry Matthews, Her Majesty's Principal Secretary of State for the Home Department, have been laid before the Queen, who has been pleased to receive the same very graciously:—

On the occasion of the Fiftieth Anniversary of Her Majesty's Coronation:—

East Moulsey, Inhabitants.  
Walthamstow, Inhabitants.  
Bath, Inhabitants.  
Indian and Colonial Protestant Mission, Meeting held at Portsmouth.  
Wolverhampton, Inhabitants.  
Lingfield, Inhabitants.  
Chatham, Inhabitants.

On the melancholy occasion of the death of His Majesty the German Emperor, King of Prussia, Son-in-Law of Her Majesty:—  
Southwell, Bishop and Members of the Diocesan Conference of the Diocese of

*Privy Council Office, November 17, 1888.*

**B**YE-LAWS made by the School Boards and School Attendance Committees for the following Places, were approved by Her Majesty in Council on the 17th day of November, 1888:—

#### SCHOOL BOARDS.

Aberdaron (United School District).  
Aberystwith.  
Bridlington (United School District).  
Bromley, Kent.  
Coventry St. Michael and St. John (Ex-Municipal).  
Coxhoe.  
Darlaston.  
East Dereham.  
Egremont.  
Llanfair yn Eubwll (United School District).  
Motttingham.  
Pawlett.  
Ratby.  
Walthamstow.  
Wivenhoe.  
Ystradyfodwg.

**B**YE-LAWS MADE BY THE SCHOOL BOARD FOR THE—

Municipal Borough of Sudbury.  
Municipal Borough of Tamworth.

**B**YE-LAWS MADE BY THE SCHOOL ATTENDANCE COMMITTEE FOR THE—  
Municipal Borough of Middleton.

**B**YE-LAWS MADE BY THE SCHOOL ATTENDANCE COMMITTEES OF THE UNDERMENTIONED UNIONS FOR THE PARISHES OR TOWNSHIPS NAMED:—

| Union.              | Parish or Township.        |
|---------------------|----------------------------|
| Blofield ... ..     | Reedham                    |
| Dartford ... ..     | East Wickham               |
| Dover ... ..        | Alkham                     |
| " ... ..            | Buckland                   |
| " ... ..            | Chaple-le-Ferne (or Caple) |
| " ... ..            | Charlton near Dover        |
| " ... ..            | Coldred                    |
| " ... ..            | Denton                     |
| " ... ..            | East Langdon               |
| " ... ..            | Ewell                      |
| " ... ..            | Hougham or Huffam          |
| " ... ..            | Lydden                     |
| " ... ..            | Oxney                      |
| " ... ..            | Poulton                    |
| " ... ..            | Ringwould                  |
| " ... ..            | St. Margaret at Cliffe     |
| " ... ..            | Sibbertswold               |
| " ... ..            | West Cliffe                |
| " ... ..            | West Langdon               |
| " ... ..            | Whitfield                  |
| " ... ..            | Wootton                    |
| Hemsworth ... ..    | Hessle and Hill Top        |
| Macclesfield ... .. | Bollington                 |
| Stroud ... ..       | Stroud (Ex-Municipal)      |

#### (PLEURO-PNEUMONIA.)

**A**T the Council Chamber, Whitehall, the 27th day of November, 1888.

By Her Majesty's Most Honourable Privy Council.

**T**HE 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 Area described in the Schedule to this Order is hereby declared to be an Area infected with pleuro-pneumonia.
2. This Order shall take effect from and imme-

diately after the twenty-ninth day of November, one thousand eight hundred and eighty-eight.

*Herbert M. Suft.*

#### SCHEDULE.

An Area comprising Holt Farm, Lowhouse Fold Farm, and a barn and shippon at Butterworth Hall Fold, all in the township of Butterworth, in the county of Lancaster; all which Area is bounded on the north by Kiln-lane and a stone wall to Birchinlea, on the east by a hedge to Hollin Hall footpath, on the south by a fence, Tunshill footpath, and a watercourse, and on the west by Clegg's-terrace, Charles-lane, Albert-street, Dale-street, and Major-street to Kiln-lane aforesaid.

*Windsor Castle, November 26, 1888.*

THIS day had audience of Her Majesty:—

His Excellency Count Deym, Ambassador Extraordinary and Plenipotentiary from His Majesty the Emperor of Austria, to present his Credentials;

Señor Don Carlos Antúnz, Envoy Extraordinary and Minister Plenipotentiary from the Republic of Chile; and

Señor Don Adan Cárdenas, Envoy Extraordinary and Minister Plenipotentiary from the Republic of Nicaragua;

To which audience they were respectively introduced by the Marquis of Salisbury, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs.

*Downing Street, November 27, 1888.*

THE Queen has been pleased to appoint the Right Honourable the Earl of Onslow, K.C.M.G., to be Governor and Commander-in-Chief of the Colony of New Zealand and its Dependencies.

Her Majesty has also been pleased to appoint Lieutenant-Colonel Sir John Terence Nicolls O'Brien, K.C.M.G. (Governor of Heligoland), to be Governor and Commander-in-Chief of the Island of Newfoundland and its Dependencies.

Her Majesty has also been pleased to appoint William Frederick Haynes Smith, Esq., C.M.G. (at present administering the Government), to be Governor and Commander-in-Chief of the Leeward Islands.

Her Majesty has further been pleased to appoint Arthur Cecil Stuart Barkly, Esq. (Chief Civil Commissioner of the Seychelles Islands), to be Governor and Commander-in-Chief of the Island of Heligoland.

*Foreign Office, November 26, 1888.*

THE Queen has been pleased to approve of Mr. C. A. Falstedt as Consul at Sydney, New South Wales, for His Majesty the King of Sweden and Norway.

The Queen has also been pleased to approve of Mr. William Gaston Allen as Consul at Kingston, Jamaica, for the United States of America.

The Queen has also been pleased to approve of Mr. Peter Henrik Haagenzen as Consul at Great Grimsby, for the United States of Mexico.

The Queen has also been pleased to approve of Mr. Guillermo J. Templeton as Consul at Glasgow, for the United States of Mexico.

The Queen has also been pleased to approve of Mr. Federico Lumb Wauklyn as Vice-Consul at Montreal, Canada, for the Argentine Republic.

The Queen has also been pleased to approve of Mr. Manuel Caragol as Vice-Consul at Liverpool, for the Oriental Republic of the Uruguay.

*Office of the Secretary for Scotland,  
Whitehall, November 22, 1888.*

THE Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, to appoint Alexander Blair, Esq., Advocate, M.A., to be Sheriff of Chancery, in the room of Sir Charles John Pearson, Knt., appointed Sheriff of the Counties of Renfrew and Bute.

(H. 7306.)

*Board of Trade (Harbour Department),  
London, November 24, 1888.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs the following copy of a Telegram, dated 22nd instant, from Her Majesty's Representative at Madrid:—  
“With reference to Telegram of 15th instant a further notice is published in to-day's Gazette, stating that only ships arriving from the port of La Palma, in the Canary Islands, will have to perform quarantine. It is especially stated that arrivals from all the other ports in the Canary Islands are to be admitted to free pratique.”

*Admiralty, 22nd November, 1888.*

*Royal Marine Light Infantry.*

THE undermentioned Officers have been seconded for service with the Indian Staff Corps:—

Lieutenant Alexander Harry Dennys. Dated 21st November, 1888.

Lieutenant Henry Augustus Frederick Magrath. Dated 21st November, 1888.

Lieutenant Ernest Lewis Corbett Berger. Dated 21st November, 1888.

Lieutenant Maurice Randall Hurly. Dated 21st November, 1888.

*Admiralty, 23rd November, 1888.*

IN accordance with the provisions of Her Majesty's Order in Council of 15th September, 1887—

Chief Boatswain William Guard has this day been granted the rank of Lieutenant on retirement.

Boatswain Henry Peavitt has this day been promoted to the rank of Chief Boatswain in Her Majesty's Fleet.

*Admiralty, 24th November, 1888.*

Paymasters Beechey Rogers and Walter Halliburton Rae has been advanced to the rank of Staff Paymaster in Her Majesty's Fleet. Dated 18th November, 1888.

Staff Paymaster Cecil Plomer Walker has been advanced to the rank of Fleet Paymaster in Her Majesty's Fleet. Dated 16th November, 1888.

*Admiralty, 26th November, 1888.*

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870—

Captain Henry John Fletcher Campbell, C.B., has this day been placed on the Retired List of his rank, at his own request.

*War Office, Pall Mall,*  
27th November, 1888.

*7th Dragoon Guards*, Captain Charles William Thompson has been seconded for service as an Adjutant of Auxiliary Forces. Dated 20th November, 1888.

Sergeant William Daniel McSwiney, from the 19th Hussars, to be Second Lieutenant, in succession to Lieutenant F. G. B. Smerdon, appointed Adjutant. Dated 28th November, 1888.

#### LINE BATTALIONS.

*The Royal Warwickshire Regiment*, Captain William Erskine Scott retires from the Service, receiving a gratuity, with permission to retain his rank, and wear the prescribed uniform. Dated 28th November, 1888.

*The Royal Fusiliers (City of London Regiment)*, Captain William Guy Burrows resigns his Commission. Dated 28th November, 1888.

*The Suffolk Regiment*, Second Lieutenant Frank Dalzell Finlay, from the 6th Brigade, North Irish Division, Royal Artillery, to be Second Lieutenant, vice G. R. D. Stoddart, seconded. Dated 28th November, 1888.

*The Prince of Wales's Own (West Yorkshire Regiment)*, Sergeant Harry de Burgh Codrington, from the East Surrey Regiment, to be Second Lieutenant, vice H. Tweddel, seconded. Dated 28th November, 1888.

*The South Staffordshire Regiment*, Lieutenant-Colonel and Colonel Sir Norman William Drummond Pringle, Bart., having completed six years' service as a Regimental Lieutenant-Colonel, has been placed on half-pay. Dated 18th November, 1888.

*The Welsh Regiment*, Lieutenant-Colonel Barnett N. Anley has been appointed to command a Battalion. Dated 5th November, 1888.

Lieutenant William S. Sparkes to be Captain, in succession to Lieutenant-Colonel and Colonel A. B. Tulloch, C.B., placed on half-pay. Dated 5th November, 1888.

*The Sherwood Foresters (Derbyshire Regiment)*, Quartermaster and Honorary Captain W. J. Reid to be placed on retired pay. Dated 30th November, 1888.

*The King's (Shropshire Light Infantry)*, Major Frederick Coore Mein retires on retired pay. Dated 28th November, 1888.

*The King's Royal Rifle Corps*, Second Lieutenant Charles Gosling, from the Royal Irish Rifles, to be Second Lieutenant, vice W. Pleydell-Bouverie-Campbell, deceased. Dated 28th November, 1888.

*The Durham Light Infantry*, Lieutenant Walter Charles Lascelles, from the 3rd Battalion, the Royal Welsh Fusiliers, to be Second Lieutenant, in succession to Lieutenant H. J. E. Purvis, seconded. Dated 28th November, 1888.

*The Rifle Brigade (the Prince Consort's Own)*, Major George Anson Hillyard to be Lieutenant-Colonel, vice E. H. Buller, deceased. Dated 9th November, 1888.

Supernumerary Major Frederick C. Howard to be Major, vice G. A. Hillyard. Dated 9th November, 1888.

*Medical Staff*, Surgeon-Major John Roche Rahilly is granted retired pay. Dated 28th November, 1888.

*Ordnance Store Department*, Deputy Commissary-General of Ordnance, with the honorary rank of Colonel, N. R. Raven, to be placed on retired pay. Dated 30th November, 1888.

Assistant Commissary-General of Ordnance, with the honorary rank of Lieutenant-Colonel, H. J. Mills, C.B., to be Deputy Commissary-General of Ordnance, with the honorary rank of Colonel, vice N. R. Raven. Dated 30th November, 1888.

Deputy Assistant Commissary-General of Ordnance, with the honorary rank of Captain, H. A. D. Hain, to be Assistant Commissary-General of Ordnance, with the honorary rank of Major, vice H. J. Mills, C.B. Dated 30th November, 1888.

*Army Pay Department*, The date of appointment as Paymaster of Captain E. L. R. Thackwell is 16th November, 1883, and not as stated in the Gazette of 13th November, 1888.

*Veterinary Department*, Veterinary - Surgeon Robert Moore, F.R.C.V.S., to be Veterinary-Surgeon, First Class. Dated 30th November, 1888.

The undermentioned Gentlemen to be Veterinary-Surgeons, on probation. Dated 28th November, 1888:—

Thomas Emmanuel Watkins Lewis, vice Veterinary-Surgeon, First Class, J. P. Adams, retired.

Eugene William Larnder, vice Veterinary-Surgeon, First Class, D. C. Pallin, deceased.

*Half-Pay*, The undermentioned Officers to be Lieutenant-Colonels. Dated 30th November, 1888:—

Major and Colonel J. FitzE. Forster, from the Duke of Cornwall's Light Infantry.

Major E. M. Mansel-Pleydell, from the 12th Lancers.

#### MEMORANDA.

Lieutenant-Colonel and Colonel Cornwallis Henry Chichester, half-pay, is placed on retired pay. Dated 28th November, 1888.

The undermentioned Majors, retired pay, have been permitted to commute their retired pay:—

Honorary Lieutenant-Colonel Henry Armstrong Nicholson. Dated 13th November, 1888.

Duncan Matheson. Dated 10th October, 1888.

Quartermaster and Honorary Lieutenant A. J. Just, the Prince of Wales's Leinster Regiment (Royal Canadians), to have the honorary rank of Captain. Dated 30th November, 1888.

Deputy Commissary and Honorary Lieutenant Charles Driver Wise, Bombay Establishment, is granted the honorary rank of Captain, with effect from the 15th September, 1888.

#### INDIAN STAFF CORPS.

Colonel James Edmund Bacon Parsons, Bengal, has been transferred to the Unemployed Supernumerary List. Dated 9th November, 1888.

*India Office, 27th November, 1888.*

THE Queen has approved of the following promotions among the Officers of the Staff Corps and Indian Military Forces made by the Governments in India:—

#### BENGAL STAFF CORPS.

*To be Lieutenant-Colonels.*

Major George William Rogers. Dated 1st September, 1888.

Major Henry Paterson. Dated 23rd September, 1888.

*To be Major.*

Captain Somerset Henry Paul Graves. Dated 2nd September, 1888.

*To be Captains.*

Lieutenant Stephen Francis Biddulph. Dated 5th September, 1888.

Lieutenant Stanley Wolferston Jervis. Dated 10th September, 1888.

Lieutenant William David Gordon. Dated 11th September, 1888.

Lieutenant John Maxwell Carpendale. Dated 11th September, 1888.

**BENGAL INFANTRY.***To be Colonel.*

Lieutenant-Colonel and Colonel in the Army Henry Rowband. Dated 30th August, 1888.

**BENGAL MEDICAL ESTABLISHMENT.***To be Brigade Surgeon.*

Surgeon-Major Kenneth McLeod, M.D. Dated 26th June, 1888.

**MADRAS STAFF CORPS.***To be Captains.*

Lieutenant Henry D'Urban Keary. Dated 10th September, 1888.

Lieutenant Frank Lewis Jones. Dated 10th September, 1888.

Lieutenant Eden Vansittart. Dated 10th September, 1888.

Lieutenant George Arthur Welman. Dated 11th September, 1888.

Lieutenant Charles William Westbrook Burton. Dated 11th September, 1888.

Lieutenant George Borlase Stevens. Dated 19th September, 1888.

**BOMBAY STAFF CORPS.***To be Major.*

Captain Henry Hay. Dated 16th September, 1888.

*To be Captains.*

Lieutenant Henry Edward Cotton Way. Dated 11th September, 1888.

Lieutenant Arthur William Forbes. Dated 11th September, 1888.

The following appointments have been made to the Personal Staff of the Governor of Madras :—

Major J. J. S. Chisholme, 9th Lancers, to be Military Secretary, vice Major J. A. F. H. Stewart-Mackenzie, who has resigned the appointment. Dated 10th August, 1888.

Captain G., Viscount Marsham, 4th Battalion, Bedfordshire Regiment, to be Aide-de-Camp, vice Lieutenant A. J. Millins, Royal Artillery, who has resigned the appointment. Dated 14th July, 1888.

The following appointments have been made to the Judge Advocate-General's Department in India with effect from the 1st April, 1888 :—

*To be Deputy Judge Advocates-General.*

Lieutenant-Colonel W. H. Hallett, Madras Staff Corps, Judge Advocate-General, Madras.

Colonel H. B. Sanderson, Bengal Staff Corps, Deputy Judge Advocate-General, Bengal.

Colonel R. F. C. A. Tytler, Bengal Infantry, a Deputy Judge Advocate in Bengal.

Colonel C. R. Mathews, Bengal Staff Corps, a Deputy Judge Advocate in Bengal.

*To be Assistant Judge Advocates-General.*

Lieutenant-Colonel E. S. Skinner, Madras Staff Corps, a Deputy Judge Advocate in Madras.

Lieutenant-Colonel R. A. Prideaux, Bombay Infantry, a Deputy Judge Advocate in Bombay.

Lieutenant-Colonel A. Chaplin, Madras Infantry, a Deputy Judge Advocate in Madras.

Captain W. H. F. Macmullen, Bengal Staff Corps, a Deputy Judge Advocate in Bengal.

Captain E. Balfe, Bombay Staff Corps, a Deputy Judge Advocate in Bombay.

Colonel E. Shaw, Madras Staff Corps, a Deputy Judge Advocate in Madras.

The following appointment has been made to the Staff of the Army in India :—

Captain E. O. F. Hamilton, Royal West Surrey Regiment, a Brigade-Major in Bengal, to be Inspector of Army Signalling, Bengal. Dated 1st September, 1888.

The following provisional appointments have been made to the Staff of the Army in India :—

Lieutenant-Colonel M. Clementi, Bengal Staff Corps, to be Judge Advocate-General in India. Dated 1st April, 1888.

Colonel W. I. Bax, Bengal Infantry, to be an Assistant Adjutant-General, Bengal Establishment, vice Colonel H. M. Evans, who has vacated the appointment. Dated 6th July, 1888.

Major C. E. Parker-Jervis, Durham Light Infantry, to be Assistant Adjutant-General for Musketry, Bombay Establishment, vice Major H. E. P. Thomas, whose tenure of the appointment has expired. Dated 5th July, 1888.

**COAL MINES REGULATION ACT, 1887.**

I, the Right Honourable Henry Matthews, one of Her Majesty's Principal Secretaries of State, in pursuance of the power vested in me by Section 30 and Schedule II of the Coal Mines Regulation Act, 1887 (50 and 51 Victoria, chapter 58), do hereby direct that the sum of five shillings shall be the Fee to be paid in respect of a certified copy of a first-class certificate of competency, or of a certificate of service as manager of a mine under the said Act.

Also that the sum of two shillings and sixpence shall be the fee to be paid in respect of the issue of a certified copy of a second-class certificate, whether of competency or of service as under-manager of a mine under the said Act.

Given under my hand at Whitehall this 19th day of November, 1888.

Henry Matthews, one of Her Majesty's Principal Secretaries of State.

Board of Trade, Whitehall Gardens,  
November 24, 1888.

THE office of Official Receiver for the Bankruptcy District of the County Court holden at Canterbury having become vacant through the resignation of Mr. Leslie Creery, the Board of Trade have appointed Mr. Edward Worsfold Mowll, Solicitor, of Dover, to be Official Receiver in Bankruptcy for the said District.

**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.

*Civil Service Commission, November 17, 1888.*

THE Civil Service Commissioners hereby give notice, that, with the approval of the Lords Commissioners of Her Majesty's Treasury, the Regulations, dated 8th January, 1887, respecting Temporary Boy Copyists in Public Departments, have been amended by the addition of the following paragraph, viz.:—

14. Any person who has been certificated as a Boy Clerk of the Lower Division of the Civil Service may be placed on the Register of Boy Copyists without further examination, although he may have exceeded the age of 18 at the time of registration.

*Civil Service Commission, November 27, 1888.*

THE Civil Service Commissioners hereby give notice, that on the 29th January, 1889, and following days, an Open Competitive Examination for the situation of Assistant Surveyor in the Royal Engineer Department of the War Office will be held in London, under the Regulations dated 7th April, 1833 (and published in the London Gazette of the 13th of that month).

A Preliminary Examination will be held in London, Edinburgh, and Dublin, on the 15th January, 1889.

The number of situations to be filled will be the number vacant at the time of the Examination.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 4th January, 1889, an "application" in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, November 27, 1888.*

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for not fewer than 10 situations as Male Telegraph Learner in the General Post Office, London, will be held in London, on the 15th January, 1889, under the Regulations dated 2nd April, 1887.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 1st January, an "application" in the Candidate's own handwriting on a prescribed form, which may be obtained from the Secretary at once

*Civil Service Commission, November 27, 1888.*

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination

for not fewer than six situations as Male Telegraph Learner in the General Post Office, Edinburgh, will be held in Edinburgh on the 15th January, 1889, under the Regulations dated 2nd April, 1887.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received on or before the 3rd January, an "application" in the Candidate's own handwriting on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, November 27, 1888.*

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for not fewer than six situations as Male Telegraph Learner in the General Post Office, Dublin, will be held in Dublin on the 15th January, 1889, under the Regulations dated 2nd April, 1887.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 3rd January, an "application" in the Candidate's own handwriting on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, November 27, 1888.*

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

*November 22, 1888.*

AFTER OPEN COMPETITION.

*Post Office: Female Sorter, London, Alice Hunt. Telegraph Learner, Dublin, James Gaffney.*

WITHOUT COMPETITION.

*British Museum: Attendant, Richard Turtle.*

*Post Office: Skilled Telegraphist, London, Louise Mastricht Blewett.*

*Postman, London, Hector Ross Urquhart.*

*Porter, London, Albert Smith.*

*Sorting Clerk and Telegraph Learner, Keith, Christina Stalker Fraser.*

*Postmen, Hull, George William Cass, Fred Coupland, Herbert Dewson, George Dinsdale, Henry Raine, Albert John Sweeney, William Wheldale.*

*Postmen, George Palmer (Maidstone), James Street (Manchester).*

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

*Frederick Swann.*

*November 23, 1888.*

AFTER OPEN COMPETITION.

*Post Office: Female Clerk, London, Alice Maud Walker.*

*Female Sorters, London, Jane Elizabeth Brown, Alice Maud Miller.*

WITHOUT COMPETITION.

*Prisons Department, England: Subordinate Officers, Division I, Hubert William Barrett, John James Bruce, Ernest James Poulden.*

*Post Office: Postman, London, George Goldsmith.*

*Sorting Clerk and Telegraph Learner, Greenock, Eustace Raphael.*

*Postman, Croydon, William John Holmes.*

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Valuation Office, Ireland: Assistant Valuer and Surveyor, Patrick Joseph Moran.*

FOR REGISTRATION AS TEMPORARY BOY  
MESSENGER.

Arthur Ernest Phair.

November 24, 1888.

AFTER OPEN COMPETITION.

Post Office: Female Clerks, London, Rachel  
Elizabeth Fowler, Alice Georgina Thiery.

WITHOUT COMPETITION.

Customs: Boatman, Greenock, James Macdonald.

Prisons Department, England: Assistant Matrons,  
Kate Bentley, Elizabeth Lane.

Post Office: Sorters, Edinburgh, John Duncan  
Kellet.

Postman, London, Frederick William Henry Cates.

Porter, London, William Watts.

## PORT OF PRESTON.

### LIMITS OF PORT.

WE, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of "The Customs Consolidation Act, 1876," appoint Preston to continue and be a Port in that part of the United Kingdom called England, and do hereby declare that the limits of the said Port of Preston shall commence at the Hundred End Water, two miles westward of Hesket, thence running eastwardly over the River Douglas, and along the south side of the River Ribble, and the Ribble Diversion, to the farthest point to which the tide flows, thence crossing the said River Ribble, and proceeding in a westwardly direction along the north side of the said river and along the sea coast to the gutter or run of water called Black Pool, which falls into the sea near the entrance to the north channel of the Ribble, and including the Rivers Douglas and Ribble, and shall extend seawardly from the coast within the aforesaid limits to a distance of three miles from low water mark, and shall include all islands, bays, roads, bars, rivers, streams, creeks, waters, watercourses, channels, harbours, havens, and places within the said limits.

And we do hereby annul all former limits of the said Port of Preston.

Whitehall, Treasury Chambers,

Dated this 19th day of October, 1888.

W. H. Walrond.

Herbert Eustace Maxwell.

## PORT OF FLEETWOOD.

### LIMITS OF PORT.

WE, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of "The Customs Consolidation Act, 1876," appoint Fleetwood to continue and be a Port in that part of the United Kingdom called England, and do hereby declare that the limits of the said Port of Fleetwood shall commence at the point of land nearest to the north-east side of Fluke Hall, in the county of Lancaster, being the south-western boundary of the Port of Lancaster, and shall extend thence three miles and six-tenths of a mile in a north-west by north direction to a point in the sea at present indicated by the outermost buoy at the entrance to the River Lune, known as No. 1 Lune Buoy, thence to the westernmost extremity of Danger Patch, thence to twelve fathoms water at a point due west of a gutter or run of water called Black Pool, which falls into the sea, near the entrance to the north channel of the Ribble, and thence to the said gutter or run of water called Black Pool,

and shall include the River Wyre, and all islands, bays, roads, bars, rivers, streams, creeks, waters, watercourses, channels, harbours, havens, and places within the said limits.

And we do hereby annul all former limits of the said Port of Fleetwood.

Whitehall, Treasury Chambers,

Dated this 19th day of October, 1888.

W. H. Walrond.

Herbert Eustace Maxwell.

## PORT OF LANCASTER.

### LIMITS OF PORT.

WE, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of "The Customs Consolidation Act, 1876," appoint Lancaster to continue and be a Port in that part of the United Kingdom called England, and do hereby declare that the limits of the said Port of Lancaster shall commence at the eastern side of the point of land nearest to the north-east side of Fluke Hall, being the north-eastern boundary of the Port of Fleetwood, in the county of Lancaster, and shall extend in a northerly direction along the coast of the said county to and along the east side of the River Leven to mid-stream thereof at a place called Greenodd, being the north-eastern boundary of the Port of Barrow, and shall include all the waters of the estuary of the River Lune to the north and east of a line drawn from Fluke Hall Point above designated north-west by north for a distance of three miles and six-tenths of a mile to a point in the sea at present indicated by the outermost buoy at the entrance to the River Lune, known as No. 1 Lune Buoy, such line being the north-eastern boundary of the Port of Fleetwood, and shall extend seawardly from the coast within the aforesaid limits to a distance of three miles from low water mark, and shall include all islands, bays, roads, bars, rivers, streams, creeks, waters, watercourses, channels, harbours, havens, and places within the said limits.

And we do hereby annul all former limits of the said Port of Lancaster.

Whitehall, Treasury Chambers,

Dated this 19th day of October, 1888.

W. H. Walrond.

Herbert Eustace Maxwell.

## NOTICE TO MARINERS.

(No. 355 of the year 1888.)

NORWAY.—SOUTH COAST.

THE Norwegian Government has given notice, that on 1st November, 1888, the undermentioned lights would be exhibited on the south coast of Norway:—

### ULLEROSUND.

#### (1.) Occulting Light on Ullerö.

The light on Ullerö is exhibited from Maage-tangen, the south-east extreme of the island:—

The light is an occulting light, with six or eight short eclipses, every minute, showing white from the bearing of S.  $5\frac{1}{2}^{\circ}$  E., through west, to N.  $65\frac{1}{2}^{\circ}$  W.; red from N.  $65\frac{1}{2}^{\circ}$  W. to N.  $15\frac{1}{2}^{\circ}$  W. (leading westward of Bispen and the Skerries near Markö); and white from N.  $15\frac{1}{2}^{\circ}$  W., through north, to N.  $26\frac{1}{2}^{\circ}$  E. (leading eastward of Kubbestenen). It is elevated 48 feet above the sea, and should be visible in clear weather from a distance of five miles.

Position, lat.  $58^{\circ} 2' 30''$  N., long.  $6^{\circ} 56' 15''$  E.

### MANDAL APPROACH.

#### (2.) Fixed Red Light on Kleven.

The light on Kleven is exhibited from Gloragen

Point, on the north side of the eastern approach to Mandal :—

The light is a fixed red light, visible from the bearing of N. 44° E. (leading westward of Villingskjærene) to N. 67° E. (leading eastward of Høngestabben). It is elevated 18 feet above the sea, and should be seen in clear weather from a distance of three miles.

Position, lat. 58° 1' 10" N., long. 7° 28' 30" E.  
SONGVAAR FIORD.

(2.) *Occulting Light on Hellersö.*

The light on Hellersö is exhibited from a yellow building on the south point of the island, western side of the entrance to Songvaar Fiord :—

The light is an occulting light, with one short eclipse every fifteen seconds, showing white from the bearing of S. 48½° W. (leading eastward of Kniven Rock) to S. 80½° W.; red from S. 80½° W. to N. 88½° W. (over Hanegalboen and the shoals south of Oxö); white from N. 88½° W., through north, to N. 68½° E.; red from N. 68½° E. to N. 84½° E. (over Ballastsk Skerries, Gaaseskier, and Foreboerne); and again white from N. 84½° E. to S. 76½° E. It is elevated 61 feet above the sea; and should be visible in clear weather from a distance of 13 miles.

Position, lat. 58° 1' 0" N., long. 7° 48' 40" E.

(4.) *Alternating Light on Var Holm.*

The light on Var Holm, western shore of Songvaar Fiord, is exhibited from near the centre of the islet :—

The light is an alternating red and white light, visible from the bearing S. 8½° W., through west, to N. 69½° E. (leading south-eastward of Knudten). It is elevated 33 feet above the sea, and should be seen in clear weather from a distance of five miles.

Position, lat. 58° 2' 30" N., long. 7° 47' 30" E.

NOTE.—Var Holm Light open south of Great Hunsö leads southward of Sharvöben.

(5.) *Fixed Red Light in New Hellesund.*

The light of New Hellesund is exhibited on Tö Point, the western extreme of Kabelö :—

The light is a fixed red light, visible from the bearing of N. 7½° E. (or from the west side of Skarvö), through east, to S. 28½° E. It is elevated 23 feet above the sea, and should be seen in clear weather from a distance of three miles.

Position, lat. 58° 3' 10" N., long. 7° 50' 10" E.

CHRISTIANSAND APPROACH.

(6.) *Inner Flekkerö—Occulting Light on Tostenæs.*  
The light (Flekkerö-gabet) of Inner Flekkerö, approach to Christiansand from the south-westward, is exhibited on Tostenæs :—

The light is an occulting light, with six to eight short eclipses every minute, showing white from the bearing of N. 21½° E. (leading westward of Krumhalsen Shoal) to N. 33½° E. (leading eastward of Hanegal Rock); red from N. 33½° E. to N. 18½° E., over Hanegal Rock; white from N. 38½° E., northward, till obscured by the land; and again white from S. 61½° W., through west, to N. 36½° W. It is elevated 39 feet above the sea, and should be visible in clear weather from a distance of five miles.

Position, lat. 58° 4' 50" N., long. 7° 57' 25" E.

The above-mentioned lights, with the exception of Hellersö Light (3), which is exhibited throughout the year, will be shown annually from 15th August to 30th April.

[The bearings are magnetic, and are given from seaward. Variation (1) 14½°; (2) 14°; (3-6) 13½° Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
13th November, 1888.

This Notice affects the following Admiralty Charts :—North Sea, No. 2182b; Baltic Sea, No. 2842a; the Naze to Christiansand, No. 2327; the Naze to Karmo, No. 2281 (1); Skagerrak or Sleeve, No. 2289 (2-6); Ports and anchorages on the S.W. coast of Norway, No. 883 (1); Songvaar, Christiansand, and Manne Fiords, on sheet, No. 2260 (2-4, 6). Also, Admiralty List of Lights on the eastern shores of the North Sea, page 236; Norway Pilot, Part I, 1854, pages 5, 23, 27, 28; and Norway Pilot, Part II, 1880, pages 45, 35.

NOTICE TO MARINERS.

(No. 356 of the year 1888.)

CANADA—GULF OF ST. LAWRENCE.—PRINCE EDWARD ISLAND—NORTH COAST.

(1.) *St. Peter Harbour Entrance—Leading Lights not Available for Deepest Channel.*

THE Government of the Dominion of Canada has given notice, dated 2nd October, 1888, that the leading lights for St. Peter Harbour Entrance no longer indicate the deepest channel over the bar, the point of the shoal from the Sand Heads on the eastern side of the harbour having extended across their line of direction.

At high water, there is now a depth of 6 feet on the outer bar with the leading lights in line, and about 9 feet in the deepest channel; buoys are placed to mark this channel, and should be used, when practicable, instead of the leading lights in line.

Position, lat. 46° 26' N., long. 62° 45' W.

UNITED STATES.—NARRAGANSETT BAY.

(2.) *Automatic Signal Buoy in Eastern Passage.*

The United States Government has given notice, that on or about 8th November, 1888, a buoy, fitted with an automatic whistle, would be placed in the fairway of Eastern Passage, Narragansett Bay :—

The buoy, painted black and white in vertical stripes, is moored in about 18 fathoms water, with the following approximate bearings :—

Fort Dumpling in line with Rose Island Light, N.E.

Northern Point of Castle Hill, E. by S. ½ S.

Position, approximate, lat. 41° 27¼' N., long. 71° 22' W.

DELAWARE RIVER.

(3.) *Cohansey Light—Intended Alteration in Character.*

Also, that on or about 15th November, 1888, the following alteration will be made in the character of Cohansey Light, eastern shore of Delaware River :—

The light, fixed white, will show a sector of fixed red light through an arc of about 62°, or from the bearing of N.W. by N. to W. ½ S. A faint light will be visible over Cohansey Creek from the bearing of W. ½ S. to S.S.E. ¼ E.

Position, lat. 39° 20½' N., long. 75° 22' W.

[The bearings are magnetic, and those affecting lights are given from seaward. Variation (2) 10½° (3) 5¼° Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer,  
Hydrographic Office, Admiralty, London,  
13th November, 1888.

This Notice affects the following Admiralty Charts :—Northumberland Strait, eastern part, No. 2034 (1); Nantucket Shoals to Block Island, No. 2890 (2); Narragansett Bay, No. 2892 (2); Delaware River, Sheet I, No. 2563 (3). Also, Admiralty List of Lights on the eastern coasts of North America, 1888, Nos. 130, 131, 737; St. Lawrence Pilot, Vol. II, 1881, page 139; and

Sailing Directions for the principal Ports of the United States, 1882, pages 92, 146.

# NOTICE TO MARINERS.

(No. 357 of the year 1888.)

RED SEA—WESTERN SHORE.

*Eastern Extension of Reefs between Mersa Fejer and Mersa Durur.*

INFORMATION has been received from Commander Pullen, Her Majesty's surveying-vessel "Stork," and Commander Bradford, Her Majesty's ship "Gannet," that the outer edge of the reefs between Mersa Fejer and Mersa Durur extends farther eastward than marked on the charts.

Commander Pullen fixed the easternmost horn of the edge in lat.  $19^{\circ} 55' 30''$  N., long.  $37^{\circ} 24'$  E. from whence the reef seemed to run to lat.  $19^{\circ} 51'$  N., long.  $37^{\circ} 20'$  E.

Commander Bradford reports that a reef was seen from the "Gannet" at the distance of half a mile, which appeared to be of some extent, and to have about 3 feet water on it.

Position as given, lat.  $19^{\circ} 55' 15''$  N., long.  $37^{\circ} 27'$  E., or 3 miles eastward of the eastern reef seen from the "Stork."

The reef seen from the "Gannet" appears to be detached, but mariners are cautioned to pass eastward of its position.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

14th November, 1888.

This Notice affects the following Admiralty Charts:—Red Sea, Nos. 2523, 8c; Mersa Durur to Trinkitat, No. 81. Also, Red Sea Pilot, 1883, pages 81, 82; and Revised Supplement, 1886, to Red Sea Pilot, page 11.

# NOTICE TO MARINERS.

(No. 358 of the year 1888.)

RUSSIAN LAPLAND.—PENINSULA OF RIBACHI.

*Shoal reported North-east of Bargout Point.*

INFORMATION has been received through the Board of Trade, that Mr. Coulson, commanding the British steam-vessel "Paola," has reported the existence of a shoal lying about  $1\frac{1}{2}$  miles north-eastward of Bargout Point, east coast of the Peninsula of Ribachi:—

This shoal, on which the "Paola" struck, is stated to have about 11 feet water on it, to be steep-to on its seaward side, and to lie with the following bearings:—

Bargout Point, S.W. by W.

Serghiev Point, N.N.W.  $\frac{1}{4}$  W.

These bearings place the shoal in, approximately, lat.  $65^{\circ} 40'$  N., long.  $33^{\circ} 10'$  E.

[The bearings are magnetic. Variation  $3\frac{1}{2}^{\circ}$  Easterly in 1888.]

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

14th November, 1888.

This Notice affects the following Admiralty Chart:—Varanger Fiord to Mal Oleni, No. 2333. Also, White Sea Pilot, 1887, page 48.

# NOTICE TO MARINERS.

(No. 359 of the year 1888.)

STRAIT OF MALACCA—SUMATRA.

(1.) *Dehli River Entrance—Harbour Light.*

THE Government of Batavia has given notice, that on 26th August, 1888, a harbour light was exhibited from a lighthouse erected at the entrance of Dehli River:—

The light is a fixed white light of the sixth order, elevated 45 feet above high water, and should be visible in clear weather from a distance of 10 miles.

The lighthouse, 42 feet high, is an openwork iron structure.

Position, lat.  $3^{\circ} 45\frac{1}{2}'$  N., long.  $98^{\circ} 43'$  E.

CHINA SEA—PHILIPPINE ISLANDS.—MINDANAO—SOUTH COAST.

(2.) *Canalasan Cove—Harbour Light at Glan River Entrance.*

The Spanish Government has given notice, that on 24th April, 1888, a harbour light was exhibited from a tripod on the Mole Head, south side of Glan (Glan Masilá) River Entrance, Canalasan Cove, Sarangani Bay:—

The light is a fixed white light, elevated 33 feet above the sea (about 5 feet above the Mole), and should be visible in clear weather from a distance of 6 miles.

Approximate position on Admiralty Charts, lat.  $5^{\circ} 45\frac{1}{2}'$  N., long.  $125^{\circ} 15'$  E.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

15th November, 1888.

This Notice affects the following Admiralty Charts:—Acheen Head to Tyingkokh Bay, No. 2760 (1); Strait of Malacca, Sheet I, with Plan of Dehli River Entrance, No. 1353 (1); Philippine Islands, No. 943 (2); Celebes Sea, Eastern Part, No. 2575 (2); Canalasan Cove, on Sheet of Plans, No. 957 (2). Also, Admiralty List of Lights in South Africa, &c., 1888, No. 231, page 72; and China Sea Directory, Vol. I, 1886, page 26.

# NOTICE TO MARINERS.

(No. 360 of the year 1888.)

CANADA.—GULF OF ST. LAWRENCE.

(1.) *St. Anne Point.—Action of Fog Signal Resumed.*

WITH reference to Notice to Mariners, No. 336, of 23rd October, 1888, on the temporary discontinuance of the steam fog horn at St. Anne Point, south shore of Gulf of St. Lawrence:—

The Government of the Dominion of Canada has given further notice that the repairs having been completed, the signal will be sounded as previously.

UNITED STATES.

(2.) *Nantucket Sound.—Bell Buoy in North-East Approach.*

The United States Government has given notice, dated 11th October, 1888, that a new bell buoy, painted black, has been placed just seaward of black buoy, No. 1, in the North-East Approach, (Pollock Rip Slae) to Nantucket Sound:—

Position, lat.  $41^{\circ} 33' 40''$  N., long.  $69^{\circ} 54' 5''$  W.

NOTE.—Red Buoy, No. 2 (previously moored westward of black buoy, No. 1), has been moved about three-quarters of a mile to the southward and westward.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

15th November, 1888.

This Notice affects the following Admiralty Charts:—Magpie Bay to Point de Monts, No. 307 (1); Nantucket Shoals to Block Island, No. 2830 (2); Monomoy or Old Stage Harbour, No. 2489 (2). Also, Admiralty List of Lights on the eastern coasts of North America, 1888, No. 230; St. Lawrence Pilot, Vol. I, 1888, page 82; Sailing Directions for the principal ports of the United States, 1882, page 70; and Hydrographic Notice, No. 7 of 1888, page 12.

## NOTICE TO MARINERS.

(No. 361 of the year 1888.)

FRANCE.—WEST COAST.

(1.) *Experimental Light-Buoy on Plateau de Rochebonne.*

THE French Government has given notice, dated November, 1888, that a light-buoy has been placed experimentally to mark the northern end of Plateau de Rochebonne:—

The light is a fixed white light, visible in clear weather from a distance of eight miles.

The buoy, painted red, with the words Rochebonne Congr  e on it, is moored about  $6\frac{1}{2}$  cables north-east of La Congr  e Rock, in lat.  $46^{\circ} 12' 35''$  N., ong.  $2^{\circ} 25' 10''$  W.

(2.) *Pertuis d'Antioche, Basque Road, and River Charente.—Intended Alterations in Lights.*

Also, with reference to Notice to Mariners, No. 334, of 20th October, 1888, on intended alteration in the character of Ile d'Aix Light, Basque Road; and exhibition of a provisional fixed white light:—

Further notice has been given, dated 2nd November, 1888, that it is intended shortly to make the following alterations in the lights of Pertuis d'Antioche, Ile d'Aix, and River Charente Entrance:—

1. Chauvau Lighthouse.—A sector of red light will be shown from this lighthouse through an arc of  $75^{\circ}$ , or from the bearing of N.  $73\frac{3}{4}^{\circ}$  E., to N.  $11\frac{1}{4}^{\circ}$  W., covering the area between Rocher d'Antioche and La Longe du Boyard.

Position, lat.  $46^{\circ} 8' N.$ , long.  $1^{\circ} 16' W.$

2. Ile d'Aix Light (fixed white) will be a flashing white light of the fourth order, showing flashes every five seconds; a sector of red light will be shown through an arc of  $15^{\circ}$ , or from the bearing of S.  $45\frac{1}{2}^{\circ}$  E. to S.  $60\frac{1}{4}^{\circ}$  E.

The light will be elevated 66 feet above high water, and should be visible in clear weather from a distance of 13 miles.

3. River Charente Entrance.—The leading lights on the north bank of the river entrance will be altered as follows:—The upper light, now red, will be white; and the lower light, now green, will be red.

The leading lights on the south bank of the river entrance, now red, will be green.

Further notice will be given, as to the date on which the above-mentioned alterations take place. Previous to which date, the flashing light of Ile d'Aix may be exhibited occasionally for experiment.

SPAIN.—NORTH COAST.

(3.) *Port Pasages.—Signals made on Vessels Entering.*

The Spanish Government has given notice, that in order to avoid accidents to vessels entering or leaving Port Pasages, the following signals were established on 12th October, 1888.

On a vessel entering the port, a black ball will be hoisted on the signal mast at the Vigia, and a Spanish ensign on the mast on Ancho Mole. These signals indicate that vessels about to leave the port must not proceed until the vessel entering has passed the point of San Sebastian (San Pedro) Tower.

[The bearings are magnetic, and are given from seaward. Variation  $16\frac{1}{2}^{\circ}$  Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
16th November, 1888.

This Notice affects the following Admiralty Charts:—Bay of Biscay, No. 1104 (1, 2; pte. de la Coubre to les Sables d'Olonne, No. 2648 (1, 2); Pertuis d'Antioche, &c., No. 2746 (2); Port

No. 25878.

B

Pasages, No. 73 (3). Also, Admiralty List of Lights on the western coasts of Europe, 1888, Nos. 297, 300, 302–305, and Sailing Directions for the west coast of France, Spain, and Portugal, 1885, pages 78, 72, 75–77, 101.

## NOTICE TO MARINERS.

(No. 362 of the year 1888.)

CHINA SEA.—RHIO STRAIT.

*Buoy Marking Orion Rock.*

WITH reference to Notice to Mariners, No. 322 (1), of 13th October, 1888, on the existence of a sunken rock (Orion Rock), lying with the western point of Pulo Loban Kechil bearing E.  $\frac{3}{4} N.$ , distant  $3\frac{1}{2}$  cables; and that this danger would shortly be marked by a buoy:—

The Government of Batavia has given further notice, dated 27th September, 1888, that a buoy, coloured black, has been placed on the western side of Orion Rock, in 3 fathoms water, with the following mark and bearings:

Centre of Dessa Islet in line with the eastern extreme of Pulo Dua, N.  $\frac{1}{4} E.$

South-west point of Pulo Loban Kechil, E.  $\frac{3}{4} N.$

Position, lat.  $0^{\circ} 58' 55'' N.$ , long.  $104^{\circ} 13' 10'' E.$

[The bearings are magnetic. Variation  $2\frac{3}{4}^{\circ}$  Easterly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
16th November, 1888.

This Notice affects the following Admiralty Charts:—Banka Strait to Singapore, No. 2757; Singapore Strait, No. 2403; Rhio Strait, No. 2413. Also, China Sea Directory, Vol. I, 1886, page 424.

## NOTICE TO MARINERS.

(No. 363 of the year 1888.)

CORAL SEA.—NEW GUINEA.—SOUTH-WEST COAST.

*Non-Existence of Coutance Reef.*

INFORMATION has been received from Lieutenant and Commander A. M. Field, Her Majesty's Surveying Vessel "Dart," that an unsuccessful search had been made in that vessel for Coutance Reef—originally reported in 1804, as situated in lat.  $10^{\circ} 15' S.$ , long.  $147^{\circ} 9' E.$ ; and again in 1860, as in lat.  $10^{\circ} 28' S.$ , long.  $147^{\circ} 28' E.$

This search occupied fifteen days, during which time the weather was generally favourable, with little sea and considerable swell, so that breakers would have been readily seen. Both the reported positions and a large area around were closely sounded over, and a careful look-out was kept from the mastsheads; the depths obtained varied from 1100 to 1500 fathoms, without any irregularities that might indicate the existence of a reef or bank, and no appearance of shoal water was observed.

This very complete search, taken in conjunction with the work previously done in Her Majesty's ships "Rattlesnake," "Bramble," "Lark," and "Swinger," most satisfactorily disproves the existence of Coutance Reef; it has therefore been removed from both reported positions on the Admiralty Charts.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
17th November, 1888.

This Notice affects the following Admiralty Charts:—Atlantic and Indian Oceans, No. 2483; Pacific Ocean, Nos. 2683, 780; Aus-

tralia, northern portion, No. 2759a; Coral Sea and Great Barrier Reef, No. 2764; Freshwater Bay to Round Head, No. 2121; Round Head to Orangerie Bay, No. 2122. Also, Australia Directory, Vol. II, 1879, pages 457, 495; and Revised Supplement, 1887, Australia Directory, Vol. II, page 108.

#### NOTICE TO MARINERS.

(No. 364 of the year 1888.)

SCOTLAND—EAST COAST.—FIRTH OF FORTH.

(1.) *Dysart Pier Light—Alteration in Colour.*

INFORMATION has been received from the Dysart Harbour Commissioners, that on 9th November, 1888, the following alteration was made in the colour of the light exhibited from the Pier at that place:—

The light is a fixed white light.

Position, lat. 56° 7' 30" N., long. 3° 7' 0" W.

SCOTLAND—WEST COAST.

FIRTH OF CLYDE—RIVER CLYDE ENTRANCE.

(2.) *Cloch Point Lighthouse—Character of Fog Signal.*

Information has been received from the Northern Lighthouse Board, dated 10th November, 1888, that the fog signal at Cloch Point Lighthouse, south side of River Clyde Entrance, gives a low note followed by a high note, and not high, low, as heretofore stated.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

17th November, 1888.

This Notice affects the following Admiralty Charts:—Scotland, east coast, No. 2397a (1); St. Abbs Head to Aberdeen, No. 1407 (1); Firth of Forth, No. 114a (1). Also, Admiralty List of Lights in the British Islands, 1888, Nos. 316, 459; North Sea Pilot, Part II, 1885, page 194; and Sailing Directions for the West Coast of Scotland, Part II, 1886, page 300.

#### Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of January next, the Sub-Districts of "Llansadwrn" and "Conwil Cayo" in the District of "Llandovery," shall be amalgamated for Registration purposes.—Witness my hand this 22nd day of November, 1888.

*Brydges P. Henniker*, Registrar-General.

General Register Office,

Somerset House, London.

In Parliament.—Session 1889.

Croydon Tramways.

Incorporation of Company; Purchase by and Transfer to Company of Undertakings and Powers of the Croydon and Norwood Tramways Company; Transfer of the Croydon Tramways Act, 1878, the Croydon Street Tramways (Extensions Order), 1880, the Norwood District Tramways Act, 1882, and the Croydon and Norwood Tramways Act, 1883; Agreements with Local and Road Authorities; Amendment of Acts and Orders, 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 (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To incorporate a new Company (hereinafter referred to as "the Company") with all necessary powers and authorities for carrying into effect the objects and purposes of the Bill.

To authorise the acquisition by and transfer to the Company and to vest in the Company the undertaking, lands, works, estates, property (real and personal), and all rights, powers, privileges and authorities of and exercisable by the Croydon and Norwood Tramways Company (hereinafter called "the old Company") and now vested in the official liquidator of the Tramway Company, on such terms and conditions as may be arranged between the Company, the Tramway Company, and the official liquidator, or on such terms as the Bill or Parliament may prescribe.

To confer on the Company all the rights, powers, privileges, and authorities conferred on and vested in the promoters of the Croydon and Norwood Tramways Act, 1878 (hereinafter called "the Act of 1878"), the Croydon Street Tramways (Extensions) Order, 1880 (hereinafter called "the Order of 1880"), the Norwood District Tramways Act, 1882 (hereinafter called "the Act of 1882"), and the Norwood and District Tramways Act, 1883 (hereinafter called "the Act of 1883"), respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised to the same extent and subject to the same conditions and liabilities as if the Company had been named in the said Acts, and order as promoters thereof respectively, and to authorise the Company to exercise all such rights, powers, privileges, and authorities, under and subject to such conditions and liabilities.

To enable the Company to enter into agreements with the Corporation of Croydon or any other local or road authorities.

To incorporate in the Bill and confer upon the Company all or some of the powers and 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 Bill will incorporate, alter, amend, extend, enlarge, or repeal so far as may be necessary for the purposes thereof, the provisions, or some of the provisions, of (1) the Croydon Tramways Act, 1878; (2) the Croydon Street Tramways (Extensions) Order, 1880, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1880; (3) the Norwood District Tramway Act, 1882; and (4) the Croydon and Norwood Tramways Act, 1883, and the Bill will also 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.

Power will be taken to vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill and to confer other rights and privileges.

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.

*Walter Webb and Co.*, 23, Queen Victoria Street, London, E.C., Solicitors and Parliamentary Agents for the Bill.

THE LONDON GAZETTE, NOVEMBER 27, 1888.

6749

\* Transfers amounting to £250,000 in respect of Probate Duty have been made to the Local Taxation Account.



AVERAGE PRICE of Wheat, Barley, and Oats per Quarter (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 24th November, 1888.

| Towns.                      | Towns. |     |     | Wheat. | Barley. | Oats. |
|-----------------------------|--------|-----|-----|--------|---------|-------|
|                             | s.     | d.  | s.  | d.     | s.      | d.    |
| London ...                  | 33     | 11  | 33  | 1      | 17      | 11    |
| Uxbridge ...                | 35     | 4   | ... | ...    | ...     | ...   |
| Chelmsford ...              | 33     | 4   | 26  | 10     | 17      | 0     |
| Colchester ...              | 32     | 7   | 27  | 5      | 17      | 0     |
| Romford ...                 | 31     | 7   | 27  | 3      | ...     | ...   |
| Maldon ...                  | Nil.   | ... | ... | ...    | ...     | ...   |
| Saffron Walden ...          | 29     | 3   | 27  | 8      | ...     | ...   |
| Braintree ...               | 31     | 11  | 27  | 11     | 16      | 8     |
| Hertford ...                | 30     | 9   | 27  | 3      | ...     | ...   |
| Royston (Herts.) ...        | 29     | 3   | 28  | 2      | ...     | ...   |
| Hitchin ...                 | ...    | ... | 29  | 5      | ...     | ...   |
| Bishop's Stortford ...      | 31     | 1   | 28  | 10     | ...     | ...   |
| Aylesbury ...               | 31     | 10  | 30  | 9      | 17      | 1     |
| Newport Pagnell ...         | Nil.   | ... | ... | ...    | ...     | ...   |
| Oxford ...                  | ...    | ... | 29  | 11     | ...     | ...   |
| Banbury ...                 | 28     | 10  | 24  | 11     | 15      | 5     |
| Bicester ...                | 29     | 4   | 26  | 11     | 14      | 7     |
| Warminster ...              | 37     | 4   | 30  | 11     | 16      | 6     |
| Devizes ...                 | 29     | 1   | 28  | 11     | 19      | 0     |
| Salisbury ...               | 28     | 3   | 28  | 2      | 15      | 9     |
| Marlborough ...             | Nil.   | ... | ... | ...    | ...     | ...   |
| Swindon (Wilts) ...         | 29     | 5   | 26  | 9      | ...     | ...   |
| Reading ...                 | 39     | 9   | 36  | 1      | 17      | 0     |
| Abingdon ...                | 34     | 11  | 26  | 11     | ...     | ...   |
| Didcot ...                  | 31     | 0   | 31  | 2      | ...     | ...   |
| Hungerford ...              | 34     | 5   | 28  | 3      | 17      | 0     |
| Newbury (Berks) ...         | 35     | 2   | 28  | 8      | 15      | 7     |
| Wallingford ...             | 32     | 6   | 31  | 11     | ...     | ...   |
| Guildford ...               | 37     | 9   | ... | ...    | ...     | ...   |
| Farnham (Surrey) ...        | 41     | 5   | 31  | 1      | ...     | ...   |
| Kingston (Surrey) ...       | 36     | 2   | ... | ...    | 22      | 0     |
| Croydon (Surrey) ...        | 33     | 3   | ... | ...    | ...     | ...   |
| Reigate ...                 | Nil.   | ... | ... | ...    | ...     | ...   |
| Maidstone ...               | 39     | 10  | 40  | 11     | 18      | 0     |
| Canterbury ...              | 36     | 1   | 37  | 5      | ...     | ...   |
| Dartford ...                | ...    | ... | 36  | 6      | ...     | ...   |
| Ashford (Kent) ...          | 34     | 1   | 29  | 4      | 16      | 1     |
| Rochester (Kent) ...        | 38     | 8   | 26  | 5      | ...     | ...   |
| Tenterden ...               | Nil.   | ... | ... | ...    | ...     | ...   |
| Tunbridge ...               | 33     | 8   | 28  | 0      | 15      | 3     |
| Chichester ...              | 31     | 5   | 28  | 0      | 15      | 0     |
| Lewes ...                   | 33     | 10  | ... | ...    | ...     | ...   |
| Hayward's Heath ...         | 29     | 9   | 26  | 6      | 15      | 10    |
| Brighton ...                | 31     | 0   | ... | ...    | ...     | ...   |
| Horsham ...                 | Nil.   | ... | ... | ...    | ...     | ...   |
| Winchester ...              | 32     | 9   | 26  | 0      | 16      | 1     |
| Andover ...                 | 29     | 8   | 26  | 2      | 17      | 0     |
| Basingstoke ...             | 34     | 9   | 25  | 11     | 16      | 8     |
| Fareham ...                 | Nil.   | ... | ... | ...    | ...     | ...   |
| Newport (Hants) ...         | ...    | ... | 30  | 6      | ...     | ...   |
| Ringwood ...                | 31     | 7   | 23  | 8      | 15      | 0     |
| Southampton ...             | Nil.   | ... | ... | ...    | ...     | ...   |
| Blandford ...               | ...    | ... | 26  | 10     | 16      | 8     |
| Bridport ...                | Nil.   | ... | ... | ...    | ...     | ...   |
| Dorchester (Dorset) ...     | 29     | 4   | 26  | 2      | ...     | ...   |
| Shaftesbury ...             | Nil.   | ... | ... | ...    | ...     | ...   |
| Wareham ...                 | ...    | ... | 26  | 11     | ...     | ...   |
| Plymouth ...                | 31     | 2   | 25  | 10     | ...     | ...   |
| Totnes ...                  | Nil.   | ... | ... | ...    | ...     | ...   |
| Tavistock ...               | Nil.   | ... | ... | ...    | ...     | ...   |
| Exeter ...                  | Nil.   | ... | ... | ...    | ...     | ...   |
| Kingsbridge ...             | 32     | 2   | 26  | 8      | ...     | ...   |
| Barnstaple ...              | 34     | 4   | 27  | 4      | ...     | ...   |
| Truro ...                   | 33     | 1   | 20  | 4      | 14      | 8     |
| Launceston ...              | ...    | ... | 24  | 0      | 16      | 0     |
| Penzance ...                | 30     | 11  | 18  | 9      | ...     | ...   |
| Bristol ...                 | 29     | 7   | ... | ...    | ...     | ...   |
| Taunton ...                 | 31     | 0   | 22  | 9      | ...     | ...   |
| Bridgewater ...             | Nil.   | ... | ... | ...    | ...     | ...   |
| Frome ...                   | Nil.   | ... | ... | ...    | ...     | ...   |
| Bath ...                    | ...    | ... | 20  | 2      | 12      | 8     |
| Yeovil ...                  | 28     | 4   | 24  | 6      | ...     | ...   |
| Monmouth ...                | 31     | 1   | 28  | 0      | ...     | ...   |
| Chepstow ...                | Nil.   | ... | ... | ...    | ...     | ...   |
| Newport (Mon.) ...          | 32     | 8   | ... | ...    | ...     | ...   |
| Gloucester ...              | 32     | 10  | 27  | 6      | 12      | 0     |
| Cirencester ...             | 34     | 5   | 29  | 8      | 17      | 3     |
| Tewkesbury ...              | 33     | 3   | ... | ...    | ...     | ...   |
| Shrewsbury ...              | 32     | 8   | 27  | 4      | ...     | ...   |
| Bridgenorth ...             | 31     | 7   | ... | ...    | 27      | 0     |
| Market Drayton ...          | 31     | 11  | 26  | 9      | 15      | 7     |
| Hereford ...                | 31     | 7   | 22  | 7      | ...     | ...   |
| Wolverhampton ...           | 34     | 6   | ... | ...    | ...     | ...   |
| Burton-on-Trent ...         | 41     | 11  | 35  | 2      | ...     | ...   |
| Worcester ...               | 32     | 9   | 25  | 8      | ...     | ...   |
| Chester ...                 | 31     | 7   | ... | ...    | ...     | ...   |
| Derby ...                   | 32     | 1   | 30  | 4      | ...     | ...   |
| Chesterfield ...            | Nil.   | ... | ... | ...    | ...     | ...   |
| Coventry ...                | 31     | 11  | 27  | 0      | 16      | 10    |
| Birmingham ...              | Nil.   | ... | ... | ...    | ...     | ...   |
| Rugby ...                   | 30     | 0   | ... | ...    | ...     | ...   |
| Stratford-on-Avon ...       | 30     | 0   | 25  | 4      | ...     | ...   |
| Leicester ...               | 30     | 11  | 27  | 0      | 16      | 4     |
| Loughborough ...            | 30     | 4   | 28  | 1      | ...     | ...   |
| Melton Mowbray ...          | 29     | 2   | 24  | 1      | 16      | 9     |
| Oakham ...                  | 36     | 0   | ... | ...    | ...     | ...   |
| Northampton ...             | 29     | 10  | 26  | 4      | 15      | 4     |
| Peterborough ...            | 30     | 2   | 26  | 7      | 14      | 11    |
| Kettering ...               | 30     | 1   | ... | ...    | ...     | ...   |
| Bedford ...                 | 31     | 3   | 27  | 7      | ...     | ...   |
| Luton (Bedford) ...         | 29     | 6   | 26  | 10     | ...     | ...   |
| Huntingdon ...              | Nil.   | ... | ... | ...    | ...     | ...   |
| St. Ives (Hunts.) ...       | 29     | 2   | 26  | 0      | 14      | 10    |
| St. Neots (Hunts.) ...      | 29     | 4   | 26  | 3      | 11      | 2     |
| Cambridge ...               | 31     | 2   | 26  | 11     | ...     | ...   |
| Ely (Cambridge) ...         | 30     | 11  | 18  | 4      | 14      | 5     |
| Wisbeach ...                | 30     | 7   | 23  | 2      | 14      | 7     |
| Ipswich ...                 | 33     | 3   | 28  | 7      | ...     | ...   |
| Woodbridge ...              | 35     | 10  | 28  | 9      | ...     | ...   |
| Sudbury (Suffolk) ...       | 31     | 4   | 26  | 9      | ...     | ...   |
| Hadleigh (Suffolk) ...      | 33     | 1   | 27  | 7      | ...     | ...   |
| Stowmarket ...              | 29     | 11  | 27  | 6      | ...     | ...   |
| Bury St. Edmunds ...        | 32     | 11  | 27  | 1      | 15      | 10    |
| Beccles ...                 | 31     | 5   | 30  | 1      | ...     | ...   |
| Bungay ...                  | 33     | 4   | 30  | 5      | ...     | ...   |
| Halesworth ...              | 34     | 8   | 29  | 4      | ...     | ...   |
| Framlingham ...             | 32     | 1   | 27  | 7      | ...     | ...   |
| Eye (Suffolk) ...           | ...    | ... | 29  | 6      | ...     | ...   |
| Norwich ...                 | 32     | 7   | 26  | 10     | 18      | 2     |
| Yarmouth (Norfolk) ...      | 31     | 7   | 29  | 2      | ...     | ...   |
| Lynn ...                    | 31     | 4   | 27  | 2      | 15      | 6     |
| Watton (Norfolk) ...        | ...    | ... | 28  | 1      | 17      | 0     |
| Diss ...                    | 32     | 8   | 27  | 10     | ...     | ...   |
| East Dereham ...            | 31     | 4   | 26  | 7      | ...     | ...   |
| Harleston (Norfolk) ...     | 33     | 1   | 28  | 0      | ...     | ...   |
| Holt (Norfolk) ...          | 30     | 3   | 24  | 10     | ...     | ...   |
| Fakenham ...                | 29     | 8   | 27  | 6      | 16      | 9     |
| North Walsham (Norfolk) ... | 33     | 2   | ... | ...    | ...     | ...   |
| Lincoln ...                 | 30     | 5   | 26  | 6      | 16      | 6     |
| Gainsborough ...            | 31     | 0   | 24  | 5      | 15      | 9     |
| Brigg ...                   | 29     | 8   | 24  | 11     | 13      | 6     |
| Louth ...                   | 28     | 6   | 24  | 9      | 14      | 0     |
| Boston ...                  | 30     | 0   | 24  | 3      | 14      | 10    |
| Sleaford ...                | 29     | 3   | 26  | 1      | ...     | ...   |
| Stamford ...                | 30     | 5   | 27  | 7      | ...     | ...   |
| Spalding ...                | 30     | 2   | 26  | 9      | 15      | 11    |
| Grantham ...                | 31     | 9   | 26  | 11     | 17      | 11    |
| Nottingham ...              | 30     | 0   | 24  | 5      | 19      | 6     |
| Newark ...                  | 30     | 9   | 28  | 7      | ...     | ...   |



| Towns.                   | Wheat. |     | Barley. |     | Oats. |     |
|--------------------------|--------|-----|---------|-----|-------|-----|
|                          | s.     | d.  | s.      | d.  | s.    | d.  |
| Mansfield ...            | 30     | 3   | 26      | 2   | 15    | 8   |
| Worksop ...              | 30     | 2   | 25      | 9   | ...   | ... |
| Ulverstone ...           | Nil.   | ... | ...     | ... | ...   | ... |
| Preston (Lancashire) ... | 33     | 8   | ...     | ... | ...   | ... |
| Warrington ...           | 30     | 3   | ...     | ... | 15    | 0   |
| Manchester ...           | 29     | 8   | ...     | ... | 18    | 7   |
| Garstang ...             | 31     | 3   | ...     | ... | ...   | ... |
| Kendal ...               | ...    | ... | ...     | ... | 18    | 2   |
| Carlisle ...             | 36     | 11  | 26      | 8   | 18    | 2   |
| Penrith ...              | 35     | 0   | ...     | ... | 18    | 11  |
| Egremont (Cumb'land) ... | ...    | ... | ...     | ... | 21    | 0   |
| Newcastle-on-Tyne ...    | 34     | 4   | 25      | 6   | ...   | ... |
| Alnwick ...              | ...    | ... | 27      | 11  | 18    | 7   |
| Berwick ...              | 39     | 10  | 27      | 6   | 23    | 6   |
| Durham ...               | Nil.   | ... | ...     | ... | ...   | ... |
| Stockton-on-Tees ...     | 32     | 5   | 22      | 0   | ...   | ... |
| Darlington ...           | 31     | 10  | 24      | 8   | ...   | ... |
| Sunderland ...           | 28     | 0   | 21      | 7   | ...   | ... |
| York ...                 | 35     | 9   | 27      | 8   | 16    | 7   |
| Leeds ...                | 32     | 0   | 25      | 6   | 15    | 3   |
| Wakefield ...            | 28     | 1   | 24      | 7   | 15    | 6   |
| Bridlington ...          | 27     | 3   | 23      | 3   | 13    | 7   |
| Beverley ...             | 28     | 11  | 24      | 1   | 13    | 11  |
| Howden ...               | 32     | 2   | ...     | ... | ...   | ... |
| Sheffield ...            | Nil.   | ... | ...     | ... | ...   | ... |
| Hull ...                 | 29     | 1   | 22      | 3   | 13    | 6   |
| New Malton ...           | 31     | 9   | 24      | 9   | ...   | ... |
| Bedale ...               | Nil.   | ... | ...     | ... | ...   | ... |
| Knaresborough ...        | Nil.   | ... | ...     | ... | ...   | ... |
| Northallerton ...        | ...    | ... | 22      | 10  | ...   | ... |
| Ripon ...                | ...    | ... | 25      | 5   | 22    | 0   |
| Doncaster ...            | 29     | 10  | 23      | 10  | 16    | 3   |
| Goole ...                | 30     | 9   | 25      | 9   | 14    | 7   |
| Snaith ...               | Nil.   | ... | ...     | ... | ...   | ... |
| Easingwold ...           | Nil.   | ... | ...     | ... | ...   | ... |
| Scarborough ...          | 26     | 4   | 23      | 2   | 14    | 3   |
| Selby ...                | ...    | ... | 27      | 9   | ...   | ... |
| Thirsk ...               | 30     | 3   | 24      | 8   | 14    | 1   |
| Penistone ...            | Nil.   | ... | ...     | ... | ...   | ... |
| Denbigh ...              | 30     | 10  | 25      | 9   | ...   | ... |
| Wrexham ...              | 30     | 4   | 29      | 6   | ...   | ... |
| Carnarvon ...            | ...    | ... | ...     | ... | 14    | 0   |
| Haverfordwest ...        | ...    | ... | 23      | 1   | 13    | 11  |
| Carmarthen ...           | Nil.   | ... | ...     | ... | ...   | ... |
| Cardiff ...              | 24     | 4   | 21      | 6   | ...   | ... |
| Cardigan ...             | Nil.   | ... | ...     | ... | ...   | ... |
| Brecon ...               | Nil.   | ... | ...     | ... | ...   | ... |
| Montgomery ...           | Nil.   | ... | ...     | ... | ...   | ... |

In Parliament.—Session 1889.

East and West Yorkshire Union Railways.  
(Abandonment of certain Railways and Works authorised by the East and West Yorkshire Union Railways Acts, 1883 and 1886; Release of Deposit; Repeal of Section 16 of Act of 1883, and Cancellation of Agreement Scheduled to that Act; Reduction, &c., of Capital and Borrowing Powers; Alteration of existing Provisions as to Constitution of separate Undertakings).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the East and West Yorkshire Union Railways 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:—

To authorise the Company to abandon and relinquish the construction of the following authorised Railways and parts of Railways, or

some part or parts thereof respectively, that is to say:—

1. So much of the Railway No. 1 authorised by "The East and West Yorkshire Union Railways Act, 1883" (in this Notice called "the Act of 1883") as lies between

(a) the point at which that railway is on the plans deposited for and referred to in the Act of 1883, shewn as crossing a road, at or about the distance of 3 miles and 6 chains from the authorised commencement of the said Railway No. 1; and

(b) the authorised termination of the said Railway No. 1.

2. The Railways Nos. 2, 4, 4A, 5, and 5A, authorised by the Act of 1883.

3. The Railway No. 1F, authorised by "The East and West Yorkshire Union Railways Act, 1886" (in this Notice called "the Act of 1886"); and

4. The alteration of levels authorised by the Act of 1886 of the Railway No. 5 authorised by the Act of 1883,

and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to declare null and void all contracts, agreements, and arrangements with reference thereto, and to provide for the payment out of Court of the stocks or moneys deposited in the Chancery Division of the High Court of Justice in England as security for the completion of the said railways and works, with the interest and dividends thereon to the depositors referred to respectively in Sections 48 and 49 of the Act of 1883, and in Sections 12 and 13 of the Act of 1886, or to some or one of them, or to the Company, or to such other person or persons, Corporation, or Company as the Bill may nominate in that behalf.

To repeal Section 16 of the Act of 1883, and to cancel or annul the Agreement between the Middleton Estate and Colliery Company (Limited) and certain of the promoters of the Bill for the Act of 1883, set forth in the Third Schedule to, and confirmed by the Act of 1883.

To reduce (either in connection with the proposed abandonment of authorised railways or parts of railways or otherwise), and to declare, define, classify, and regulate the capital and borrowing powers of the Company.

So far as may be necessary or convenient, to vary or modify, or repeal and re-enact, with modifications, the provisions of the East and West Yorkshire Union Railways Act, 1888, with respect to the constitution of separate undertakings of the Company with separate capitals and borrowing powers.

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

To amend, alter, repeal, vary, extend, or enlarge all or some of the provisions of the several Acts hereinafter mentioned, that is to say: the Act of 1883, the Act of 1886, "The East and West Yorkshire Union Railways Act, 1888," and all or any other Act or Acts relating to or affecting the Company or their Undertaking.

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

Dated this 17th day of November, 1888.

T. and H. Greenwood Teale, Leeds, Solicitors for the Bill;

Rees and Frere, 13, Great George Street, Westminster, Parliamentary Agents.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 24th November, 1888, conformably to the Act of the 45th and 46th Victoria, cap. 37.

|        |     |     |     |     |     | QUANTITIES SOLD. |      | AVERAGE PRICE. |    |
|--------|-----|-----|-----|-----|-----|------------------|------|----------------|----|
|        |     |     |     |     |     | Qrs.             | Bus. | s.             | d. |
| Wheat  | ... | ... | ... | ... | ... | 54,432           | 6    | 31             | 9  |
| Barley | ... | ... | ... | ... | ... | 122,838          | 1    | 27             | 8  |
| Oats   | ... | ... | ... | ... | ... | 8,924            | 2    | 16             | 6  |

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1884 to 1887.

| Corresponding Week in |     | QUANTITIES SOLD. |      |         |      |        |      | AVERAGE PRICE. |    |         |    |       |    |
|-----------------------|-----|------------------|------|---------|------|--------|------|----------------|----|---------|----|-------|----|
|                       |     | WHEAT.           |      | BARLEY. |      | OATS.  |      | WHEAT.         |    | BARLEY. |    | OATS. |    |
|                       |     | Qrs.             | Bus. | Qrs.    | Bus. | Qrs.   | Bus. | s.             | d. | s.      | d. | s.    | d. |
| 1884                  | ... | 66,985           | 0    | 148,284 | 1    | 12,738 | 2    | 30             | 5  | 31      | 3  | 19    | 4  |
| 1885                  | ... | 68,218           | 3    | 153,278 | 0    | 11,279 | 2    | 30             | 9  | 29      | 5  | 18    | 7  |
| 1886                  | ... | 49,962           | 5    | 133,011 | 0    | 9,404  | 3    | 31             | 11 | 27      | 7  | 16    | 7  |
| 1887                  | ... | 65,108           | 4    | 124,263 | 2    | 7,122  | 1    | 30             | 9  | 29      | 6  | 15    | 11 |

Commercial Department, Board of Trade,  
November 24, 1888.

R. GIFFEN.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 24th November, 1888, together with the Quantities Imported in the Corresponding Week of the Previous Year.

|                                     |     |     |     |     |               | Quantities. |           |
|-------------------------------------|-----|-----|-----|-----|---------------|-------------|-----------|
|                                     |     |     |     |     |               | 1887.       | 1888.     |
| Animals living:—                    |     |     |     |     |               |             |           |
| Oxen, Bulls, Cows, and Calves       | ... | ... | ... | ... | Number        | 3,402       | 4,710     |
| Sheep and Lambs                     | ... | ... | ... | ... | "             | 11,551      | 14,067    |
| Swine                               | ... | ... | ... | ... | "             | 91          | 418       |
| Dead Meat:—                         |     |     |     |     |               |             |           |
| Bacon                               | ... | ... | ... | ... | cwts.         | 51,271      | 37,813    |
| Beef, salted and fresh              | ... | ... | ... | ... | "             | 16,544      | 24,924    |
| Hams                                | ... | ... | ... | ... | "             | 13,110      | 6,910     |
| Meat unenumerated, salted and fresh | ... | ... | ... | ... | "             | 1,038       | 1,216     |
| " " preserved                       | ... | ... | ... | ... | "             | 9,615       | 12,961    |
| Mutton, fresh                       | ... | ... | ... | ... | "             | 16,383      | 22,075    |
| Pork, salted (not Hams) and fresh   | ... | ... | ... | ... | "             | 9,545       | 8,691     |
| Poultry and Game                    | ... | ... | ... | ... | Value £       | 10,586      | 7,230     |
| Rabbits                             | ... | ... | ... | ... | cwts.         | 4,644       | 3,039     |
| Butter                              | ... | ... | ... | ... | "             | 25,005      | 26,835    |
| Margarine                           | ... | ... | ... | ... | "             | 29,343      | 21,788    |
| Cheese                              | ... | ... | ... | ... | "             | 45,071      | 19,860    |
| Eggs                                | ... | ... | ... | ... | Great Hundred | 167,454     | 156,096   |
| Lard                                | ... | ... | ... | ... | cwts.         | 11,213      | 10,164    |
| Vegetables:—                        |     |     |     |     |               |             |           |
| Onions, raw                         | ... | ... | ... | ... | Bushels       | 123,915     | 82,459    |
| Potatoes                            | ... | ... | ... | ... | cwts.         | 42,870      | 3,358     |
| Unenumerated                        | ... | ... | ... | ... | Value £       | 6,924       | 9,032     |
| Corn, Grain, Meal, and Flour:—      |     |     |     |     |               |             |           |
| Wheat                               | ... | ... | ... | ... | cwts.         | 863,759     | 1,289,452 |
| Barley                              | ... | ... | ... | ... | "             | 518,579     | 676,218   |
| Oats                                | ... | ... | ... | ... | "             | 392,536     | 176,930   |
| Pease                               | ... | ... | ... | ... | "             | 83,868      | 41,601    |
| Beans                               | ... | ... | ... | ... | "             | 65,759      | 66,386    |
| Maize                               | ... | ... | ... | ... | "             | 456,789     | 276,846   |
| Wheat Meal and Flour                | ... | ... | ... | ... | "             | 316,708     | 279,226   |

Statistical Office, Custom House, London,  
November 26, 1888.

JOHN COURROUX.

# COTTON STATISTICS ACT, 1869.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 47 Weeks ended 22nd November, 1888.

| Ports.                              | IMPORTS.  |            |              |           |                |           | EXPORTS.  |            |              |           |                |         |
|-------------------------------------|-----------|------------|--------------|-----------|----------------|-----------|-----------|------------|--------------|-----------|----------------|---------|
|                                     | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL.    | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL.  |
| Week ended 22nd November, 1888.     |           |            |              |           |                |           |           |            |              |           |                |         |
| Liverpool ... ..                    | 107,658   | 2,872      | ...          | 6,784     | ...            | 117,314   | 741       | ...        | 1,234        | 5         | 828            | 2,808   |
| London ... ..                       | ...       | ...        | 782          | ...       | 893            | 1,675     | 1,889     | ...        | 1,290        | ...       | 6              | 3,185   |
| Hull ... ..                         | 5,173     | ...        | ...          | ...       | ...            | 5,173     | 2,557     | ...        | 623          | ...       | 5              | 3,185   |
| Other Ports ... ..                  | 549       | ..         | ...          | ...       | 95             | 644       | 366       | ...        | 62           | ...       | ...            | 428     |
| Total ... ..                        | 113,380   | 2,872      | 782          | 6,784     | 988            | 124,806   | 5,553     | ...        | 3,209        | 5         | 839            | 9,606   |
| 47 Weeks ended 22nd November, 1888. |           |            |              |           |                |           |           |            |              |           |                |         |
| Liverpool ... ..                    | 2,241,099 | 263,945    | 209,639      | 157,954   | 57,545         | 2,930,182 | 122,990   | 6,900      | 71,939       | 5,157     | 14,166         | 221,152 |
| London ... ..                       | 1,282     | ...        | 166,362      | 17        | 4,031          | 171,692   | 4,154     | ...        | 179,725      | ...       | 1,394          | 185,273 |
| Hull ... ..                         | 53,007    | ...        | 11,803       | 2,769     | ...            | 67,579    | 78,016    | 6,185      | 24,687       | 4,091     | 5,416          | 118,395 |
| Other Ports .. ..                   | 27,246    | 4          | ...          | ...       | 1,959          | 29,209    | 21,637    | ...        | 2,180        | 30        | 1,396          | 25,243  |
| Total ... ..                        | 2,322,634 | 263,949    | 387,804      | 160,740   | 63,535         | 3,198,662 | 226,797   | 13,085     | 278,531      | 9,278     | 22,372         | 550,063 |

Dated November 23, 1888.

R. GIFFEN,  
Commercial Department, Board of Trade.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ended Saturday, the 17th day of November, 1888.

## PRIVATE BANKS.

| Name, Title, and Principal Place of Issue.   |                  |                                  |  |  |  |  | Average Amount. |
|--|------------------|----------------------------------|--|--|--|--|-----------------|
|  |                  |                                  |  |  |  |  | £               |
| Ashford Bank ... ..  | Ashford ...      | Pomfret and Co. ... ..           |  |  |  |  | 5790            |
| Aylesbury Old Bank ... ..  | Aylesbury ...    | Cobb and Co. ... ..              |  |  |  |  | 12621           |
| Baldock Bank and Baldock and }<br>Biggleswade Bank ... ..  | Biggleswade ...  | Wells, Hogge, and Co ... ..      |  |  |  |  | 9400            |
| Bedford Bank ... ..  | Bedford ...      | Barnard and Co. ... ..           |  |  |  |  | 18285           |
| Bicester and Oxfordshire Bank and }<br>Oxford Bank ... ..  | Bicester ...     | Tubb and Co. ... ..              |  |  |  |  | 8951            |
| Boston Bank ... ..   | Boston ...       | Garfit and Co. ... ..            |  |  |  |  | 31850           |
| Buckingham Bank ... ..   | Buckingham ...   | Bartlett and Co....              |  |  |  |  | 11528           |
| Bury and Suffolk Bank, Sudbury }<br>Bank, and Stowmarket Bank }  | Bury St. Edmunds | Oakes, Bevan, and Co. ...        |  |  |  |  | 19527           |
| Banbury Bank ... ..  | Banbury...       | J. C. and A. Gillett and Co. ... |  |  |  |  | 10198           |
| Banbury Old Bank ... ..  | Banbury...       | Cobb and Son ... ..              |  |  |  |  | 8708            |
| Pedfordshire Leighton Buzzard Bank   | Leighton Buzzard | Bassett, Son, and Co. ...        |  |  |  |  | 18137           |
| Brecon Old Bank ... ..   | Brecon ...       | Wilkins and Co. ... ..           |  |  |  |  | 10664           |
| Cambridge Bank ... ..  | Cambridge ...    | Mortlock and Co. ... ..          |  |  |  |  | 6562            |
| Cambridge and Cambridgeshire Bank  | Cambridge ...    | Messrs. Fosters ... ..           |  |  |  |  | 30864           |
| Canterbury Bank ... ..   | Canterbury ...   | Hammond and Co. ... ..           |  |  |  |  | 9546            |
| Colchester Bank ... ..   | Colchester ...   | Green and Co. ... ..             |  |  |  |  | 7154            |
| Colchester and Essex Bank, and }<br>Witham and Essex Bank, and }   | Colchester ..    | Mills and Co. ... ..             |  |  |  |  | 17206           |
| Hadleigh Suffolk Bank ... ..   |                  |                                  |  |  |  |  |                 |
| City Bank, Exeter ... ..   | Exeter ...       | Snow and Snow ... ..             |  |  |  |  | 5800            |
| Derby Bank ... ..  | Derby ...        | Samuel Smith and Co. ... ..      |  |  |  |  | 7603            |
| Darlington Bank, Durham Bank, }<br>and Stockton-on-Tees Bank }   | Darlington ...   | Backhouse and Co. ... ..         |  |  |  |  | 49176           |
| Devonport Bank ... ..  | Devonport ...    | Hodge and Co. ... ..             |  |  |  |  | 2870            |
| Dorchester Old Bank and Dorset- }<br>shire Bank... ..  | Dorchester ...   | Williams and Co. ... ..          |  |  |  |  | 22645           |
| East Riding Bank ... ..  | Beverley...      | Beckett and Co....               |  |  |  |  | 38905           |
| Essex Bank and Bishop's Stortford }<br>Bank ... ..   | Chelmsford ...   | Sparrow, Tufnell, and Co. ...    |  |  |  |  | 21705           |
| Exeter Bank ... ..   | Exeter ...       | Sanders and Co....               |  |  |  |  | 10767           |
| Faversham Bank ... ..  | Faversham ...    | Hilton and Co. ... ..            |  |  |  |  | 2581            |
| Godalming Bank ... ..  | Godalming ...    | Mellersh and Co. ... ..          |  |  |  |  | 4768            |
| Grantham Bank ... ..   | Grantham ...     | Hardy and Co. ... ..             |  |  |  |  | 9091            |
| Hull Bank and Kingston-upon-Hull }<br>Bank ... ..  | Hull ...         | Smith Brothers and Co. ...       |  |  |  |  | 9995            |
| Huntingdon Town and County Bank  | Huntingdon ...   | Veasey and Co. ... ..            |  |  |  |  | 14484           |
| Harwich Bank ... ..  | Harwich...       | Cox, Cobbold, and Co. ...        |  |  |  |  | 1991            |
| Hertfordshire, Hitchin Bank ...  | Hitchin ...      | Sharpley and Co. ... ..          |  |  |  |  | 18585           |
| Ipswich Bank ... ..  | Ipswich ..       | Bacon and Co. ... ..             |  |  |  |  | 11842           |
| Ipswich and Needham Market Bank, }<br>Suffolk, Hadleigh Bank, Man- }<br>ningtree and Mistley Bank, and } | Ipswich ..       | Gurneys, Alexanders, and Co. ... |  |  |  |  | 27385           |
| Woodbridge Bank... ..  |                  |                                  |  |  |  |  |                 |
| Kentish Bank ... ..  | Maidstone ...    | Wigan, Mercer, and Co. ...       |  |  |  |  | 10223           |
| Kington and Radnorshire Bank ...   | Kington ..       | Davies and Co. ... ..            |  |  |  |  | 15837           |
| Kendal Bank ... ..   | Kendal ...       | Wakefield, Crewdson, and Co....  |  |  |  |  | 45235           |
| Leeds Bank .. ..   | Leeds ...        | Beckett and Co. ... ..           |  |  |  |  | 55284           |
| Leeds Union Bank ... ..  | Leeds ...        | Wm. Wms. Brown and Co. ...       |  |  |  |  | 27525           |
| Leicester Bank ... ..  | Leicester ...    | T. and T. T. Paget ... ..        |  |  |  |  | 10149           |
| Lincoln Bank ... ..  | Lincoln ...      | Smith, Ellison, and Co....       |  |  |  |  | 60914           |

| Name, Title, and Principal Place of Issue.  |                    |  |     |     |           | Average Amount. |
|---|--------------------|--|-----|-----|-----------|-----------------|
|   |                    |  |     |     |           | £               |
| Llandovery Bank, Lampeter Bank, and Llandilo Bank ...   | Llandovery ...     | D. Jones and Co. ...                     | ... | ... | ...       | 20552           |
| Lymington Bank ...  | Lymington ...      | St. Barbe and Co. ...                    | ... | ... | ...       | 917             |
| Lynn Regis and Lincolnshire Bank ...  | Lynn Regis ...     | Gurneys and Co. ...                      | ... | ... | ...       | 17865           |
| Lynn Regis and Norfolk Bank ...   | Lynn Regis ...     | Jarvis and Co. ...                       | ... | Not | received. |                 |
| Macclesfield Bank ...   | Macclesfield ...   | Brocklehurst and Co. ...                 | ... | ... | ...       | 3804            |
| Miners' Bank ...  | Truro ...          | Willyams and Co. ...                     | ... | ... | ...       | 8449            |
| Monmouth Old Bank ...   | Monmouth ...       | Bromage and Co. ...                      | ... | ... | ...       | 1121            |
| Newark Bank ...   | Newark ...         | Samuel Smith and Co. ...                 | ... | ... | ...       | 8678            |
| Newark and Sleaford Bank, and Sleaford and Newark Bank ...  | Sleaford ..        | Handley, Peacock, and Co. ...            | ... | ... | ...       | 16666           |
| Newbury Bank ...  | Newbury ...        | Sloccock, Matthews, and Co. ...          | ... | ... | ...       | 5495            |
| Newmarket Bank ...  | Newmarket ...      | Hammond and Co. ...                      | ... | ... | ...       | 8839            |
| Norwich and Norfolk and Fakenham Banks ...  | Norwich ...        | Gurneys, Birkbecks, and Co. ...          | ... | ... | ...       | 46784           |
| Naval Bank, Plymouth ...  | Plymouth ...       | Harris, Bulteel, and Co. ...             | ... | ... | ...       | 7730            |
| New Sarum Bank ...  | Sarum ...          | Pinckney Brothers ...                    | ... | ... | ...       | 2908            |
| Nottingham Bank ...   | Nottingham ...     | Samuel Smith and Co. ...                 | ... | ... | ...       | 21091           |
| Oswestry Bank and Oswestry Old Bank ...   | Oswestry ...       | Croxon and Co....                        | ... | ... | ...       | 3999            |
| Oxford Old Bank ...   | Oxford ...         | Parsons and Co. ...                      | ... | ... | ...       | 20231           |
| Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank ... | Tonbridge ...      | Beechings and Co. ...                    | ... | ... | ...       | 9200            |
| Oxfordshire Witney Bank ...   | Witney ...         | Gilletts and Clinch ..                   | ... | ... | ...       | 2881            |
| Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank ...   | Hull ...           | Pease and Sons ...                       | ... | ... | ...       | 35717           |
| Penzance Bank ...   | Penzance ...       | Batten and Co. ...                       | ... | ... | ...       | 2741            |
| Reading Bank ...  | Reading ...        | Simonds and Co. ...                      | ... | ... | ...       | 14349           |
| Reading Bank ...  | Reading ...        | Stephens, Blandy, and Co ...             | ... | ... | ...       | 12135           |
| Richmond Bank ...   | Richmond ...       | Roper and Co. ...                        | ... | ... | ...       | 4499            |
| Royston Bank ...  | Royston ...        | Fordham and Co. ...                      | ... | ... | ...       | 4683            |
| Rye Bank ...  | Rye ...            | Curteis, Pomfret, and Co. ...            | ... | ... | ...       | 2851            |
| Saffron Walden and North Essex Bank ...   | Saffron Walden ... | Gibson, Tuke, and Co. ...                | ... | ... | ...       | 9580            |
| Scarborough Old Bank ...  | Scarborough ...    | Woodall and Co. ...                      | ... | ... | ...       | 12821           |
| Salop Old Bank ...  | Shrewsbury ...     | Eyton and Co. ...                        | ... | ... | ...       | 14692           |
| Stamford and Rutland Bank ...   | Stamford ...       | Eaton, Cayley, and Co....                | ... | ... | ...       | 9042            |
| Tavistock Bank ...  | Tavistock ...      | Gill, Morshead, and Co. ...              | ... | ... | ...       | 4842            |
| Thornbury Bank ...  | Thornbury ..       | Harwood and Co. ...                      | ... | ... | ...       | 3961            |
| Tring Bank and Chesham Bank ...   | Tring ...          | Butcher and Sons ..                      | ... | ... | ...       | 9133            |
| Uxbridge Old Bank ...   | Uxbridge ...       | Woodbridge, Lacy, and Co. ...            | ... | ... | ...       | 3732            |
| Wallingford Bank ...  | Wallingford ...    | Hedges, Wells, and Co. ...               | ... | ... | ...       | 1909            |
| Wellington Somerset Bank ...  | Wellington ...     | Fox, Fowler, and Co. ...                 | ... | ... | ...       | 3352            |
| West Riding Bank, Wakefield, and Pontefract Bank ...  | Wakefield ..       | Leatham, Tew, and Co. ...                | ... | ... | ...       | 26475           |
| Whitby Old Bank ...   | Whitby ...         | Simpson, Chapman, and Co. ...            | ... | ... | ...       | 5405            |
| Winchester, Alresford, and Alton Bank ...   | Winchester ...     | Bulpett and Co. ...                      | ... | ... | ...       | 952             |
| Weymouth Old Bank and Dorchester Bank ...   | Weymouth ...       | Elliot and Co. ...                       | ... | ... | ...       | 6285            |
| Wisbech and Lincolnshire Bank ...   | Wisbech ...        | Gurney and Co. ...                       | ... | ... | ...       | 18989           |
| Wiveliscombe Bank ...   | Wiveliscombe ...   | W. Hancock and Son ...                   | ... | ... | ...       | 583             |
| Worcester Old Bank and Tewkesbury Old Bank ...  | Worcester ...      | Berwick, Lechmere, and Co. ...           | ... | ... | ...       | 21144           |
| Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank ...  | Yarmouth ...       | Gurneys, Birkbeck, and Co. ...           | ... | ... | ...       | 21182           |
| Yarmouth, Norfolk, and Suffolk Bank ...   | Great Yarmouth     | Youell and Sir E. B. K. Lacon, Bart. ... | ... | ... | ...       | 5250            |

## JOINT STOCK BANKS.

| Name, Title, and Principal Place of Issue.  |     |     |     |     |                          |     |               | Average Amount. |
|---|-----|-----|-----|-----|--------------------------|-----|---------------|-----------------|
|   |     |     |     |     |                          |     |               | £               |
| Bank of Westmorland ... ..  | ... | ... | ... | ... | Kendal ... ..            | ... | ...           | 11039           |
| Barnsley Banking Company Limited ... ..   | ... | ... | ... | ... | Barnsley ... ..          | ... | ...           | 5476            |
| Bradford Banking Company Limited ... ..   | ... | ... | ... | ... | Bradford ... ..          | ... | ...           | 25682           |
| Bank of Whitehaven Limited ... ..   | ... | ... | ... | ... | Whitehaven ... ..        | ... | ...           | 21610           |
| Bradford Commercial Banking Company Limited ... ..                                  | ... | ... | ... | ... | Bradford ... ..          | ... | ...           | 17022           |
| Burton, Uttoxeter, and Ashbourne Union Bank Limited...                              | ... | ... | ... | ... | Burton-upon-Trent ... .. | ... | ...           | 22084           |
| Cumberland Union Banking Company Limited ..   | ... | ... | ... | ... | Carlisle ... ..          | ... | ...           | 36497           |
| Coventry Union Banking Company ... ..   | ... | ... | ... | ... | Coventry ... ..          | ... | ...           | 5688            |
| County of Gloucester Banking Company Limited ...                                    | ... | ... | ... | ... | Cheltenham ... ..        | ... | ...           | 47009           |
| Carlisle and Cumberland Banking Company Limited ...                                 | ... | ... | ... | ... | Carlisle ... ..          | ... | ...           | 24063           |
| Carlisle City and District Bank Limited ... ..                                      | ... | ... | ... | ... | Carlisle ... ..          | ... | ...           | 19351           |
| Derby and Derbyshire Banking Company Limited ...                                    | ... | ... | ... | ... | Derby ... ..             | ... | ...           | 8589            |
| Halifax Joint Stock Banking Company Limited...                                      | ... | ... | ... | ... | Halifax ... ..           | ... | ...           | 16222           |
| Huddersfield Banking Company Limited ... ..   | ... | ... | ... | ... | Huddersfield ... ..      | ... | ...           | 28851           |
| Hull Banking Company Limited ... ..   | ... | ... | ... | ... | Hull ... ..              | ... | ...           | 30189           |
| Halifax Commercial Banking Company Limited...                                       | ... | ... | ... | ... | Halifax ... ..           | ... | ...           | 10995           |
| Halifax and Huddersfield Union Banking Company Limited                              | ... | ... | ... | ... | Halifax ... ..           | ... | ...           | 15337           |
| Knaresborough and Claro Banking Company Limited ...                                 | ... | ... | ... | ... | Knaresborough ... ..     | ... | ...           | 21589           |
| Lancaster Banking Company ... ..  | ... | ... | ... | ... | Lancaster ... ..         | ... | ...           | 62377           |
| Leicestershire Banking Company Limited ... ..                                       | ... | ... | ... | ... | Leicester ... ..         | ... | ...           | 42943           |
| Lincoln and Lindsey Banking Company Limited...                                      | ... | ... | ... | ... | Lincoln ... ..           | ... | ...           | 46212           |
| Leamington Priors and Warwickshire Banking Company Limited ... ..                   | ... | ... | ... | ... | Leamington Priors ... .. | ... | ...           | 2121            |
| Moore and Robinson's Nottinghamshire Banking Company Limited ... ..                 | ... | ... | ... | ... | Nottingham ... ..        | ... | ...           | 16086           |
| Nottingham and Nottinghamshire Banking Company Limited ... ..                       | ... | ... | ... | ... | Nottingham ... ..        | ... | ...           | 24603           |
| Northamptonshire Banking Company Limited ... ..                                     | ... | ... | ... | ... | Northampton ... ..       | ... | ...           | 10115           |
| North and South Wales Bank Limited ... ..   | ... | ... | ... | ... | Liverpool ... ..         | ... | ...           | 55407           |
| Pares's Leicestershire Banking Company Limited ...                                  | ... | ... | ... | ... | Leicester... ..          | ... | ...           | 31509           |
| Sheffield Banking Company Limited ... ..  | ... | ... | ... | ... | Sheffield ... ..         | ... | ...           | 22656           |
| Stamford, Spalding, and Boston Banking Company Limited                              | ... | ... | ... | ... | Stamford ... ..          | ... | ...           | 39215           |
| Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank... .. | ... | ... | ... | ... | Langport ... ..          | ... | ...           | 177296          |
| Sheffield and Hallamshire Banking Company ... ..                                    | ... | ... | ... | ... | Sheffield... ..          | ... | ...           | 12541           |
| Sheffield and Rotherham Joint Stock Banking Company Limited ... ..                  | ... | ... | ... | ... | Sheffield... ..          | ... | ...           | 21074           |
| Swaledale and Wensleydale Banking Company Limited ...                               | ... | ... | ... | ... | Richmond ... ..          | ... | ...           | 43710           |
| Wolverhampton and Staffordshire Banking Company Limited ... ..                      | ... | ... | ... | ... | Wolverhampton ... ..     | ... | ...           | 5105            |
| Wakefield and Barnsley Union Bank Limited ... ..                                    | ... | ... | ... | ... | Wakefield ... ..         | ... | ...           | 10379           |
| Whitehaven Joint Stock Banking Company Limited ...                                  | ... | ... | ... | ... | Whitehaven ... ..        | ... | ...           | 22175           |
| Wilts and Dorset Banking Company Limited ... ..                                     | ... | ... | ... | ... | Salisbury ... ..         | ... | ...           | 58041           |
| West Riding Union Banking Company Limited ... ..                                    | ... | ... | ... | ... | Huddersfield ... ..      | ... | ...           | 20502           |
| Worcester City and County Banking Company Limited...                                | ... | ... | ... | ... | Worcester ... ..         | ... | Not received. |                 |
| York Union Banking Company Limited ... ..   | ... | ... | ... | ... | York ... ..              | ... | ...           | 69342           |
| York City and County Banking Company Limited ...                                    | ... | ... | ... | ... | York ... ..              | ... | ...           | 94818           |
| Yorkshire Banking Company Limited ... ..  | ... | ... | ... | ... | Leeds ... ..             | ... | ...           | 117649          |

Inland Revenue Office, November 24, 1888.

J. S. PURCELL, Registrar of Bank Returns.

In Parliament.—Session 1889.

West Metropolitan Tramways.

(Further Powers to West Metropolitan Tramways Company; Power to Construct new Tramways, and to Abandon Portions of Existing Tramways; Purchase of Land by Compulsion or Agreement; Provisions as to Capital; Power to Company to lay down and Work Tramways to be authorised; Removal of Portions of Existing Tramways; Power to Work by Steam or other Mechanical Power or by Cable or Electric Power; Power to Levy Tolls, and to alter Existing Tolls; Agreements with Local and other Authorities; Amendment of Acts and Orders; and other purposes).

**N**OTICE 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 all or some of the following purposes, that is to say:—

To authorise the Company to construct, maintain, and work the several tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith respectively, that is to say:—

(Where in the description in this notice of any of the proposed tramways reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction (as the case may be) is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads, and, if needs be, produced, would intersect each other, and where reference is made to a building or house the measurement is taken from a point in the centre line of tramway from which a perpendicular line would cut the particular portion of the building mentioned. All measurements are taken along the centre line of the proposed tramway.)

Tramway No. 1, situate wholly in the parish of Acton, commencing by a junction with the Company's existing tramways in Uxbridge-road, at a point 1.60 chain west of the intersection of Grove-road, passing thence westward along Uxbridge-road, and terminating in that part of Uxbridge-road, known as High-street, Acton, at a point therein 1.50 chain west of the intersection of Church-road.

Tramway No. 1 will be a single line of tramway except at the following place, where it will be a double line:—

In Uxbridge-road from a point 3 chains east of the intersection of Church-road for a distance of 3 chains to the west.

Tramway No. 2, situate partly in the parish of Acton and partly in the parish of Ealing, commencing at the termination of Tramway No. 1 in High-street, Acton, at a point therein 1.50 chain west of the intersection of Church-road, passing thence westward along High-street, Acton, Acton-hill, Uxbridge-road, High-street, and Broadway, Ealing, and terminating in Uxbridge-road East, at a point 4.50 chains west of the intersection of Spring Bridge-road therewith.

Tramway No. 2 will be a single line of tramway, except at the following places, where it will be a double line:—

In High-street, Acton, from a point 1 chain west of the intersection of King-street for a distance of 3 chains to the west; in Acton-hill from a point opposite the north-

west corner of the Red Lion public-house for a distance of 3 chains to the west; in Uxbridge-road from a point opposite the intersection of Wegg-avenue, otherwise Green-lane, for a distance of 3 chains to the west; also from a point 1 chain west of the western entrance approach to Ellesmere Villa for a distance of 3 chains to the west; also from a point 0.50 chain west of the intersection of Hanger-lane, otherwise Hanger-road, Ealing Common, for a distance of 3 chains to the west; in High-street, Ealing, otherwise Uxbridge-road, from a point opposite the intersection of Hamilton-road, for a distance of 3 chains to the west; also from a point opposite the eastern entrance to the Ealing Local Board of Health offices for a distance of 3 chains to the west; in Uxbridge-road East from a point 0.40 chain west of the intersection of Spring Bridge-road for a distance of 3 chains to the west.

Tramway No. 3, situate partly in the parish of Ealing, and partly in the parish of Hanwell, commencing in the Uxbridge-road at the point of termination of Tramway No. 2, at a point 4.50 chains west of the intersection of Spring Bridge-road, passing thence westward along Uxbridge-road, and terminating therein at a point opposite the refuge and lamp-post facing Boston-road.

Tramway No. 3 will be a single line of tramway, except at the following places, where it will be a double line:—

In Uxbridge-road East from a point 3 chains east of the north-eastern corner of Warden Villa for a distance of 3 chains to the west; also from a point opposite the intersection of Denmark-road for a distance of 3 chains to the west; also from a point 0.50 chain west of the intersection of Bedford-road for a distance of 3 chains to the west; also from a point opposite the intersection of Brownlow-road for a distance of 3 chains to the west; also from a point opposite the entrance to Saint George's Cemetery for a distance of 3 chains to the west; also from a point 6.50 chains east of the termination of the tramway for a distance of 6 chains to the west.

Tramway No. 4, situate partly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, partly in the parish of Saint Mary Abbott's, Kensington, and partly in the parish of Paddington, commencing by a junction with the Company's existing tramways in Uxbridge-road at a point 0.75 chain east of the intersection of Richmond-road, passing thence eastward along Uxbridge-road, and northward along Norland-road, Norland-road North, Latimer-road, Bramley-road, eastward along Lancaster-road, southward along Ladbroke-grove, eastward along Cornwall-road, Westbourne Park-road West, otherwise Cornwall-road and Westbourne Park Villas, southward along Porchester-road, and terminating therein at a point opposite the intersection of Gloucester-crescent therewith.

Tramway No. 4 will be a single line of tramway, except at the following places, where it will be a double line:—

In Uxbridge-road from its commencement for a distance of 0.50 chain to the east; in Uxbridge-road and Norland-road at a point 2.30 chains from the commence-

ment of the tramway for a distance of 2·50 chains to the north; in Norland-road from a point 1 chain south of the intersection of St. George's-road for a distance of 3 chains to the north; in Latimer-road from a point opposite the intersection of Lower St. James'-road or Boundary-road for a distance of 3 chains to the north; also from a point opposite the intersection of Stebbing-street for a distance of 2·50 chains to the north; also from a point 1 chain south of the pillar box opposite the "Pillar Box" Provision Stores for a distance of 2·50 chains to the north; in Latimer-road and Bramley-road between points 0·50 chain south of the south-west corner of the Trafalgar Tavern, and 0·20 chain south of the intersection of Lancaster-road; in Lancaster-road from a point 0·50 chain east of the intersection of Barandon-street for a distance of 3 chains to the east; also from a point 0·50 chain east of the intersection of Fowell-street for a distance of 3 chains to the east; also from a point 0·50 chain east of the intersection of St. Mark's-road for a distance of 2·50 chains to the east; in Iadbroke-grove between points respectively 0·20 chain south of the intersection of Lancaster-road and 0·20 chain north of the intersection of Cornwall-road; in Cornwall-road from a point 1 chain west of the intersection of Basing-road for a distance of 2·50 chains to the east; also from a point 0·20 chain west of the intersection of Boundary-mews for a distance of 2·50 chains to the east; in Cornwall-road, otherwise Westbourne Park-road West, from a point 0·30 chain west of the intersection of Great Western-road for a distance of 2·50 chains to the east; also from a point opposite the western corner of St. Stephen's Schools for a distance of 3 chains to the east; in Porchester-road from a point 2 chains south of Westbourne Park Villas for a distance of 2·50 chains to the south.

Tramway No. 5, situate wholly in the parish of Paddington, commencing by a junction with the termination of Tramway No. 4, in Porchester-road, at a point opposite the intersection of Gloucester-crescent, passing thence southward along Porchester-road, and terminating therein at a point 1 chain north of the intersection of Bishop's-road.

Tramway No. 5 will be a single line of tramway for its whole length.

Tramway No. 5A, situate wholly in the parish of Paddington, commencing by a junction with Tramway No. 5, in Porchester-road, at a point 2·75 chains south of the commencement of that tramway, passing thence westward along Westbourne Park-terrace, otherwise Pickering-place, southward along Pickering-place, and terminating therein at a point 1 chain north of the intersection of Westbourne Grove.

Tramway No. 5A will be a single line of tramway, except at the following place, where it will be a double line:—

In Pickering-place from a point 1 chain north of the termination of the tramway for a distance of 4·50 chains to the north.

Tramway No. 6, situate partly in the parish of Acton, and partly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramway in the Uxbridge-road, at a point 0·50 chain west of the intersection of Askew-

road, passing thence southward along Askew-road, eastward along Goldhawk-road, crossing the Company's existing tramways in that road, southward along Paddenswick-road, Church-road, and Lamington-street, and terminating in Glenthorne-road, by a junction with the Company's existing tramways at a point 1 chain east of the intersection of Lamington-street therewith.

Tramway No. 6 will be a single line of tramway, except at the following places, where it will be a double line:—

In Uxbridge-road and Askew-road from the commencement of the tramway for a distance of 5 chains to the south; in Askew-road from a point 2 chains north of the intersection of Becklow-road, W., for a distance of 2·50 chains to the south; also from a point 1·80 chain north of the intersection of Bassein Park-road for a distance of 2·50 chains to the south; also from a point 0·50 chain north-west of the intersection of Percy-road for a distance of 2·50 chains to the south; in Askew-road and Goldhawk-road from a point opposite the south-west corner of No. 266, Askew-road for a distance of 2·50 chains to the south-east; in Paddenswick-road from a point opposite the south-east corner of No. 36, Paddenswick-road for a distance of 2·50 chains to the south; in Paddenswick-road and Church-road from a point 3 chains south of the intersection of Shaftesbury-road for a distance of 7·50 chains to the south; in Lamington-street and Glenthorne-road from the termination of the tramway for a distance of 3 chains to the west and north.

Tramway No. 7, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramway in Glenthorne-road, at a point 0·50 chain west of the intersection of Overstone-road, passing thence eastwardly along Glenthorne-road, southwardly along the Grove, and terminating in Beadon-road at a point 0·20 chain east of the intersection of the Grove therewith.

Tramway No. 7 will be a single line of tramway for its whole length.

Tramway No. 8, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing by a junction with the Company's existing tramway in Beadon-road, at a point opposite the north-eastern corner of the Swan public-house, passing eastward into the Broadway, and terminating therein at a point opposite the north-east corner of the Metropolitan District Railway Station.

Tramway No. 8 will be a single line of tramway for its whole length.

Tramway No. 9, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing by a junction with Tramway No. 8 at a point 1·50 chain west of the termination of the said Tramway No. 8 in the Broadway, and passing in a westward direction to a point of junction with the Company's existing tramway 0·20 chain west of the south-east corner of the Swan public-house.

Tramway No. 9 will be a single line of tramway for its whole length.

Tramway No. 10, situate partly in the parish of Hammersmith, otherwise St. Peter and



St. Paul, Hammersmith, and partly in the parish of Fulham, commencing by a junction with Tramway No. 8 in the Broadway at a point opposite the north-eastern side of the Metropolitan District Railway Station, and passing thence eastward into and along King-street East and Hammersmith-road, and terminating therein at a point 0.50 chain west of the intersection of William-street therewith.

Tramway No. 10 will be a double line of tramway for its whole length.

Tramway No. 11, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing and terminating by junctions with the Company's existing tramways in King-street West, at points respectively 1 chain east and 1.50 chain west of the Grove.

Tramway No. 11 will be a double line of tramway for its whole length.

Tramway No. 12, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing and terminating by junctions with the Company's existing tramway in King-street West, at the point of intersection of Angel-road, and a point 4 chains to the west thereof respectively.

Tramway No. 12 will be a double line of tramway for its whole length.

Tramway No. 13, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing and terminating by junctions with the Company's existing tramways in King-street West, at a point opposite the entrance to the shop No. 128, and a point 2.50 chains to the west thereof.

Tramway No. 13 will be a double line of tramway for its whole length.

Tramway No. 14, situate wholly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, commencing and terminating by junctions with the Company's existing tramways in King-street West, at points respectively at the intersection of Dalling-road, and 0.15 chain west of the west side of Rivercourt-road.

Tramway No. 14 will be a double line of tramway for its whole length.

Tramway No. 15 situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramway in High-road, Chiswick, between points respectively 1.25 chain east of the entrance to the tramway depôt, and opposite the western side of Brackley-road.

Tramway No. 15 will be a double line of tramway for its whole length.

Tramway No. 16, situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramways in High-road, Chiswick, between points respectively 0.60 chain east of the eastern side of Turnham Green-terrace and opposite the western side of Fisher's-lane.

Tramway No. 16 will be a double line of tramway for its whole length.

Tramway No. 17, situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramways in High-road, Chiswick, between points respectively opposite the eastern side of Holly-road, and 1.60 chain east of the fountain at the side of the road leading to Christ Church, Turnham Green.

Tramway No. 17 will be a double line of tramway for its whole length.

Tramway No. 18, situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramway in High-road, Chiswick, 0.30 chain west of the fountain at the side of the road leading to Christ Church, Turnham Green, and 0.52 chain west of Chiswick-road.

Tramway No. 18 will be a double line of tramway for its whole length.

Tramway No. 19, situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramways in High-road, Chiswick, at points respectively 3.40 chains east of Marlborough-road, and 2.94 chains east of the entrance to the John Bull public-house.

Tramway No. 19 will be a double line of tramway for its whole length.

Tramway No. 20, situate wholly in the parish of Chiswick, commencing and terminating by junctions with the Company's existing tramways at points respectively 1.30 chain east of the John Bull public-house and 1.38 chain west of the western side of Cambridge-road.

Tramway No. 20 will be a double line of tramway for its whole length.

Tramway No. 21, situate partly in the parish of Chiswick and partly in the parish of Ealing, commencing and terminating by junctions with the Company's existing tramways in High-road, Chiswick, at points respectively 1.14 chain east of the eastern side of Clarence-road and 3.66 chains west of the sixth London mile post.

Tramway No. 21 will be a double line of tramway for its whole length.

Tramway No. 22, situate partly in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, and partly in the parish of Acton, commencing in Uxbridge-road, by a junction with the Company's existing tramways, at a point opposite the intersection of Richmond-gardens, thence passing westward along Uxbridge-road, the Vale-grove, and terminating in the Uxbridge-road by a junction with the Company's existing tramways at the intersection of Birkbeck-road therewith.

Tramway No. 22 will be a double line of tramway for its whole length.

So much of the authorised tramways as are constructed between the points of commencement and termination of Tramways Nos. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22 above described will be removed for the purpose of laying the aforesaid new tramways.

The proposed tramways will be made and pass from, in, through, or into the following parishes, districts, or extra-parochial places, or some of them, that is to say: Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, Kensington, Paddington, Fulham, Acton, Ealing, Chiswick, and Hanwell, all in the county of Middlesex.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path on the side or sides of the said streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1. In Uxbridge-road from a

point 2.40 chains from the commencement of the tramway for a distance of 3.40 chains to the west on both sides; also between points 0.50 chain and 2.80 chains east of the intersection of Church-road on both sides.

Tramway No. 2. In High-street, Acton, otherwise Uxbridge-road, from a point opposite the south-east corner of the King's Head Inn, for a distance of 3.50 chains to the west on both sides; in Acton-hill, otherwise Uxbridge-road, from a point opposite the north-western corner of the Red Lion public-house for a distance of 0.90 chain to the west on both sides; in Uxbridge-road from a point 0.10 chain west of the intersection of Wegg-avenue for a distance of 2.80 chains to the west on both sides; also from a point 1.10 chain west of the western entrance approach to Ellesmere Villa for a distance of 2.80 chains to the west on both sides.

Tramway No. 3. In Uxbridge-road East, from a point 2.90 chains east of the north-eastern corner of Warden Villa for a distance of 2.90 chains to the west on both sides; also from a point 0.60 chain west of the intersection of Bedford-road, for a distance of 2.80 chains to the west on both sides; also from a point opposite the intersection of Brownlow-road for a distance of 2.90 chains to the west on both sides; also from a point opposite the entrance to St. George's Cemetery for a distance of 2.90 chains to the west on the south side.

Tramway No. 4. In Latimer-road, between points 0.30 chain and 1.40 chain southward from the intersection of Hunt-street on both sides; also from a point 0.30 chain north of the pillar box opposite the Pillar Box Provision Stores for a distance of 1.20 chain to the north on both sides; in Bramley-road, for the whole length of the tramway therein on both sides; in Lancaster-road, from a point 0.60 chain east of the intersection of Barandon-street for a distance of 3 chains to the east on both sides; also from a point 0.60 chain east of the intersection of St. Mark's-road, for a distance of 2.30 chains to the east on both sides; in Cornwall-road, from a point 0.90 chain west of the intersection of Basing-road, for a distance of 2.30 chains to the east on both sides.

Tramway No. 5A. In Westbourne Park-terrace, otherwise Pickering-place, for the whole length thereof on both sides; also in Pickering-place, from a point 1 chain north of the termination of the tramway for the whole length thereof to the north on both sides.

Tramway No. 6. In Askew-road, from a point 2 chains north of the intersection of Becklow-road W., for a distance of 2 chains to the south on both sides; also from a point opposite the south side of police station for a distance of 1 chain to the south on both sides; in Paddenswick-road, from a point 3 chains south of the intersection of Shaftesbury-road for a distance of 5 chains to the south on both sides; in Glenthorne-road, from the termination of the tramway to a point in Lamington-street 2 chains north of the intersection of Glenthorne-road, on both sides.

Tramway No. 10. In Hammersmith-road, between points opposite Nos. 176 and 180 respectively on the north side.

Tramway No. 12. In King-street West for its whole length on both sides.

Tramway No. 13. In King-street West for its whole length on both sides.

Tramway No. 19. In High-road, Chiswick, between points respectively 1.36 chain and 2.36 chains east of the bridge over the Kensington, Hammersmith, and Richmond Railway on both sides.

Tramway No. 22. In Uxbridge-road, between points respectively 1.60 chain and 8 chains east of the south-west corner of the Beaumont Arms on the south side. In Uxbridge-road from a point under the centre of the bridge carrying the North and South Western Junction Railway over the said road, for a distance of 0.39 chain to the west and 0.48 chain to the east respectively on both sides.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To enable the Company to employ cable, steam, or other mechanical or electric power for moving carriages, trucks, and vehicles of every description on their tramways either by means of ropes, cables, or wires laid above or below the surface of the ground in connection with stationary engines or otherwise, and for that purpose and for any purposes appurtenant or ancillary thereof, to lay down on, in, or under the surface of any street, road, or place, such tubes, wires, plates, or apparatus, and to make and maintain such openings, tubes, or ways in or under any such surface as may be necessary either for the actual working of the tramways or for providing access to or in connection with any stationary engines or apparatus for working such ropes, cables, or wires.

To empower the Company to acquire by compulsion or agreement, and to hold or to take easements over lands, houses, and buildings for the purposes of the authorised and proposed tramways and works, and to erect buildings, offices, or other conveniences thereon, and to dispose by way of sale, letting, or otherwise of any lands, buildings, and hereditaments acquired or erected by them.

To enable the Company to make the following works, or some of them, or some part or parts thereof:—

To widen the northern side of the Uxbridge-road, otherwise High-street, Acton, in the parish of Acton, from the south-eastern corner of the King's Head public-house for a distance of 33 yards or thereabouts to the west.

To widen the roadway on the northern side of Westbourne Park-terrace, otherwise known as Pickering-place, in the parish of Paddington, from the corner of Porchester-road for a distance of 83 yards to the west.

To authorise or to authorise and require 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 works as may be necessary or convenient for 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 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

highways, public and private roadways, footways, watercourses, bridges, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

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, 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 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 prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company, with carriages having flange wheels, or otherwise suitable or adapted to run upon the tramways, and to authorise and give effect to agreements between the Company, and any other person or corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf, on all such other persons or corporations.

To enable the Company and any body corporate or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or 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, or any part thereof.

To enable the Company to levy tolls, rates, and charges for the use of the authorised and proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges, and any exemptions therefrom.

To incorporate in the Bill, and to confer upon the Company all or some of the powers and 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 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 Tramways Act, 1870, and will enable the Company to exercise the powers granted by the West Metropolitan Tramways Act, 1882, and any other Acts and any Orders of the Board of Trade directly or indirectly relating to the undertaking of the West Metropolitan Tramways Company.

To alter and regulate the capital of the Company and its distribution into shares and its appropriation among the shareholders, and to empower the Company to raise further money for the purposes of the Bill, and for the general purposes of their undertaking by the creation and issue of new shares and stock with or with-

out a preferential or guaranteed dividend or other rights or privileges attached thereto, and by borrowing on mortgage and bond, and by the creation of debenture stock, or by any or either of those means, and to enable the Company to divide all or some of the shares of their capital into half shares, and to attach to some of such half shares a preference or priority in the payment of dividend or interest or other special rights or privileges.

To rearrange the existing (share and loan) capital of the Company as to the several classes and amounts thereof, and to fix, vary, or regulate the same, and the classes and amounts which may be substituted for the same under the provisions of the Bill, and to sanction all necessary arrangements or agreements made or to be made in that behalf.

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

On or before the 30th day of November, 1888, duplicate plans and sections of the tramways and works proposed to be authorised by the Bill, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex at his office at the Sessions House, Clerkenwell, in the said 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 and extra-parochial place in or through which the said tramways 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 the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, with the clerk of the Hammersmith Vestry, at his office at Broadway House, the Broadway, Hammersmith; in the case of the parish of Fulham, with the vestry clerk of that parish at his office, Walham Green; in the case of the parish of Kensington, with the vestry clerk of that parish at his office at the Town Hall, Kensington; and in the case of the parish of Paddington, with the vestry clerk of that parish at the Vestry Office, Harrow-road, Paddington; in the case of every other parish with the parish clerk thereof, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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.

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents.

In Parliament—Session 1889.

Bute Docks, Cardiff.

(Working and other Agreements between the Bute Docks and Taff Vale Railway Companies; Lease of Bute Docks Company's Undertaking to the Taff Vale Railway Company; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Bute Docks Company

(hereinafter called the Company); for leave to bring in a Bill (hereinafter called the Bill) for all or some of the purposes following, that is to say:—

To empower the Company and the Taff Vale Railway Company (hereinafter called the Taff Vale Company), with the sanction of the shareholders of their respective Companies, from time to time to enter into and carry into effect and rescind agreements with respect to the construction, use, working, management, and maintenance by the Taff Vale Company of the undertaking of the Company (including, amongst other things, all docks, railways, canals, piers, ferries, gasworks, and other works and conveniences connected therewith), or any part of parts thereof respectively; the exercise and enjoyment by the Taff Vale Company of the rights, powers, and privileges of the Company, whether in relation to their own undertaking or the undertakings of any other Company; the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways, docks, or undertakings of the said two Companies or either of them; the supply and maintenance of engines, stock, and plant, the levying, varying, fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, rents, income, and profits arising from the respective undertakings, and works of the said two Companies, or either of them or any part thereof; the rebates and allowances to be made by the said two Companies to each other; the appointment of directors or persons as a joint committee for the management and working of the undertakings of the respective Companies or either of them, or the joint interests thereof; with all necessary powers; the settlement of disputes, and the employment of officers and servants; and to confer upon the Taff Vale Company, or the Company, all such powers as may be necessary to give full force and effect to any such agreement.

To authorize (with the sanction of shareholders as aforesaid) the Company to lease, either in perpetuity or for a limited period, their undertaking (including, as aforesaid, as well as all lands, property, real and personal estate, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof vested in or belonging to or enjoyed by the Company, or which they are authorized to construct, and either before or after the completion thereof, to the Taff Vale Company, and to authorize the Taff Vale Company to take such lease, upon such terms and conditions, or such consideration and at such periods as may be agreed upon or be prescribed in the Bill, and to authorize and empower the lessees during the continuance of any such lease to exercise and enjoy, perform, fulfil, and discharge all or some of the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether in relation to their own undertaking or to the undertaking of any other Company, body, or person, and whether with reference to the purchase or sale of lands or 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 make provision for and as to the payment, distribution, and application of the consideration or other moneys payable to the Company under or in respect of any such lease, or arising under any agreement to be entered into under the powers of the Bill.

To sanction and confirm, and give effect to any

agreement or lease which may be made prior to the passing of the Bill between the Company and the Taff Vale Company with reference to all or any of the matters mentioned in this notice or the other objects and purposes of the Bill.

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

To enable the Company to allow priority to the shipment of goods for Her Majesty's service.

To alter, amend, extend, or repeal so far as may be necessary for the purposes of the Bill, some or any of the provisions of the Acts following, that is to say:—

The Bute Docks Acts, 1865 to 1888, and all other Acts relating to the Bute Docks Company or their undertaking, or to the estates and trusts of the will of the late Marquess of Bute.

The Act, local and personal, 5 William IV, cap. 82, and any other Act or Acts relating to the Taff Vale Company or their undertaking.

Printed copies of the Bill will be deposited on or before the 21st day of December, 1888, in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1888.

*Farrer and Co.*, 66, Lincoln's-inn-fields;  
*James Andrew Corbett*, Cardiff, Solicitors  
for the Bill.

*Grahames, Currey, and Spens*, 30, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1888.

Felixstowe and Bawdsey Ferry Railway.  
(Abandonment of Authorized Undertaking;  
Return of Deposited Stock; Dissolution of  
Company; Amendment or Repeal of Acts, &c.)

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

To authorize the abandonment of the railway and works authorized by the Felixstowe and Bawdsey Ferry Railway Act, 1887 (hereinafter called the Act of 1887); and the repayment of the stock deposited with or transferred to the Chancery Division of the High Court of Justice in England, and referred to in section 36 of the Act of 1887, to the depositors referred to in that section.

To release the Felixstowe and Bawdsey Ferry Railway Company from all liabilities, penalties, and obligations for the non-completion of the said railway and works, and to relieve the said Company from, and declare null and void, all contracts, agreements, and arrangements with reference to such railway and works, or to the purchase of land for the same, and to provide for the dissolution of the Company and the winding up of its affairs.

To amend, alter, or repeal all or some of the provisions of the Act of 1887.

The Bill will vary or extinguish all rights and privileges which would be inconsistent with its objects, and confer other rights and privileges.

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

Dated this 16th day of November, 1888.

*Ashurst, Morris, Crisp, and Co.*, of Old Jewry, London, E.C., Solicitors.

In Parliament.—Session 1889.

Southwark and Deptford Tramways.

(Power to construct New Tramways in Southwark, Deptford, Greenwich, and other places in the Counties of Surrey and Kent; Provisions as to existing Passing Places and Motive Power; Consolidation re-arrangement and reduction of Capital, and additional Capital; Power to agree with Metropolitan Board of Works and other bodies; Provisions as to New Street, and contribution thereto; Agreements with London Tramways Company, Limited; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Southwark and Deptford 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 and use the several tramways and other works hereinafter described, or some or one of such tramways or works with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):

Tramway No. 1, commencing by a junction with the existing tramways of the Company in Evelyn-street, Deptford, at their termination, passing thence along a new road, intended to be constructed by the Metropolitan Board of Works, from Evelyn-street to Creek-road, Deptford, thence along Creek Bridge and Bridge-street, and terminating in Church-street, Greenwich, opposite the "Eight Bells" public-house.

Tramway No. 2, commencing in Topley-street by a junction with the existing tramways of the Company, at a point 35 yards, or thereabouts, measured along those tramways from their termination, and terminating in Joiner-street, under the bridge carrying the South-Eastern Railway over Joiner-street, at a point 30 yards, or thereabouts, from its junction with Duke-street.

Tramway No. 3, commencing by a junction with the existing tramways of the Company in Jamaica-road, opposite the centre of Farncombe-street, and terminating by a junction with the existing tramway of the Company in Jamaica-road, at a point 40 yards, or thereabouts, east of the centre of St. James'-road.

Tramway No. 4, commencing in Jamaica-road, by a junction with the intended Tramway No. 3, at a point 25 yards, or thereabouts, east of the centre of Farncombe-street, passing into and along St. James'-road, and terminating in that road, at or near the end of Rotherhithe New-road, by a junction with the existing tramways of the Company, 10 yards or thereabouts, south of the urinal.

Tramway or Passing Place No. 5, commencing by a junction with the existing tramway of the Company in Parker's-row, opposite the gateway leading into the yard occupied by Alfred Parker, wheelwright, and terminating by a junction with the same Tramway opposite the entrance to No. 10, Parker's-row.

Tramway or Passing Place No. 6, commencing by a junction with the existing tramway of the Company in Jamaica-road, opposite the house No. 26, Jamaica-road, and terminating by a junction with the same tramway opposite the shop No. 55, Jamaica-road.

Tramway or Passing Place No. 7, commencing by a junction with the existing tramway of the Company in Grange-road, opposite the No. 25878.

division between the shops, Nos. 18 and 19, Grange-road, and terminating by a junction, with the same tramway opposite the shop No. 204, Grange-road.

Tramway or Passing Place No. 8, commencing by a junction with the existing tramway of the Company in Union-road, at a point 10 yards, or thereabouts, west of the centre of Prospect-place, and terminating by a junction with the same tramway at a point 40 yards, or thereabouts, east of that centre.

Tramway or Passing Place No. 9, commencing by a junction with the existing tramway of the Company in Union-road, opposite the house No. 33, Union-road, and terminating by a junction with the same tramway opposite the house No. 49, Union-road.

Tramway or Passing Place No. 10, commencing by a junction with the existing tramway of the Company in Deptford Lower-road, opposite the division between the buildings Nos. 37 and 39 in that road, and terminating by a junction with the same tramway at a point 50 yards, or thereabouts, measured in a southerly direction from such commencement.

Tramway or Passing Place No. 11, commencing by a junction with the existing tramway of the Company in Deptford Lower-road, opposite the division between the houses Nos. 117 and 119 in that road, and terminating by a junction with the same tramway at a point 50 yards, or thereabouts, measured in a south-easterly direction from such commencement.

Tramway or Passing Place No. 12, commencing by a junction with the existing tramways of the Company in Deptford Lower-road, opposite the entrance to the house No. 173, Deptford Lower-road, and terminating by a junction with the same tramway opposite the eastern entrance to the East London Railway Station.

Tramway or Passing Place No. 13, commencing by a junction with the existing tramway of the Company in Deptford Lower-road, opposite the house No. 273, Deptford Lower-road, and terminating by a junction with the same tramway at a point 50 yards, or thereabouts, measured in a south-easterly direction from such commencement.

Tramway or Passing Place No. 14, commencing by a junction with the existing tramway of the Company in Deptford Lower-road, opposite the centre of Alpha Villas, and terminating by a junction with the same tramway at a point 63 yards, or thereabouts, measured in a south-easterly direction from such commencement.

Tramway or Passing Place No. 15, commencing by a junction with the existing tramway of the Company in Evelyn-street, opposite the house No. 177 in that street, and terminating by a junction with the same tramway opposite the house No. 84 in the same street.

Tramway No. 16, commencing by a junction with the existing tramway of the Company in Evelyn-street, opposite the division between the houses Nos. 206 and 207 in that street, and terminating by a junction with the existing tramways of the Company in Evelyn-street, opposite the house No. 220 in that street.

Tramway No. 17, commencing by a junction with the existing tramway of the Company in Evelyn-street, opposite the house No. 231 in that street, and terminating by a junction with the same tramway at a point 22

yards, or thereabouts, measured in a south-easterly direction from a point opposite the centre of Ozar-street.

Tramway or Passing Place No. 18, commencing by a junction with the existing tramway of the Company in Southwark Park-road, opposite the division between the houses Nos. 20 and 22 in that road, and terminating by a junction with the same tramway at a point 48 yards, or thereabouts, measured in an easterly direction from such commencement.

Tramway or Passing Place No. 19, commencing by a junction with the existing tramway of the Company in Southwark Park-road, opposite the house No. 106, Southwark Park-road, and terminating by a junction with the same tramway, opposite the house No. 111 in that road.

Tramway or Passing Place No. 20, commencing by a junction with the existing tramway of the Company in Southwark Park-road, opposite the Drummond Arms public-house, and terminating by a junction with the same tramway in Raymouth-road, opposite the entrance to the yard adjoining, and on the north-west side of the house No. 2 in that road.

Tramway or Passing Place No. 21, commencing by a junction with the existing tramway of the company in Raymouth-road, opposite the division between the houses Nos. 126 and 128 in that road, and terminating by a junction with the same tramway at a point 50 yards, or thereabouts, measured in a south-easterly direction from such commencement.

Tramway or Passing Place No. 22, commencing by a junction with the existing tramway of the Company in Rotherhithe New-road, opposite the house No. 200 in that road, and terminating by a junction with the same tramway opposite the division between the houses Nos. 180 and 182, in the same road.

Tramway No. 23 commencing in Church-street, Greenwich, by a junction with the intended Tramway No. 1 at its termination, and terminating in Nelson-street by a junction with the existing tramways of the London Tramways Company, Limited, at or near the western end of that street.

Tramway No. 24, commencing in Church-street, Greenwich, by a junction with the intended Tramway No. 1 at its termination, and terminating in the same street by a junction with the existing tramways of the London Tramways Company, Limited, opposite the division between the houses Nos. 6 and 8, Church-street.

Tramway No. 25, commencing in St. James'-road by a junction with the existing tramway of the Company at a point 23 yards, or thereabouts, northward from its termination, and terminating in the Old Kent-road by a junction with the existing tramways of the London Tramways Company, Limited, at a point 10 yards, or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying the Old Kent-road over the Grand Surrey Canal.

Tramway No. 26, commencing in the Bermondsey New-road by a junction with the existing tramway of the Company at a point 20 yards, or thereabouts, from its termination, and passing thence across the Old Kent-road into and terminating in the New Kent-road by a junction with the existing tramways of the London Tramways

Company, Limited, at a point 10 yards, or thereabouts, measured in an easterly direction from opposite the division between the houses Nos. 244 and 246, New Kent-road.

The tramways and works hereinbefore described will be situate in, or pass through or into the parishes, townships, or places following, or some or one of them, viz., St. Olave, St. John Horsleydown, Bermondsey, Rotherhithe, St. George the Martyr Southwark, and Camberwell, all in the county of Surrey; St. Paul Deptford, St. Nicholas Deptford, and Greenwich, all in the county of Kent.

The tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not intended to run on the tramways carriages or trucks adapted for use upon railways.

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 foot-path on the side of the street hereinafter mentioned and the nearest rail of the tramway (that is to say):

#### Tramway No. 1:

In Creek-road, and Bridge-street, and on Creek Bridge, on both sides thereof, between points respectively 52 yards westward, and 51 yards eastward from the centre of Creek Bridge.

In Bridge-street, on the south side thereof, between a point opposite the west side of the farrier's shop, occupied by G. Smart, and a point 15 yards west of that point.

In Bridge-street, on the north side thereof, between a point opposite the east side of the Greenwich Brewery Tap, occupied by J. Fudge, and a point opposite the west side of the shoeing forge in the occupation of C. Howe.

Tramway No. 2, in Tooley-street, on the south side thereof, and in Joiner-street, on the east side thereof, between a point in Tooley-street, 8 yards from the east side of Joiner-street, and a point in Joiner-street, opposite the termination of the tramway.

Tramway No. 3, in Jamaica-road, on the north side thereof, between a point opposite the centre of No. 117, Jamaica-road and Martin-street.

Tramway No. 4, in St. James'-road, on the east side thereof:

Between a point opposite the north side of No. 5, St. James'-road, and a point opposite the division between Nos. 15 and 17 in that road.

Between Tranton-road and a point opposite the division between Nos. 51 and 53, St. James'-road.

Between Webster-road and a point opposite the division between Nos. 77 and 79, St. James'-road.

Between Clements-road and Blue Anchor-lane.

Between a point opposite the division between Nos. 137 and 139, St. James'-road, and a point opposite the division between Nos. 153 and 155 in that road.

Between a point opposite the north side of No. 169, St. James'-road and a point opposite the division between Nos. 183 and 185 in that road.

Between Strathnairn-street and a point opposite the division between Nos. 217 and 219, St. James'-road.

Between a point opposite the centre of No. 241, St. James'-road and Rolls-road.

Between Bonamy-street and a point



opposite the division between Nos. 325 and 327, St. James'-road.

In St. James'-road on the west side thereof between the roadway adjoining, and on the north-east side of the South-Eastern Railway, and a point 3 yards measured southward along the footpath of St. James'-road, from the south-west corner of the bridge carrying the South London Line of the London, Brighton and South Coast Railway over that road.

Between a point opposite the division between Nos. 138 and 140, St. James'-road, and a point opposite the south side of No. 191, Southwark Park-road.

Between a point opposite the south side of the Sultan Tavern and Rolls-road.

Tramway No. 5, in Parker's-row, on the west side thereof, between the gateway leading into the premises occupied by Alfred Parker, wheelwright, and a point opposite the division between Nos. 9 and 10, Parker's-row.

Tramway No. 6, in Jamaica-road, on the south-west side thereof, between a point opposite the division between Nos. 30 and 32 in that road and Rouel-road.

Tramway No. 7, in Grange-road, on the south-west side thereof, between a point opposite the centre of No. 19, Grange-road, and a point opposite the roadway marked Wright's-buildings, Grange-road.

Tramway No. 8, in Union-road, on the north side thereof, between a point opposite the division between Nos. 36 and 38, Union-road and Prospect-place.

Tramway No. 9, in Union-road, on the north side thereof, between a point opposite the east side of No. 35, Union-road, and a point opposite the entrance to No. 47, Union-road.

Tramway No. 10, in Deptford Lower-road, on the east side thereof, between a point opposite the north side of the Southwark Park Wesleyan Methodist Chapel, and a point opposite the division between Nos. 47 and 49, Deptford Lower-road.

Tramway No. 11, in Deptford Lower-road, on the north-east side thereof, between a point opposite the division between Nos. 119 and 121, in that road, and Portland-place.

Tramway No. 12, in Deptford Lower-road, on the south-west side thereof, between points respectively 7 yards and 30 yards north-westward from the eastern entrance to Deptford-road Station of the East London Railway.

Tramway No. 13, in Deptford Lower-road, on the north-east side thereof, between a point opposite the division between Nos. 275 and 277 in that road and Chilton-street.

Tramway No. 14, in Deptford Lower-road, on the south-west side thereof, between a point opposite the south-east side of No. 1, Alpha-villas, and a point opposite the gateway adjoining, and on the north-west side of Stanley House.

Tramway No. 18, in Southwark Park-road, on the south side thereof, between a point opposite the division between Nos. 23 and 28, Southwark Park-road, and a point opposite the centre of No. 36 in that road.

Tramway No. 19, in Southwark Park-road, on the south side thereof, between a point opposite the west side of No. 110 in that road and Longley-street.

Tramway No. 20, in Southwark Park-road, on the north side thereof, between a point opposite the division between Nos. 299 and

301, in that road, and a point opposite the division between Nos. 307 and 309 in that road.

Tramway No. 21, in Raymouth-road, on the south-west side thereof, between a point opposite the division between Nos. 128 and 130, Raymouth-road, and a point opposite the division between Nos. 142 and 144 in that road.

Tramway No. 22, in Rotherhithe New-road, on the north side thereof, between a point opposite the division between Nos. 196 and 198 in that road, and a point opposite the division between Nos. 182 and 184 in that road.

Tramway No. 25, in St. James'-road, on the east side thereof, between a point 4 yards northward from the north side of No. 375, St. James'-road and the Old Kent-road.

Tramway No. 26, in Bermondsey New-road, on the north-west side thereof, between the Old Kent-road and a point 22 yards, measured in a north-easterly direction, therefrom.

To empower the Company, for the purposes of and in connection with the intended tramways, to take up and remove and to appropriate to and use, in the construction thereof, so much of the existing tramways as may be necessary or desirable.

To enable the Company on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works, and any vestry, district, board, trustees, or any body, corporate company, or persons having respectively the duty of directing the repairs, or the control, or the management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any existing, authorised, or intended roads, bridges, or streets, or street improvement upon or along which the same or any part thereof are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over and along the same, or any part thereof, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the intended Act.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, crossovers, passing-places, sidings, junctions, turnouts, 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 for providing access to any stables, or carriage-sheds, or works, or buildings of the Company, and to sanction and confirm the construction and maintenance by the Company of any crossings, crossovers, passing-places, sidings, junctions, turnouts, and other works, in addition to, or in substitution for, those authorised by and described in the Southwark and Deptford Tramways Acts, 1879 and 1881.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph, and lighting pipes, wires, 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 of substituting others in their place, 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 of soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any 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 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, as well as upon their existing tramways, animal power, and any electrical or other mechanical power, including ropes, cables, or wires laid above or below the surface of the ground, but excluding steam locomotives, and to empower the Company to make all such alterations in and additions to their existing tramways and works and the roadway of the streets or roads along which the same are laid, as may be necessary to enable any such power to be used.

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 the tolls, rates, duties, and charges which the Company are or may be authorised to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, to raise further money by the creation and issue of new ordinary or preference shares, or stock, and by borrowing; to make regulations relating to the application of their authorised capital, or any part thereof, to all or any such purposes; and to authorise the Company to apply to the like purposes, and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To provide for the consolidation, rearrangement, alteration, and reduction of the capital of the Company and the shares in such capital, including any capital proposed to be raised by the intended Act, and to provide for the allotment and distribution of the capital so consolidated, rearranged, altered, or reduced; and to attach to any part thereof a preference or priority in the payment of dividends or interest, or other special rights and privileges, as may be defined in the intended Act.

To make provision as to the construction of the proposed Tramway No. 11 in and along the new street from Evelyn Street to Creek Road, Deptford, proposed to be constructed by the Metropolitan Board of Works, and to empower the Company to contribute towards the said proposed new street, and for that purpose to raise a further sum of money, either partly by preference or ordinary shares, and partly by borrowing, or wholly by either of those means, and to empower the Company and

The Metropolitan Board of Works to enter into and carry into effect all such agreements as may be necessary to carry into effect the matters aforesaid.

To authorise the Company and the London Tramways Company (Limited) to enter into and carry into effect agreements and arrangements as to the construction and use of junctions between their respective tramways and the points at which the mode in which, and the terms and conditions upon which, the said junctions shall be made.

To empower the Company and the London Tramways Company Limited from time to time to enter into, and carry into effect, and rescind contracts, agreements, and arrangements with respect to the sale and purchase, or lease of the undertaking of the Company, and to the running over, working, use, management and maintenance of the tramways and works of the said Companies respectively, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic, upon or coming from, or destined for their respective tramways, or any part thereof, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from their respective tramways and works, 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 agreement which may be made between the said Companies with reference to any of the matters aforesaid.

To authorise the release and payment of a portion of the deposit fund made under the provisions of the Southwark and Deptford Tramways Act, 1879, notwithstanding that some of the Tramways authorised by that Act, or some part or parts thereof respectively, have not been completed and opened for the public conveyance of passengers, and to authorise the abandonment of those tramways.

To authorise the release and payment of a portion of the deposit fund made under the provisions of the Southwark and Deptford Tramways Act, 1881, notwithstanding that some or one of the Tramways, authorised by that Act, or some part or parts thereof, have not been completed and opened for the public conveyance of passengers, and to authorise the abandonment of that tramway.

To vary or extinguish all rights and privileges inconsistent with, and 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 or may incorporate with itself, with or without alterations or exceptions, or alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, or some of the provisions, of all or some of the following Acts, viz. the Tramways Act, 1870; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; the Southwark and Deptford Tramways Act, 1879; the Southwark and Deptford Tramways Act, 1881, and any other Act or Acts relating to the Company, the London Tramways Company Limited (Purchase) Act, 1873, and any other Act or Acts relating to the London Tramways Company (Limited).

And notice is hereby further given, that duplicate plans and sections describing the line, situation, and levels of the proposed tramways,



together 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 Surrey, at his office at Newington Causeway, in the said county, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes, townships, extra-parochial 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 St. Olave and St. John Horsleydown, with the Clerk of the District Board of Works for the parish of Rotherhithe, united with St. Olave District, at his office at No. 86, Queen Elizabeth-street, Southwark; as regards the parish of Bermondsey, with the Vestry Clerk of that parish, at his office at the Town Hall, Spa-road, Bermondsey; as regards the parish of Camberwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Camberwell; as regards the parish of St. George the Martyr, Southwark, with the Vestry Clerk of that parish, at his office at the Vestry Hall, 81, Borough-road, Southwark; as regards the parish of Rotherhithe, with the Vestry Clerk of that parish, at his office at the Public Baths, Deptford Lower-road, Rotherhithe; as regards the parishes of St. Paul, Deptford, and St. Nicholas Deptford, and the parish of Greenwich, with the Clerk of the Greenwich District Board of Works, at his office at 44, Greenwich-road, Greenwich.

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, to be dated this 14th day of November, 1888, and signed by *Sutton and Ommamney*, 3 and 4, Great Winchester-street, London, E.C. Solicitors for the Bill.

Printed by *Sherwood and Co.*, 7, Great George-street, Westminster; Parliamentary Agents, 10, Abchurch-lane, London, E.C.

Session 1889. Bill to amend the Electric Lighting Acts 1882 and 1888, in relation to Birmingham Electric Light and Power, and to Messrs. Arthur Chamberlain and George Hookham to Supply Electricity for all public and private purposes in the Borough of Birmingham, in the County of Warwick, and with such object to break up public and private streets, railways, tramways, and other places in the said Borough, and to erect, construct, lay down, provide, and maintain Mains, Wires, and other Apparatus and Works; to acquire Land and other Rights; to supply Lamps, and Meters, and Fittings; Powers to the Local Authority, Postmaster-General, and others, and agreements with them; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by Messrs. Arthur Chamberlain and George Hookham, of New Bartholomew-street, Birmingham, in the County of Warwick, electrical engineers (hereinafter called the Undertakers) 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, for a Provisional Order for all or some of the following purposes (that is to say):

To authorise and empower the Undertakers to produce, store, supply, and distribute electricity for all or some of the public and private purposes

as defined by the said Acts, within the Area hereinafter mentioned in the Borough of Birmingham, in the County of Warwick, and for such purpose to enter upon, break up, cross, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph, telephone, and pneumatic tubes, pipes, and wires in the said area, and to lay down, set up, maintain, renew, or remove either above or underground, or otherwise pipes, tubes, wires, cables, apparatus, or other works or things required for enabling the Undertakers to supply, produce, store, convey, transmit, or distribute electricity for the several public and private purposes aforesaid within the said area, and all other works necessary or desirable to carry into effect the objects of the proposed undertaking, and to confer upon the Undertakers all such other powers as may be necessary for effecting the objects of the proposed undertaking.

To enable the Undertakers 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 electricity.

To provide for the supply by the Undertakers of certified meters for the use of consumers of electricity, and to authorise the Undertakers to remove fittings and fixed apparatus supplied by them on sale for deferred payment, or on hire.

To authorise the Undertakers to enter upon any houses, buildings, lands, and premises supplied by them for any purpose relative to such supply.

To enable the Undertakers on the one hand, and the Local Authority on the other, 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 necessary, to authorise such Local Authority to exercise the powers with respect to the breaking up of streets and other places, and all or any of the other powers proposed by the intended Order to be conferred upon the Undertakers, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Undertakers of the same, 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 Undertakers all or some of the powers within the area of supply hereinafter mentioned, that by the "Electric Lighting Acts 1882 and 1888," and any Act incorporated therewith, are or may be conferred upon Undertakers as defined by such Acts, 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, and to confirm, or give effect, to any agreement with any local authority, or other Corporation or person relative to the same order, or the undertaking proposed to be authorised thereby, and to make all such other regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise or require, or the Board of Trade may prescribe, with respect to all or any matters in connection with the proposed undertaking, and to 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.

The area of supply within which it is proposed that the provisions of the Order shall be in force and have effect is the whole of the said borough of Birmingham, as constituted at the date of the proposed Order, but (subject to powers and conditions of extension at the instance of the Undertakers, or the local authority to be inserted in the proposed Order) the area to be compulsorily supplied within three years from the commencement of the Order shall be so much of the borough of Birmingham as lies between the line formed by the following streets, or parts of streets, namely:

From the junction of Edmund-street and Easy-row along Edmund-street to its junction with Livery-street, and thence along Livery-street to its junction with Colmore-row, and thence along Colmore-row to its junction with Bull-street, and thence along Bull-street to its junction with the Minories, and thence along the Minories to its junction with the Old-square, and thence round the Old-square to the corner of the Upper Priory, and thence continuing round the Old-square, down Corporation-street to its junction with Lawrence-street, and thence back along Corporation-street to its junction with Bull-street, and thence along Bull-street to its junction with Albert-street, and thence along Albert-street to its junction with Fazeley-street, and thence along Fazeley-street to its junction with New Canal-street and thence along Bordesley-street, and thence along Bordesley-street to its junction with Park-street, thence along Park-street to its junction with Paternoster-row, thence along Paternoster-row to its junction with Moor-street, thence along Moor-street to its junction with Carr's-lane, thence along Carr's-lane to its junction with High-street, thence along High-street and down the Bull Ring to its junction with Moor-street, thence across the Bull Ring and along Bell-street to its junction with Worcester-street, thence along Worcester-street to its junction with New-street, thence along New-street to its junction with Paradise-street, thence along Paradise-street to its junction with Easy-row, and thence along Easy-row to its junction with Edmund-street.

The streets and other places in, over, or along which it is proposed to take powers to place electric lines or other works are all the streets and other places within the said area of supply.

The following are the private streets, roads, and places not repairable by local authority, which may be broken up by the Undertakers in pursuance of the special powers to be granted by this Order:—Armoury-road, Arthur-place, Ashton Brook-street (part of), Atlas-road (part of), Baskerville-passage, Baskerville-place, Bolton-street, Bradford-passage, Burlington-passage, Butler-street South, Cambridge-place, Camden-grove, Carnarvon-road, Charles-road, Clive-passage, Colonnade-passage, Cuthbert-road, Dora-road, Dryden-road, Eastern-road, Emiline-street (part of), Faulkner-road, Galton-street, Gothic-arcade, Grosvenor-row, Henry-street (part of), Highgate-square, Hutton-street (part of), Imperial-arcade, James Turner-street, Mona-road, Mount-street, Nechells (part of), New England, Parrot-street, Peel-passage, Robert-road, St. Oswald's-road, Sarah-street, Shenstone-street, Sponterrace, Station-road, Sydenham-road, Temple-passage, Victoria-grove, Passage leading from Aston-street to Potter-street, Passage leading from Bromsgrove-street to Upper Dean-street,

Passage leading from Coventry-road to Dart-street, Passage leading from George-street West to Blews-street West, Passage leading from Great Brook-street to Ashted-row, Passage leading from Wallis-street to Vauxhall-road, Passage leading out of New-street by Society of Artists' Buildings, Road leading from Garrison-lane to Garrison-street, near Lawley-street (unnamed), Road leading from Long Acre to the Borough boundary, near Hutton-street (unnamed), Road leading out of Crompton-road (unnamed), Road leading out of Palmer-street (unnamed).

The following are the railways which may be broken up, passed, or crossed over by the Undertakers in pursuance of the special powers to be granted by this order:—Great Western Railway, Harborne Railway, London and North-Western Railway, Midland Railway.

The following are the tramways which may be broken up, passed, or crossed over by the Undertakers in pursuance of the special powers to be granted by this order:—Birmingham and Aston Tramways, Birmingham Central Tramways, Birmingham and Midland Tramways, Birmingham and Weston Districts Tramways.

The following are the canals which may be passed or crossed over by the Undertakers in pursuance of the special powers to be granted by this order:—Birmingham Canal Navigation, Birmingham and Warwick Junction Canal, Warwick and Birmingham Canal, Worcester and Birmingham Section of the Sharpness New Docks, and Gloucester and Birmingham Navigation.

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. Field, Roscoe, and Co., 36 Lincoln's Inn Fields, in the county of Middlesex, and at the office of Messrs. Smith, Pinsent, and Co., Solicitors, 39 Waterloo-street, Birmingham, in the county of Warwick.

Every local or 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 day of February, 1889.

Dated this 16th day of November, 1888.

*Smith, Pinsent, and Co., 39, Waterloo-street, Birmingham, Solicitors for the Applicants and proposed Undertakers.*

In Parliament.—Session 1889.

Stratford-upon-Avon, Towcester, and Midland Junction Railway.

(Extension of Time for completion of authorised Railways; Abandonment of certain Branch Railways; Alteration of Arrangements with East and West Junction Railway Company; Agreements with East and West Junction Railway Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Stratford-upon-Avon, Towcester, and Midland Junction 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 extend the time for the completion of the authorised railways and works of the Company

other than the railways already abandoned and to be abandoned under the powers of the Bill.

To abandon the formation of Railway No. 3, Railway No. 7, and Railway No. 8, described in and authorised by the Easton, Neston, Mineral, and Towcester, Road and Olney Junction Act, 1879, and to provide for the release and re-transfer of so much of the deposit fund referred to in the said Act of 1879 as is applicable to the railways so to be abandoned.

To amend the provisions contained in section 7 of the Company's Act of 1883 for regulating the appointment, functions, and proceedings of a joint committee, with a standing arbitrator for controlling and superintending the use, working, and management of the railway of the Company, and the East and West Junction Railway, and to increase the number of members of such committee which the Company shall be entitled to nominate and appoint, and, if expedient, to reduce the number which may be nominated and appointed by the East and West Junction Railway Company.

To alter or vary any existing agreements between the two Companies.

To confirm any agreement made or to be made between those two Companies with reference to the joint working of the railways of the two Companies, or with reference to the settlement of all questions and differences between the said two Companies, and to prolong the time for the operation of section 6 of the Company's Act of 1883, and of section 7 of the Company's Act of 1887, and to confer the power of voting and other privileges on the holders of the preference shares of the Company.

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.

The Bill will incorporate all or some of the provisions of the Railways Clauses Act, 1863, and the Companies Clauses Consolidation Act, 1845, and it will amend, enlarge, or repeal some of the provisions of the local and personal Acts 42 and 43 Vict., cap. 223; 45 and 43 Vict., cap. 209; 46 and 47 Vict., cap. 228; 48 and 49 Vict., cap. 143, and 50 Vict. (session 2), cap. 14, relating to the Company; 27 and 28 Vict., cap. 76; 29 and 30 Vict., cap. 142; 29 and 30 Vict., cap. 239; 34 and 35 Vict., cap. 81; 37 and 38 Vict., cap. 198, relating to the East and West Junction Railway Company.

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

Dated this 13th day of November, 1888.

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

Board of Trade.—Session 1889.

Pocklington Water Company Limited.  
(Application to the Board of Trade under the Gas and Water Works Facilities Act, 1870, for Power to Construct Waterworks, Acquire Lands, and Supply Water in the parish of Pocklington, in the East Riding of the county of York.)

**N**OTICE is hereby given, that the Pocklington Water Company Limited (hereafter called "the Company") intend to apply to the Board of Trade for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes:—

To empower the Company to make and maintain, in the land hereafter mentioned,

waterworks, including a collecting chamber at the spring with headings and service or storage reservoir, and all needful pipes, conduits, and other works for supplying the inhabitants of Pocklington, in the said East Riding of the county of York, with water; and to supply and sell water to the inhabitants of the town of Pocklington and the adjoining district, situate in the parish of Pocklington aforesaid.

The said proposed new works will be made in the parish of Pocklington, in the East Riding of the county of York.

To empower the Company to purchase by agreement, and hold for the purposes aforesaid, certain lands and spring in the parish of Pocklington, in the said East Riding, situate on the Chapel Hill, in the said parish of Pocklington, being part of an estate belonging to Admiral the Honourable Arthur Duncombe, and such easements, rights, and privileges in, over, and affecting the adjoining lands in the said parish as may be necessary for the purposes of the undertaking. And to obtain the incorporation in the proposed Order of the provisions of the Lands Clauses Acts (except with respect to the taking of lands otherwise than by agreement, and with respect to the entry on lands of the promoters of the undertaking), and of the Waterworks Clauses Acts, 1847 to 1863.

And notice is hereby given, that on the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map of the district showing the proposed limits of the supply, and the situation of the proposed works, and also a proper plan and sections of the proposed new works will be deposited at the Board of Trade, Whitehall-gardens, London; and that copies of the said notice, map, plan, and sections will also, on or before the said 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 in Beverley.

And notice is hereby given, that printed copies of the draft Provisional Order can, after the 23rd day of December next, be obtained at the office of Messrs. Rollit and Sons, 12, Mark-lane, London, E.C., on payment of one shilling for each copy. Copies may be also obtained after the date aforesaid of the undersigned Solicitors, at their office at Beverley.

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, Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and the copies of their objections must at the same time be sent to the said Company; and that in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same objections have been forwarded to the said Company or their agents.

And notice is hereby given, that after the Provisional Order has been made by the Board of Trade, printed copies thereof can be obtained at the above-mentioned offices, at the charge of one shilling per copy, or such sum as the Board of Trade may direct.

Dated at Beverley, this 15th day of November, 1888.

*Silvester and Son*, Solicitors to the said Company.

In Parliament.—Session 1889.

Channel Tunnel (Experimental Works).

(Powers to the South Eastern Railway Company and the Channel Tunnel Company, Limited, or one of them, either alone or jointly with any other Company, Government, Body, or Person, to Maintain, Vary, and Enlarge Existing Works, and Execute further Experimental and other Works for a Tunnel beneath the Straits of Dover; Appropriation of Soil and Bed of the Straits of Dover; Provisions for Vesting in the Lords of the Treasury the Right of Determining the Expediency of Prosecuting the Permanent Works, and for the Transfer of the same to the Lords of the Treasury; Provision for the Admission of the London, Chatham, and Dover Railway Company; Application of Capital of South Eastern Railway Company to Purposes of Bill; Amendment of Section 14 of "The South Eastern Railway Act, 1874;" Amendment or Repeal of Section 17 of "The Railways Clauses Consolidation Act, 1845;" Amendment and Repeal of Acts; Memorandum of Association; and other purposes.)

**A**PPPLICATION will be made to Parliament next Session by the South Eastern Railway Company (hereinafter called "the Railway Company") and the Channel Tunnel Company, Limited (hereinafter called "the Tunnel Company"), which Companies together are hereinafter referred to as the "two Companies," or by one of those Companies, for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To enable the two Companies, or one of them, either alone or jointly with any other company, government, body, or person, as may be provided by the Bill, to maintain, alter, enlarge, and extend for experimental purposes the existing shafts, borings, headways, driftways, and other workings already executed by them, or one of them, upon the foreshore in the parish of Hougham, in the county of Kent, and in, through, and under the bed of the Straits of Dover, above and below low water mark, at or near the Shakespeare Tunnel, near Dover, in the said parish of Hougham and adjacent thereto, with the object of ascertaining and determining the practicability of making and maintaining a tunnel for railway purposes beneath the Straits of Dover between England and France.

To enable the two Companies, or either of them, either alone or jointly with any other company, government, body, or person, as aforesaid, to use and appropriate so much of the soil and bed of the Straits of Dover as may be required for the works and purposes aforesaid, and for any of the purposes of the intended Act, and to acquire such other rights, powers, and privileges as may be necessary or convenient for or in connection with all or any of the purposes of the intended Act.

To make provision (in the event of the said Experimental Channel Tunnel Works proving successful, and the practicability of constructing and making the said Channel Tunnel being demonstrated) for vesting in the Lords of the Treasury, or as the intended Bill may prescribe, the sole right of determining the expediency of continuing or prosecuting the permanent works of the Channel Tunnel, and to empower the Lords of the Treasury to sanction and authorise the prosecution, continuance, and execution of the said permanent Channel Tunnel Works, subject to such conditions, restrictions, and requirements as the said Lords of the Treasury or as the Bill may prescribe, and to enable the

two companies, or either of them, either alone or jointly with any other company, government, body, or person, to prosecute, continue, and execute such permanent works.

To provide that in the event of the said experimental works proving successful as aforesaid, the two Companies, or either of them, either alone or jointly with any other company, government, body, or person executing or having executed the same or any permanent Channel Tunnel works, may within ten years from the passing of the said intended Act, or within such other period as may be provided by the Bill or Parliament may prescribe, be required to sell and transfer the same to the Lords of the Treasury, or as the Bill may prescribe, upon such terms as may be agreed upon, or failing agreement as may be settled by arbitration.

To make provision for admitting the London, Chatham, and Dover Railway Company to join, and participate in the execution of the said experimental and permanent tunnel works or either of them, upon such terms as may be mutually agreed upon between the two companies or either of them, and any other company, government, body, or person associated with them in the same undertaking upon the one hand, and the London, Chatham, and Dover Railway Company on the other hand, or, as failing agreement, may be settled by arbitration.

To enable the Railway Company to apply to and raise for the purposes of the Bill any money or funds now under their control, or which they are authorised to raise by any other Act and which may not be required for the purposes to which by that Act such money or funds are authorised to be applied.

To alter and amend Section 14 of "The South Eastern Railway Act, 1874," by increasing the amount thereby authorised to be expended for the purposes therein mentioned.

To alter and amend and, if need be, to exempt the proposed works from the operation of Section 17 of "The Railways Clauses Consolidation Act, 1845," and to make provisions in lieu thereof.

To vary or extinguish all rights and privileges connected with the land and soil beneath the Straits of Dover and the bed of the English Channel, and all other rights and privileges which would in any manner interfere with the objects of the Bill, and to confer all such other rights and privileges as would be conducive to the attainment of all or any of the purposes of the intended Act.

It is proposed by the intended Act to alter, amend, enlarge, extend, or repeal, so far as may be necessary, all or some of the provisions of the Tunnel Company's Memorandum and Articles of Association, and of the several local and personal Acts following, that is to say: 6 William IV, cap. 75, "The South Eastern Railway (Capital) Act, 1867," "The South Eastern Railway Act, 1874," "The South Eastern Railway Act, 1881," and all other Acts relating to the South Eastern Railway Company, and the local and personal Act 16 and 17 Victoria, cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1888.

Dated this 17th day of November, 1888.

W. R. Stevens, 6, St. Thomas-street. S.E.  
R. W. Perks, 9, Clement's-lane, Lombard-street, E.C.

Solicitors for the Bill.





lifts, elevators, moorings, buoys, gridirons, patent slipways, dolphins, rails, trams, stations, sidings, junctions, platforms, stairs, culverts, sluices, drains, and other works, appliances, and conveniences connected therewith respectively.

To empower the Company from time to time to enter upon and to deepen, dredge, scour, cleanse, raise, alter, and improve the bed, bank, shore, and channel of the River Medway adjoining or near to the dock entrance, for the purpose of forming and maintaining convenient means of access to the intended dock entrance, dock, and dock works, and for removing obstructions, and for other purposes, and to use and appropriate the soil and material thereof, and from time to time to take, divert, and use the waters of the River Medway into and for the purpose of supplying the intended dock with water, and to use the same for the purposes of all or any of the intended dock works, and the works, appliances, and conveniences connected therewith.

To enable the Company to cross, alter, stop up, or divert, whether temporarily or permanently, all roads, footpaths, towing-paths, railways, tramways, rivers, navigations, streams, sewers, and other works, and to alter or remove any telephonic, electric, or telegraph wires, posts, tubes, or apparatus, gas pipes, water pipes, and hydrants, as may be necessary or convenient in constructing or maintaining the said works, or any or either of them, and to divert or stop up and appropriate the soil of any streets or public roads and footpaths within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same, and to authorise deviations laterally and vertically from the lines and levels of the several works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the Bill.

To make provisions for the management, use, regulation, and protection of the intended dock entrance, dock, and other works and conveniences, the regulation and control of persons, animals, goods, and vessels resorting or sent thereto or using the same, and the pilots and other persons in charge thereof, the pilotage and towage of shipping, the passage and navigation, anchorage and lying of vessels, ships, and craft along, at, or near to the intended dock entrance and other works, or coming within the limits to be prescribed by the Bill, the order and precedence of vessels of different classes passing into or out of or approaching to or departing from the intended dock entrance, dock, and works, and the placing of buoys, lights, beacons, chains, posts, and other conveniences.

To authorise the Company to make and enforce bye-laws, rules, and regulations for the management, control, and regulation of the said intended dock entrance, dock, and works, and with reference to goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages and other vehicles using or passing over or frequenting, resorting, or sent to the proposed dock, or any of the works, conveniences, or lands of the Company, and with reference to pilotage, the discharge and tipping of ballast, and other matters, and to impose penalties and restrictions with reference thereto, and to confer all needful powers to recover and enforce such penalties and restrictions.

To empower the Company to appoint and remove harbour masters, dock masters, pier masters, meters, weighers, constables, and

other officers, and to define the limits within which such harbour and pier masters may exercise the powers to be conferred upon them. To confer on the Company powers to detain vessels committing damage, and to proceed against the owners or persons in charge thereof, to manage and regulate warehouses, and goods and things warehoused, to sell perishable goods, to issue dock warrants and freight warrants, to buoy, light, or remove wrecks, obstructions, or floating timber, and to recover the cost thereof, and generally to confer on the Company all such powers and authorities as are usual in the case of dock and railway companies.

To empower the Company for such considerations, at such rents, and upon such terms and conditions as may be provided for by the Bill from time to time, to sell or lease any lands from time to time belonging to them, to let wharves or warehouses, buildings, yards, cranes, lifts, machines, shipping, staiths, tips, or other conveniences, and to make charges in respect thereof, and to exempt all or some of such lands and the Company in respect thereof from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To provide and declare (if thought expedient to do so) that the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, with respect to lifeboats, and with respect to keeping a tide and weather gauge, and to any other matter to be specified in the Bill shall not apply to the Company or their dock undertaking.

To authorise the Company to purchase and take up by compulsion, and also by agreement, and to hold lands, houses, tenements, and hereditaments for the purposes of the intended railway widening, dock entrance, dock, quay, pier, jetties, and other works hereinbefore described, and also the lands, houses, tenements, and hereditaments hereinafter described, for the purpose of extending their station, siding, and other accommodation, and for other purposes connected with their undertaking, or some of them, that is to say:—

In the county of Middlesex:—

(1.) Lands in the parish of Saint Martin-in-the-Fields, being Nos. 24, 25, and 26, Buckingham-street, 5, York-place, and 28, 28a, and 29, Villiers-street.

(2.) In the county of Surrey:—

(a) Lands in the parish of St. Saviour, Southwark, being the houses Nos. 56, 58, and 60, Great Guildford-street, and premises in the rear thereof, and abutting upon the Grove.

(b) Lands in the parish of Coulsdon, adjoining the Company's railway, and on the up side thereof, and forming parts of the enclosures numbered respectively 180 and 196 on the  $\frac{1}{2500}$  ordnance map of that parish.

In the county of Kent:—

(a) Lands in the parish of Saltwood, on the northern side of the Company's railway, and adjoining or near the Sandling Junction Station, and being portion of the enclosure numbered 47 on the  $\frac{1}{2500}$  ordnance map of that parish.

(b) Lands in the parish of St. James', Isle of Grain (being the bed, soil, and foreshore of the River Medway), situated between Elphinstone Point at Colemouth Creek and Cockleshell Hard to a minimum distance of 300 feet or thereabouts from high water mark.

(c) Lands in the parish of St. Nicholas, Rochester.

(a) Four houses and premises abutting upon the westernmost side of Pump-lane, and situated between High-street and the Corn Exchange.

(b) Houses, premises, and burial-ground abutting on the easternmost side of Pump-lane, and situated between High-street and the common.

To authorise the Company and the London, Chatham, and Dover Railway Company jointly, or the Company alone, to purchase by compulsion or agreement, and to hold the following lands, tenements, and hereditaments in the parish of St. Mary-the-Virgin, Dover, in the county of Kent, for the purpose of extending their station, siding, and other accommodation, and for other purposes connected with their respective undertakings, and of the Dover and Deal Railway (that is to say):—

(a) Lands and houses situated between and bounded by Beach-street, Great-street, Seven Star-street, and South Pier.

(b) Lands and houses situated between and bounded by Council House-street, Elizabeth-street, and the Dover and Deal Railway.

(c) Lands and houses situated between and bounded by Hawkesbury-street, Oxenden-street, Great-street, Council House-street, the Dover and Deal Railway, and Elizabeth-street.

To empower the Company, and any other company to be empowered to take lands compulsorily under the intended Act, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion a part or parts only of any house, building, manufactory, or premises, without being required to purchase 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.

To enable the Company to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railway and widening, and to demand, levy, and recover tonnage, wharfage, and other dues and charges, ballast charges, charges for supplying water, and rates in respect of vessels resorting to or using the intended dock entrance, dock, or dock works, or coming within such limits as the Bill may define, and also dues, rates, or charges in respect of passengers landing or embarking goods, wares, merchandise, cattle, articles, and things shipped or unshipped at or by means of the intended dock, quay, jetty, dock and other works, and for the hire or use of any pilot or tug vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed or conveniences provided by the Company, and to confer exemptions from and from time to time to compound for any such tolls, rents, rates, dues, charges, or other payments.

To authorise the Company and the Elham Valley Light Railway Company, jointly or either of them separately, to purchase by agreement or compulsion, and to hold for the purpose of extending the station, siding, and other accommodation of the Elham Valley Light Railway, and for other purposes connected with that undertaking, the lands, tenements, and hereditaments hereinafter described in the county of Kent, being—

(1.) Lands in the parish of Thannington, situated on both sides of the Elham Valley

Railway, now in course of construction, and forming parts of the enclosures numbered respectively 97 and 100 on the 2500 ordnance map of that parish.

(2.) Lands in the parish of St. Mary, Brèdin, situated on both sides of the Elham Valley Railway, now in course of construction, and forming part of the enclosure numbered 40 on the 2500 ordnance map of that parish.

(3.) Lands in the parish of Cheriton, situated on both sides of the Company's railway, and forming parts of the enclosures numbered respectively 49, 58, and 78 on the 2500 ordnance map of that parish.

To extend the several periods now limited for the compulsory purchase of the additional lands hereinafter described, viz.:—

(1.) Lands in the parish of St. Mary, Lambeth, in the county of Surrey, in the occupation of Messrs. Eastwood and Company and the Anglo-American Brush Electric Light Corporation Limited respectively, and described respectively in Section 5 (b) and (c) of the South Eastern Railway (Various Powers) Act, 1888.

(2.) Lands situate in the parish of St. Nicholas, Rochester, and in the parish of Chatham, intra and extra, in the county of Kent, and described in Section 12, sub-Section 4, of the South Eastern Railway (Various Powers) Act, 1882.

(3.) Lands in the parish of St. Leonard, in the county of Sussex, being the lands described in Section 5, sub-Section 3 (a) and (b), of the South Eastern Railway (Various Powers) Act, 1884.

To revive the powers for the compulsory purchase of lands required for, and for the completion of the railway and works authorised by the Loose Valley Railway Act, 1877, as extended by the South Eastern Railway (Various Powers) Act, 1885, and to extend the time for the exercise of those powers respectively, by the Company and the Lydd Railway Company, or either of those Companies.

To revive the powers for the compulsory purchase of lands required for and for the completion of the railway authorised by the Lydd Railway (Extension) Act, 1883, as extended by the Lydd Railway (Various Powers) Act, 1885 (except as to the portion thereof which was authorised to be abandoned by the last-named Act), and to extend the time for the exercise of such powers respectively by the Company and the Lydd Railway Company, or either of those Companies.

To revive the powers of the compulsory purchase of land required for and for the completion of the deviation railway and alteration of levels authorised by the Lydd Railway (Various Powers) Act, 1885, and to extend the time for the exercise of such powers respectively by the Company and the Lydd Railway Company, or either of those Companies.

To revive the power for the compulsory purchase of lands required for and for the completion of the Cranbrook to Hawkhurst Railway authorised by the Cranbrook and Paddock Wood Railway Act, 1882, and to extend the time for the exercise of such powers respectively by the Company and the Cranbrook and Paddock Wood Railway Company, or either of those Companies.

To transfer to and vest in the Company on such terms and conditions as the Bill will or may provide or Parliament may prescribe:—

1. The Loose Valley Railway authorised by

the Loose Valley Railway Act, 1877, so far as the same railway is now completed.

2. The railway authorised by the Lydd Railway (Extension) Act, 1883, and any authorised deviation of that railway, and all the powers, rights, duties, and obligations now vested in, held, exercised, or enjoyed, or which may be exercised or enjoyed, by the Lydd Railway Company in respect of such railways, extensions, or deviations respectively, under any Act already passed or under this Act, and to provide for the exercise and fulfilment by the Company, instead of by the Lydd Railway Company, of all such powers, rights, duties, and obligations as fully and effectually as the Lydd Railway Company are or may be authorised or required to do by virtue of the Lydd Railway (Extension) Act, 1883, or the Lydd Railway (Various Powers) Act, 1885, or by the intended or any subsequent Act, and the Bill will contain such provisions as may be deemed expedient with reference to the several matters comprised in Sections 24 and 25 of the Lydd Railway (Various Powers) Act, 1885.

To authorise the abandonment of so much of the Loose Valley Railway as may be rendered unnecessary by the construction of the intended Railway (1) described in this notice.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or which may eventually not, be required for the purposes of their undertaking, and to confer further 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 and other rents or otherwise for such terms of years, and on such conditions as the Bill may provide, and so far as may be necessary for such purposes, or any of them, to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, or if deemed expedient to exempt the said lands, or any of them, or such of them as may be described in the Bill and the Company from those provisions.

To extend the time now limited by the South Eastern Railway Act, 1887, for the exercise by the Company of the power to acquire the undertaking of the Elham Valley Light Railway Company, as provided by Section 27 of the South Eastern Railway (Various Powers) Act, 1884, and Section 30 of the South Eastern Railway Act, 1887.

To extend the time for the completion of the works described in and authorised by Section 14 (a) of the South Eastern Railway (Various Powers) Act, 1884.

To extend or continue the agreement dated the 12th January, 1870, now subsisting between the Company and the London, Brighton, and South Coast Railway Company, and confirmed by and scheduled to the London, Brighton, and South Coast Railway Act, 1870, and to make such modifications and alterations in such agreement as the intended Bill may specify or authorise, or as may be agreed upon between the two Companies.

To extend and make applicable to any extension of the tramways of the Folkestone, Sand-

gate, and Hythe Tramways Company which may be authorised by any Act of the next Session of Parliament, the powers and provisions with reference to contracts, agreements, and arrangements with the Company and the Folkestone, Sandgate, and Hythe Tramways Company contained in Section 43 of the South Eastern Railway (Various Powers) Act, 1884.

To authorise the Company to subscribe or contribute towards the undertaking of the Elham Valley Light Railway Company a sum not exceeding £25,000, and to take and hold shares, debentures, and debenture stock in such Company, and to authorise the Company to raise the capital necessary for such subscription or contribution by the creation and issue of additional South Eastern Railway (Vested Companies) four per cent. stock or otherwise as the Bill may provide.

To authorise the Company to apply to all or any of the purposes of the Bill any capital or funds now belonging or which may hereafter belong to them, or which they are authorised to raise, create, or issue under any previous Act or Acts, and to authorise the Elham Valley Light Railway Company, the Lydd Railway Company, and the London, Chatham, and Dover Railway Company, or any or either of them, to apply to such of the objects of the Bill as relate to their undertakings respectively any capital, funds, or securities belonging to them, or which they have power to raise, create, or issue.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and to raise further capital by new ordinary, preference, or guaranteed shares or stock, and South Eastern Railway (Vested Companies) four per cent. stock and debenture stock, and by borrowing, or by any of such means.

The Bill will vary and extinguish all existing rights and privileges which might interfere with its objects, and will confer other rights and privileges, and it will incorporate with itself, with or without amendment, all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and it will also amend, extend, vary, and, if need be, repeal and enlarge some of the powers and provisions of (in addition to the Acts hereinbefore specified and named) the several local and personal Acts following, namely, the 6 Will. IV, cap. 75, and all other Acts relating to the South Eastern Railway Company; the 16 and 17 Vic., cap. 132, and any other Act relating to the London, Chatham, and Dover Railway Company; the Dover and Deal Railway Act, 1874, and other Acts relating to the Dover and Deal Railway Company; the Loose Valley Railway Act, 1877, and any other Act relating to the Loose Valley Railway Company; the Lydd Railway (Extension) Act, 1883, and any other Act relating to the Lydd Railway Company; the Hundred of Hoo Railway Act, 1879, and any other Acts relating to the Hundred of Hoo Railway Company; the Medway Conservancy Act, 1881, and any other Act relating to the Medway Conservancy; the Elham Valley Light Railway Act, 1881, and any other Act relating to the Elham Valley Light Railway Company; the Charing Cross Railway Act, 1859; the Cranbrook and Paddock Wood Railway Act, 1882, and any other Act relating to the Cranbrook and Paddock Wood Railway Company; and the Folkestone, Sandgate, and Hythe Tramways Act, 1884, and any other Act relating to the Folkestone, Sandgate, and Hythe Tramways Company.



And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection as follows (that is to say), as regards the lands and works in the county of Kent with the Clerk of the Peace for that county at his office at Maidstone; as regards the lands and works in the county of Surrey with the Clerk of the Peace for that county at his office at the Sessions House, Newington-causeway, in that county; and as regards the lands in the county of Middlesex with the Clerk of the Peace for that county at his office at the Sessions House, Clerkenwell-green, in that county.

On or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill or the powers to take which compulsorily are to be revived by 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:—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, in that parish; as relates to the parish of St. Martin-in-the-Fields with the vestry clerk of that parish at his office at the Vestry Hall, in St. Martin's-lane, in that parish; as relates to the parish of St. Saviour, Southwark, with the clerk of the District Board of Works for the district of St. Saviour, Southwark, at his office, No. 3, Emerson-street, Bankside; and as relates to the several other parishes mentioned in this notice with the parish clerk of each such parish at his residence; and as regards any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 17th day of November, 1888.

*W. R. Stevens*, 6, St. Thomas's-street, London Bridge, S.E., Solicitor for the Bill.

*R. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W.;

*C. E. Mortimer*, 22, Abingdon-street, S.W.;

Parliamentary Agents.

Board of Trade.—Session 1889.

Mostyn Dock.

(Application for Provisional Order for Powers to construct and maintain a new Dock partly upon the site of the existing Tidal Harbour at Mostyn Quay in the County of Flint; to levy Tolls, Rates, and Charges; Bye-laws; raising of Money, Repeal, Amendment and Incorporation of Acts).

**N**OTICE is hereby given that application is intended to be made to the Board of Trade for a Provisional Order pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any other Acts enabling them in that behalf for the following purposes or some of them, that is to say:—

To empower the Undertaker or Undertakers to be named in the intended Order or a Company formed for the purpose (all of whom are herein-after referred to as "the Undertakers"), to make and maintain the works hereinafter described, situate wholly in the township of Tremostyn in the parish of Whitford, the foreshores thereof, and the tidal water immediately adjoining in the county of Flint, namely:—

A wet dock with an entrance from the River Dee, to be situate partly upon the site of the existing tidal harbour at Mostyn Quay and lands adjoining, and partly in the channel leading thereto and known as the Mostyn Gutter. The said wet dock containing eight acres or thereabouts will be comprised within the limits following: Commencing at or near the north-westerly end of the present quay adjoining the Mostyn Colliery, then proceeding in a straight line in a south-easterly direction 149 yards, thence in a straight line in a north-easterly direction 71 yards, thence in a straight line in a northerly direction 266 yards, thence in a straight line in a north-westerly direction across the proposed entrance 70 yards, thence in a straight line in a south-westerly direction 250 yards, and terminating there at a point 25 yards north-west of the said point of commencement. The said entrance, with caisson or gate, from the Mostyn Gutter, at the north-east end of the said dock, will be 17 yards in width, and will have proper and necessary abutments and wing walls.

To empower the Undertakers to deepen, dredge, scour, cleanse, widen, alter, and improve from time to time the existing channel way known as the Mostyn Gutter, leading to the said tidal harbour from the entrance to the said dock out to low water, for the purpose of improving and maintaining convenient means of access to the said dock and works, and for removing obstructions, and for other purposes, and to take, collect, divert, and use water in the existing flushing pool lying to the south-east of and adjoining the said tidal harbour.

To enable the Undertakers to make and maintain in connection with the said dock and works or any of them, all necessary or convenient sluices, timber ponds, stairs, sewers, drains, culverts, pipes, jetties, quays, railways, tramways, sidings, wharves, landing stages, coal tips, staiths, drops, moorings, buoys, dolphins, warehouses, roads, ways, approaches, sheds, buildings, cranes, lifts, and other conveniences, and machinery in connection with the said dock and works.

To authorise the Undertakers to purchase, take on lease or otherwise acquire by agreement the existing tidal harbour and all lands, works, approaches, sidings, and conveniences connected therewith and any other lands, foreshore, buildings, easements, or hereditaments necessary for, or liable to interfere with the construction of the said dock, quays, and works, or with the said dock or the approaches thereto.

To make, alter, vary, and rescind bye-laws, rules and regulations for the management, use, regulation and protection of the said dock, entrance, gutter, channel, works, and property, and the regulation and control of vessels, persons, animals, vehicles, and goods using, frequenting or resorting to the same, and the conduct of officers and servants of the undertakers, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove dock and harbour masters, and other officers and

servants, and to define the limits within which the powers of such dock and harbour masters, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of the said dock and other works from all persons and in respect of all vessels entering, resorting to, or using the same, and in respect of all animals and goods shipped or unshipped, received or delivered, and on all passengers and luggage embarked or disembarked whether on any of the intended works or into any other vessel within the said dock or works; also for services and accommodation rendered with respect to such vessels, animals, goods, or passengers, and from time to time to alter such tolls, rates, or duties; to confer, vary, or extinguish exemptions from and to compound and agree with, any person or persons with respect to the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To demise and lease the dock and works, and the said tolls, rates, and duties, or any of them, for any term 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.

To confer upon the Undertakers the powers of a harbour authority under the Removal of Wrecks Act, 1877, and any Act amending the same.

To incorporate with the intended Order all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847; the Companies Clauses Consolidation Act, 1847; and any Acts amending those Acts respectively.

To alter, amend, or repeal, so far as may be necessary or expedient, all or some of the provisions of the several Acts following: 11 and 12 Will. III, cap. 24; 6 Geo. II, cap. 30 (local and personal), and all other Acts and Charters relating to the River Dee, the navigation thereof, or the Company of Proprietors of the undertaking, for recovering and preserving the navigation of the River Dee.

To vary or extinguish all rights and interests which would or might interfere with the objects of the intended Order.

A copy of this advertisement, with plans and sections of the intended dock and works, will on or before the 30th day of November instant be deposited for public inspection at the office of the Clerk of the Peace for the county of Flint, at his office in Mold; at the Custom House at Mostyn Quay; at the office of the Board of Trade, Whitehall, London; at the Private Bill Office of the House of Commons; and at the Parliament Office of the House of Lords.

Printed copies of the draft Provisional Order will be deposited on or before the 22nd day of December next 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 office of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, 9, Bridge-street, Westminster, on payment of one shilling for each copy, at which last mentioned office printed copies of the Provisional Order when made will also be obtainable.

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 21st day of November, 1888.

*Herbert, Lewis, and Davies*, Central Buildings, North John-street, Liverpool, Solicitors.

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

In Parliament.—Session 1889.

Folkestone, Sandgate, and Hythe Tramways] (Extension).

(New Tramways in the Parish of Saint Leonard, Hythe, in the County of Kent; Compulsory Purchase of Lands and Use of Streets; Use of Steam or other Mechanical Power; To Use Railway Carriages and Trucks; Extension of Time for Purchase of Lands and Completion of Works of Tramway No. 3, authorised by the Folkestone, Sandgate, and Hythe Tramways Act, 1886; Working and other Agreements with other Companies, Authorities, Bodies, and Persons; Power to South Eastern Railway Company to Subscribe towards Capital of the Company; Tolls; Application of Funds and Power to Raise further Capital; Repeal, Amendment, and 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 Folkestone, Sandgate, and Hythe Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes:—

To empower the Company to construct and maintain wholly within the parish of Saint Leonard, Hythe, in the county of Kent, the tramways hereinafter described, or one of them, or some part or parts thereof, with all necessary works and conveniences connected therewith (that is to say):—

A Tramway (No. 1) commencing by a junction with the Tramway No. 1 authorised by the Folkestone, Sandgate, and Hythe Tramways Act, 1886, at its intended termination opposite the Seabrook Hotel, passing thence in a westerly direction along the Prince's-road, and thence into Twiss-road and South-road, and thence along Stade-street, Rampart-road, across the Royal Military Canal, by the Town Bridge, into and along Market-street and the Military-road, and terminating in the last-mentioned road at a point immediately opposite the western side of the main entrance to the School of Musketry.

The said tramway will be a single line, except at the following place, where it will be a double line, namely:—

(a) Between two points in the Military-road situated respectively 8 yards and 54 yards, or thereabouts, measured in an easterly direction from the termination of such tramway.

A Tramway (No. 2) commencing by a junction with Tramway (No. 1) at its termination as hereinbefore described, passing thence along the Military-road, across the Royal Military Canal, by the Scanlons Bridge, thence to Gallows-corner, and along the Dymchurch-road, and terminating in that road at or near a point 16 yards or thereabouts westward of the eastern corner of the property numbered 121 on the ordnance map (scale  $\frac{1}{2500}$ ) of the said parish of Saint Leonard, Hythe.

The said Tramway (No. 2) will be a single line except at the following place, where it will be a double line, namely:—

(a) Between the points in the said Dymchurch-road, situated respectively 8 yards and 54 yards or thereabouts, measured in an easterly direction from the termination of the said intended Tramway (No. 2).

At the following places it is proposed to lay down the said Tramways (No. 1) and (No. 2), so that for a distance of 30 feet or upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath on the sides of the streets or roads hereinafter mentioned, and the nearest rail of the tramways, that is to say:—

Tramway (No. 1), in the Rampart-road, between points on the northern side thereof, 46 yards and 146 yards respectively or thereabouts, west of the Wesleyan Chapel, in the aforesaid road.

In the Rampart-road, between points on the southern side thereof, 90 yards and 146 yards respectively or thereabouts, west of the Wesleyan Chapel, in the said road.

To authorise the Company to deviate laterally from the lines of the intended tramways within the limits shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels of those works shown on the sections hereinafter mentioned.

To authorise the Company to construct the tramways on a gauge of 4 feet 8½ inches, and it is intended to run thereon, or on some part or parts thereof, carriages or trucks adapted for use upon railways.

To empower the Company from time to time to make such crossings, passings, sidings, junctions, and other works, in addition to those more particularly specified in this notice, as may be necessary or convenient for the efficient working of the Company's tramways, or any of them, whether already authorised or proposed to be authorised by the Bill, or for providing access to any stables, carriage sheds, or works for the time being of the Company.

To authorise the Company for any of the purposes of the Bill to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, footpaths, bridges, canals, water-courses, sewers, drains, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within the parish aforesaid, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their places or place, or for other the purposes of the Bill, and to make provision for the maintenance and repair of streets, roads, and places upon and along which any of the proposed tramways or works will or may be laid.

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 the tramways or any parts 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, for the purposes of the proposed tramways and works, and of the Bill, to purchase or acquire, compulsorily or by agreement, lands, houses, and hereditaments, and to take easements over, under, or affecting lands, houses, tenements, and hereditaments, and to erect and build offices, buildings, and other conveniences on any such lands.

To make provision for the user and disposal by the Company, of any paving, metalling, or road materials excavated or obtained by the Company in the construction of any of the proposed works.

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 passengers, goods, minerals, or other traffic upon the same, and to alter and vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, or charges.

To empower the Company on the one hand, and the Corporation of Hythe, the Seabrook Estate Company (Limited), the South Eastern Railway Company, and Her Majesty's Principal Secretary of State for War, and any other person or persons, or any one or more 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 constructing, working, use, management, and maintenance by the contracting parties, or any or either of them, of the tramways and works proposed to be authorised by the Bill, or already authorised, or any part or parts thereof respectively, the purchase, sale, or exchange of lands required for the purposes of the tramways and works, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the tramways of the Company, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the tramways and works of the Company, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees, or a joint committee, for carrying into effect every or any such agreement as aforesaid.

The power intended to be employed for moving carriages or trucks on the proposed tramways is animal power and steam and mechanical power of any description, and either fixed or stationary, which may be prescribed by the Bill.

To extend the time for the exercise of the powers for the compulsory purchase of lands required for and for the completion of the Tramway No. 3 authorised by the Folkestone, Sandgate, and Hythe Tramways Act, 1886.

To authorise the Company to apply their existing funds, or any moneys which they have powers to raise, or which any company has power to subscribe to the Company's undertaking, to all or any of the purposes of the Bill or to the general purposes of their undertaking, and to raise further capital for all or any of the purposes of the Bill and other the general purposes of their undertaking, with or without preference or priority in the payment of interest or dividend, with other special rights and privileges, and by borrowing on mortgage and debentures or by all or any of those means.

To authorise the South Eastern Railway Company to guarantee interest on or to subscribe or contribute to an amount not exceeding £10,000 towards the capital of the Company, and to take and hold shares, debentures, and

debenture stock in such capital, and to vote at meetings, and to appoint a director or directors of the Company in respect of such or any other authorised contribution or subscription.

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 amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870, and the Folkstone, Sandgate, and Hythe Tramways Acts, 1884, 1886, and 1888, and the 6 William IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; and the Bill will incorporate, with such modifications as may be necessary or expedient, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the railway, the Railways Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and the Tramways Act, 1870.

And notice is hereby also given, that duplicate plans and sections of the proposed tramways and works, showing the lines and levels thereof, and the lands and houses which will or may 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 be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the same day a copy of such plans, sections, and book of reference will be deposited with the parish clerk of the said parish of St. Leonard Hythe, 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 16th day of November, 1888.

*George Wilks*, Hythe; Solicitor for the Bill.

*E. W. Cooper*, 4, Westminster-chambers, Victoria-street, S.W.;

*C. E. Mortimer*, 22, Abingdon-street, S.W.;

Parliamentary Agents.

In Parliament.—Session 1889.

Wakefield Corporation.

(Extension of Time for Construction of Waterworks; New Reservoirs and other Works; Impounding and Taking of Waters; Compulsory Purchase of Lands and Easements; Common Lands; Mains and Pipes; Breaking up and Stopping up of Highways and Streets; Compensation Water and Alteration of Easements relating to Compensation Water; Extension of Water Undertaking; Borrowing of Money; Power to Issue Various Classes of Corporation Stock; Repeal, Alteration, Amendment, and Incorporation of Acts.)

**N**OTICE is hereby given, that the Mayor, Aldermen, and Citizens of the city of Wakefield, in the West Riding of the county of York (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 time limited by the Wakefield Corporation Waterworks Act, 1880, in this no-

tice referred to as the Act of 1880, for the construction and completion of the works thereby authorized or some of them.

To empower the Corporation to make and maintain the following works, or some of them, that is to say:—

1. A reservoir (hereinafter called Oxygrains Reservoir) to be wholly situate in the township of Rishworth, in the parish of Halifax, to be formed by means of an earthen or stonework embankment four chains or thereabouts in length across the stream called Oxygrains at a point on the said stream ten chains measured in a westerly direction from the Oxygrains Bridge, and which reservoir will extend from the said embankment in a north-westerly direction to a point thirty chains on the Castle Dean Clough and in a westerly direction to a point thirty-four chains on the Wolden Edge Clough, tributaries of the Oxygrains.
2. A reservoir (hereinafter called Booth Dean Reservoir) to be wholly situate in the said township of Rishworth, to be formed by means of an earthen or stonework embankment four chains or thereabouts in length across the Booth Dean Clough, at a point on the said stream sixty-two and a half chains east of the said Oxygrains Bridge, and which reservoir will extend from the said embankment up the said Clough to a point thirteen and a half chains east of the said bridge.
3. A reservoir (hereinafter called Linsgreave Reservoir) to be wholly situate in the said township of Rishworth, to be formed by means of an embankment twenty-five chains or thereabouts in length across the Linsgreave Clough at a point twenty-four chains north of the junction of Dry Clough and the said Linsgreave Clough, which reservoir will extend from the said embankment up the said Linsgreave Clough, to a point thereon twenty-seven chains, and to a point on the Dry Clough twenty-seven chains, both measured south of the said embankment.
4. A catchwater or conduit (hereinafter called Green Withens Catchwater No. 2) to be wholly situate in the said township of Rishworth, commencing at the western fence of Balm Pasture, at a point two chains south-east of the north-west corner of the said pasture, and terminating at a point on Old Washfold Clough seventeen chains to the north-east of the junction of Old Washford Clough with Castle Dean Clough, by a junction with the proposed Green Withens Catchwater, authorized by the Act of 1880.
5. A catchwater or conduit (hereinafter called the Waystone Catchwater) to be wholly situate in the said township of Rishworth, commencing at Burn Clough Head, at a point thirty-six chains to the east of Burn Clough Grains, and twenty-one chains west of the western termination of the road or track known as the Feather Team Gate, and terminating in the proposed Linsgreave Reservoir, near the eastern end of the embankment thereof, fifteen chains or thereabouts to the north of the junction of the Dry Clough and Linsgreave Clough.
6. A line of pipes or conduit (hereinafter called Spa Clough Conduit) to be wholly situate in the said township of Rishworth,

commencing in the authorized Green Withens Reservoir five chains to the south-east of the junction of the Thief Clough and Green Withens Clough, and terminating in the Spa Clough two chains to the west of the existing Spa Clough Dam.

7. A service reservoir (hereinafter called Lee Hill Reservoir) to be wholly situate in the township of Longwood, in the parish of Huddersfield, in a certain field called or known as the New Field, at or near to the top of Lee-hill abutting upon the south-east side of the highway leading from Manchester to Wakefield, belonging to Sir Joseph Percival Pickford Ratcliffe, Baronet, and occupied by William Gee.
8. A line of pipes or conduit to be wholly situate in the said township of Longwood, commencing by a junction with the existing water main of the Corporation in the said road leading from Manchester to Wakefield opposite to the field last hereinbefore described and terminating in the said field in the said intended Lee-hill Reservoir.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, dams, sluices, weirs, outfalls, syphons, pipes, adits, shafts, borings, tunnels, aqueducts, culverts, cuts, trenches, channels, conduits, drains, mains, junctions, valves, engines, pumps, works, apparatus, and conveniences connected with the said works, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, or managing the same.

All which works will be wholly situate in the West Riding of the county of York.

And it is proposed to authorize the Corporation to take, divert, impound, appropriate, and use for the purposes of their water undertaking, and for all or any other purposes of the intended Act, all or any of the waters of the following streams, cuts, or gutters, that is to say:—Oxygrains, Linsgreave Clough, Spa Clough, Booth Dean Clough, Pickard Gutter, Stake Gutter, and the several tributaries, rivulets, watercourses, and springs which now flow into any of the said streams, cuts, or gutters, above the site of the proposal Booth Dean Reservoir, or which may be intercepted by the reservoirs, catchwaters, and other intended works, and as may be found in and upon or under any lands acquired or to be acquired by the Corporation under the Act of 1880, or the intended Act, and which said waters now flow directly or derivatively into the Booth Dean Clough, the rivers Ryburn and Calder, and the Calder and Hebble, and Aire and Calder Navigations. The Corporation are entitled to take all or some of the streams and waters hereinbefore mentioned, under the powers conferred by the Act of 1880.

To empower the Corporation to purchase compulsorily or by agreement lands, houses, mills, waters, weirs, dams, and other property within the townships, parishes, and riding aforesaid, for the purposes of their existing and intended waterworks, and also to take and acquire easements in and over the same, and to vary and extinguish all rights and privileges connected with any such lands, houses, mills, waters, weirs, dams, and hereditaments.

It is intended by the Bill to take for and in connection with the intended reservoirs, catchwaters, conduits, and works, certain lands being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantity proposed to be taken (namely):—

| Name by which the lands are known. | Township, Parish, and County in which the lands are situate.                     | Quantities within limits of deviation and estimated quantities to be taken.              |
|------------------------------------|--|--|
| Rishworth Moor                     | Township of Rishworth, Parish of Halifax, and West Riding of the County of York. | Quantity within limits of deviation 117 acres. Estimated quantity to be taken 68 acres.  |
| Moss Moor                          | In the same Township, Parish, and Riding.  | Quantity within limits of deviation 233 acres. Estimated quantity to be taken 182 acres. |

To authorize 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 townships, parishes, and riding aforesaid, and for the purposes of the intended Act, and within the said townships, parishes, and riding 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, watercourses, pipes, and telegraph wires and pipes, and to appropriate the soil and surface of the streets, highways, and footpaths stopped up or disused.

To alter the provisions of the Act of 1880 relating to the discharge of compensation water and to make other provisions in relation thereto, both in respect of the waterworks by that Act authorized and in respect to the waterworks proposed to be authorized by the intended Act, and to repeal, alter, or amend sections 28 to 36 (both inclusive) of the Act of 1880, or some of them.

To constitute the waterworks, proposed to be authorized by the intended Act, part of the water undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing waterworks of the Corporation to the waterworks so proposed to be authorized.

To authorize the Corporation to borrow money for the execution of the works proposed to be authorized, for the construction and completion of waterworks already authorized, and for other purposes of the intended Act, and to charge the same on the borough or city fund and the borough or city rate, district fund and general district rate and the undertakings, estates, rates, revenue, and other property of the Corporation, or on any of such securities, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities, or to create and issue Corporation stock in respect thereof, and to authorize the Corporation to apply any of their corporate funds or other moneys authorized to be raised to all or any of the purposes of the intended Act. And to authorize the Corporation to increase or vary existing rates, rents, and charges.

To amend the Wakefield Corporation Act, 1887, so as to enable the Corporation to issue various classes of Corporation stock, or stock

with different rates of dividend, different periods for redemption, or other distinguishing characteristics.

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 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, namely: the Wakefield Waterworks Act, 1862; the Wakefield Waterworks Act, 1873; the Wakefield Waterworks Act, 1874; the Wakefield Waterworks Act, 1876; the Wakefield Improvement Act, 1877; the Wakefield Corporation Waterworks Act, 1880; the Wakefield Corporation Act, 1887; and any other Acts relating to the Corporation or their waterworks undertaking.

To incorporate and apply with or without amendment or render inapplicable all or some of the provisions of the following public Acts: the Public Health Act, 1875; the Local Loans Act, 1875; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863, and all Acts amending those Acts, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands.

And notice is hereby further given, that on or before the 30th day of November instant duplicate plans and sections of the proposed waterworks, and of the lands and other property in or through which they will be made, or which may be required for the purposes thereof, together with a book of reference to the plans, and a copy of this Notice as published in the London Gazette, will 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 which the proposed works are intended to be made, and a copy of this Notice as published as aforesaid, will be deposited with the parish clerk of such parish, at his residence.

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 16th day of November, 1888.

*Chas. Jas. Hudson*, Town Clerk, Wakefield.  
*Sharpe, Parkers, Pritchard, and Sharpe*,  
9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Mumbles Railway and Pier.

(Incorporation of Company; Construction of Railway and Pier; Compulsory Purchase of Lands; Tolls and Charges; Running Powers; Working and Traffic Agreements and Facilities; Power to Swansea Harbour Trustees to Contribute to Cost of Railway and Pier; Payment of Interest out of Capital; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next Session for leave to bring in a Bill for the following purposes, or some of them:—

To incorporate a Company and to enable the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railway and pier hereinafter mentioned, or one of them, or some part or parts thereof respectively, in the county of Glamorgan, with all proper stations, sidings, approaches, landing and shipping

places, moorings, works, and conveniences connected therewith respectively, that is to say:—

1. A railway, wholly in the parish of Oystermouth, commencing by a junction with the Oystermouth Railway or Tramroad (hereinafter called "the Oystermouth Railway") at a point  $10\frac{1}{2}$  chains or thereabouts measured along that railway in a northerly direction from the booking office at the Oystermouth terminal station, thereon and terminating near high-water mark on the shore of Swansea Bay, at a point 13 chains or thereabouts measured in a south-easterly direction from the Mumbles life-boat house.
2. A pier and pier-head, with rails thereon, in connection with the railway before described, in the said parish of Oystermouth, commencing at a point on the intended railway at or near high water mark on the shore of Swansea Bay,  $2\frac{1}{4}$  chains or thereabouts north-westward of the north-east corner of the said Mumbles life-boat house, thence proceeding in a north-easterly direction across the beach and foreshore and into Swansea Bay, and terminating in the bay at a point distant 620 yards or thereabouts measured from the north-eastern corner of the said life-boat house.

The Bill will empower the Company to exercise all or some of the following powers, that is to say:—

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the intended railway, pier, and works including certain lands being or reputed to be common or commonable land, of which the following are the particulars:—

| Name by which lands are known. | Parish in which the lands are situate. | Estimated quantity proposed to be taken. |
|--------------------------------|--|--|
| Mumbles Hill.                  | Oystermouth.                           | Two Acres.                               |

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently roads, streets, highways, streams, pipes, sewers, navigations, bridges, railways, tramroads, and water-courses, within or adjoining the aforesaid parish.

To excavate, deepen, scour, and dredge from time to time such parts of Swansea Bay near the intended pier as may be necessary or expedient for securing convenient access thereto by ship and vessels.

To levy tolls, rates, and charges upon or in respect of the proposed railway, pier, and works, and upon and in respect of the railway, branch railways, stations, and works to be run over and used as hereinafter mentioned; to alter existing tolls, rates, and charges in respect of traffic to and from the intended railway and pier, and to confer exemptions from the payment of tolls, rates, and charges, and to vary or extinguish all rights and privileges which would interfere with the construction, maintenance, or use of the intended railway, pier, and works, and to confer other rights and privileges.

The Bill will empower the Company, and any company or persons lawfully working or using the railway 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 and otherwise, and upon payment of



such tolls and rates as may be agreed upon or settled by arbitration, or prescribed by the Bill, the Oystermouth Railway, including any branches of that railway, together with the use of all stations, sidings, platforms, points, signals, 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 railway and branches, and the stations thereon respectively.

To enable the Company and the Swansea and Mumbles Railway Company (Limited), or other the owners for the time being of the Oystermouth Railway and their lessees, and the Swansea Harbour Trustees, or either of them, from time to time to enter into and carry into effect agreements for or with respect to the construction, working, use, management, and maintenance by the said Companies and parties, or any or either of them of their respective railways, piers, and works or any part or parts thereof respectively, and with respect to the supply and maintenance of rolling and working stock and plant and the employment of officers and servants, and with respect to the management, regulation, interchange, collection, transmission, and delivery of traffic to, from, and over the respective railways, piers, and works of the contracting Companies and parties, and with respect to the fixing and collecting 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 all Companies and other parties whose railways communicate with the Oystermouth Railway, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever 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 Bill.

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.

To authorise the Company to raise their capital by instalments, and to borrow by instalments in respect of such capital, and to provide that such instalments of capital shall for all or some of the purposes of "The Companies Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845" be deemed to be the capital of the Company, and so far as may be necessary to amend those Acts.

To enable the Swansea Harbour Trustees to subscribe or contribute towards the cost of constructing the intended railway and pier, and to take and hold shares in the capital of the Company, and for that purpose to apply any funds belonging to them or under their control; and to borrow on mortgage, or by the creation and issue of debenture stock; any further money they may agree so to contribute or subscribe.

The Bill will incorporate "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Railways Clauses Consolidation

Act, 1845" and "The Railways Clauses Act, 1863," and "The Harbour Docks and Piers Clauses Act, 1847," and will 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 Bill, that is to say: "The Oystermouth Railway or Tramroad Act, 1804," 20 and 21 Vic., cap. 142, 29 and 30 Vic., cap. 258, and of any other Acts relating to the Swansea Harbour Trustees.

And notice is hereby also given that plans and sections of the intended railway, pier, and works, and showing the lands and property proposed to be taken under the powers of the Bill, with a book of reference to such plans and ordnance map, with the line of the intended railway and pier delineated thereon, 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 Glamorgan, at his office at Cardiff, and that on or before the same day a copy of the said plans, sections, and book of reference, with a copy of this notice, will be deposited for public inspection with the parish clerk of the Parish of Oystermouth, at his residence.

And notice is also hereby given that on or before the 21st day of December, 1888, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1888.

*Nicholl Morgan*, Swansea, Solicitor;

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

#### Board of Trade.—Session 1889.

##### Buckley Gas (Provisional Order).

(Application to the Board of Trade for a Provisional Order for Powers to Construct and Maintain Gasworks, and to Supply Gas in Buckley and Neighbourhood, in Flintshire; to lay down Mains and Pipes; Break up Roads and Streets; Levy Rates and Charges; Supply Gas Fittings and Apparatus; Incorporation of Acts, and other purposes.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade for a Provisional Order under the Gas and Water Works Facilities Act, 1870, to be confirmed by Parliament in the ensuing session, for all or some of the following, among other, purposes (that is to say):—

To authorise the Undertaker or Undertakers to be named in the intended Order, or a Company formed for the purpose (all of whom are hereinafter referred to as "the Undertakers"), to construct and maintain, and from time to time to alter, extend, enlarge, and renew or discontinue, all necessary works, machinery and apparatus connected with and incidental to the manufacture, storage, and supply of gas, and the manufacture or conversion of products resulting from the manufacture of gas, on all or some part of the following lands, which are shown on the map hereinafter referred to, that is to say:—A piece of land containing by admeasurement half an acre or thereabouts (being part of a field adjoining the Mount Pleasant Colliery), situate wholly in the township of Ewloe Town, in the parish of Hawarden, in the county of Flint, and bounded on the north by other part of the said field, belonging to John Bates Gregory and Thomas Kenyon, on the south by the road leading from Buckley to Burntwood Pentre, on the east by an occupation road leading to the said colliery, and on the west by the Wrexham, Mold, and Coniah's Quay Railway;



and to confer upon the Undertakers all needful powers for the supply of and lighting with gas so much and such parts of the townships or places of Bistre and Argoed, both in the parish of Mold, and of the townships or places of Ewloe Wood, Ewloe Town, Pentrobin, and Bannel, all in the parish of Hawarden, as lie within a radius of  $1\frac{1}{2}$  miles of the junction of Church-road, in the first-mentioned township, with the Chester and Mold main highway, all in the county of Flint, or within such other limits in the townships and parishes aforesaid as may be described in the Provisional Order.

To enable the Undertakers, for the purposes of their undertaking, to acquire and hold lands and hereditaments, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licences, to exercise and use such rights, and to carry on the business usually carried on by gas companies, and to lay down and maintain mains and pipes in, through, across, along, under, or over, and to break up or interfere with, as the case may require, streets, public and private roads and footpaths, railways and tramways, rivers, canals, sewers, drains, tunnels, waters, bridges, and other passages and places within the limits of the intended Order, and also to interfere with, and remove any sewers, drains, pipes, and telegraph wires and apparatus in, over, or under the same respectively.

To empower the Undertakers to provide, fit up, sell, or let on hire, gas tubes, meters, pipes, fittings, burners, chandeliers, cooking and other stoves, engines, machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes, by means of gas, and all other articles, apparatus, and things in any way connected with gasworks, or with the supply of gas, or necessary for and incidental to any of the purposes to which gas is applicable, and to authorise the Undertakers to charge and recover rents and charges for the sale and supply of gas, gas fittings, meters, and apparatus. And the intended Order will vary or extinguish all rights and privileges which would interfere or be inconsistent with its objects.

To authorise the Undertakers 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 (except by electricity).

To authorise the Undertakers and any corporation, public body, and sanitary or local authority, to make and carry into effect, contracts for the supply of gas, and for all things incidental to lighting streets, roads, places, or buildings, upon such terms and conditions as may be agreed upon, and, if necessary, to enable such corporation, body, and authority, for the purposes aforesaid, to apply any funds belonging to them or under their control, and to raise moneys by rates and by borrowing.

To authorise the Undertakers to purchase by agreement, or to take on lease, such other lands as may be required for any of the purposes of the undertaking, exclusive of manufacturing or storing of gas or residual products on such lands.

To incorporate in the intended Order all or some of the provisions of the Lands Clauses Consolidation Acts 1845, 1860, and 1869 (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the

Company), the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, with a map showing the lands proposed to be used for the manufacture and storage of gas, and for the manufacture or conversion of residual products as aforesaid, together with a plan of the proposed works, will be deposited at the Board of Trade, Whitehall-gardens, London, and that other copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Flint, at his office at Mold; in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons. That on or before the 22nd 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 office of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, 9, Bridge-street, Westminster, London, on payment of one shilling for each copy, at which last-mentioned office printed copies of the Provisional Order, when made, will also be obtainable.

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 Railway Department of the Board of Trade, at the office aforesaid, on or before the 15th day of January next, and copies of any such objections must at the same time be also sent to the Promoters or their undermentioned Parliamentary Agents; and in forwarding to the Board of Trade any such representation or objection the objectors or their agents must state that a copy of the same has been forwarded to the Promoters or their agents.

Dated this 14th day of November, 1888.

*Herbert Lewis and Davies*, Central Buildings, North John-street, Liverpool, Solicitors.

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

In Parliament.—Session 1889.

The Imperial Docks of London.

(Incorporation of Company; New Docks; Railway and other Works in the Parish of West Ham, Essex; Raising of North Woolwich Road; to Make Navigable Cut through the said Road, and Erect Swing or Telescopic Bridges over same for Road, Railway, and Foot Traffic; to Erect Pumping Engines; Power to Divert Water from the Thames, to Dredge and Deepen Portions of that River; Purchase, &c., of Steam Tugs; Compulsory Purchase of Lands, &c.; Houses for Labouring Classes; Provisions for the Regulation, Use, and Protection of the Docks, &c.; Rates, Dues, and Charges; General Dock Powers; Sale, &c., of Lands, Warehouses, &c.; Bye-Laws; Tolls and Alteration of Tolls of Great Eastern Railway Company; Running Powers over Portion of that Company's Railway, and Use of their Silvertown Station; Working and other Arrangements with that Company; Payment of Interest during Construction of Works; Amendment of Acts.)

A APPLICATION is intended to be made to Parliament, in the ensuing session, for

leave to bring in a Bill to effect the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to enable that Company to make and maintain the works hereinafter described, namely:

A dock, consisting of a main dock 706 yards or thereabouts in length, and 353 yards or thereabouts in width, with one branch dock 650 yards or thereabouts in length and 216 yards or thereabouts in width, and a ship lock and two barge locks with entrances from the river Thames, to be situated partly on the site of the Victoria Graving Docks, and partly on property belonging or reputed to belong to Messrs. Rawstorne, reputed to be partly in the occupation of Mr. Moor, of Clyde-road, Silvertown, and of Messrs. John Mowlem and Company, and on property belonging to or reputed to belong to the Bloomsbury Varnish Works of Messrs. Charles Turner and Son, and on land belonging to or reputed to belong to Mr. Newton, of Belsize-court, Hampstead, and dwelling-house situated thereon in the occupation of Mr. D. Harding, and on land belonging to or reputed to belong to the North Woolwich Land Company, and on land belonging to or reputed to belong to Mr. Southwell, and on land belonging to or reputed to belong to the Corporation of West Ham, and other lands in the parish of West Ham, and county of Essex, on the banks of, or in close proximity to, the river Thames, such lands being bounded on the north side by the Victoria (London) Docks, on the east partly by a roadway to those docks by the Graving Dock Tavern, and partly by the works and property of the British Alizarine Company, Limited, and of Messrs. Burt, Boulton and Haywood, on the south by the river Thames, and on the west partly by the public way to the Board schools and the proposed road connecting the North Woolwich-road with the river-side, running in a straight line from Mr. Newton's railway junction with the North Woolwich Railway on a piece of Mr. Newton's land, to the West Ham Corporation wharf.

A river, wall, or embankment in the said parish of West Ham, on the bed or foreshore of the river Thames, 950 yards in length, with an opening in the said dock commencing at the south-east corner of the property of the Messrs. Rawstorne, and terminating at the south-west corner of the same, upon land the property of the Corporation of West Ham.

Three piers or jetties in the said parish of West Ham, and on the bed and shore of the river Thames, one at each side of the entrance to the said locks, the easternmost of such piers being 30 yards or thereabouts in length, and intersecting the said embankment at a point 25 yards south or thereabouts of the south-east angle of the said eastern boundary, measuring along low-water mark, and the westernmost of such piers being 30 yards or thereabouts in length, and intersecting the said embankment 107 yards west or thereabouts of the said eastern boundary from its commencement.

To make and maintain a railway wholly in the said parish of West Ham, commencing by a junction with the Great Eastern Railway, at a point measured along the said railway in a westerly direction 1,100 yards west of the junction of that railway at Silvertown with the Great Eastern North Woolwich Railway, and terminating 1,500 yards west of that junction at Silvertown aforesaid.

To enable the Company to raise the road known as the North Woolwich-road, in the said parish of West Ham, and to vest in the Com-

pany and appropriate for the purposes of the dock works, and of the Bill, the site of the said road, to divert the same, and make a navigable cut through such road with swing or telescopic railway and road and foot bridges thrown over, and to cross and re-cross such road by level crossings or bridges.

To make, provide, and maintain in connection with the intended works, or any of them, all necessary or convenient roads, approaches, ways, locks, gates, dry docks, graving docks, slip docks, lift docks, telescope and other bridges, shipping places, wharves, quays, jetties, slips, waterworks, pumping engines, reservoirs, gas-works, landing stages, landing places, stores, warehouses, sheds, buildings, cranes, hydraulic lifts, drops, moorings, buoys, gridirons, dolphins, rails, trams, stations, sidings, junctions, platforms, culverts, sluices, drains, and other works and conveniences, all which intended works will be made or be situate in the parish of West Ham, in the county of Essex, and are hereinafter referred to collectively as "the dock works."

To divert into and use for the purposes of the dock works the waters of the river Thames, and from time to time as may be requisite to dredge and deepen the channel and bed of the said river at and near to the dock works, and to appropriate the soil thereof so dredged.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To purchase, take on lease, or hire and maintain steam-tugs for towing ships to, into, and out of the dock works, and for towing homeward and outward bound vessels from and out to sea.

To abolish all rights of way along so much of the bank or wall of the river Thames as will be within or adjoin the limits of the Company's proposed property.

To cross, divert, alter, remove, intercept, or stop up, either temporarily or permanently, all turnpike and other roads, highways, streets, courts, passages, footpaths, rights of way, ways, waters, watercourses, water-pipes, gas-pipes, sewers, drains, canals, navigations, rivers, streams, bridges, electric telegraph, electric lighting, and telephone tubes and wires, railways, and tramways that it may be necessary or convenient to cross, divert, alter, intercept, or stop up for any of the purposes of the Bill.

To purchase and take by compulsion or by agreement lands, works, houses, and other property and hereditaments for the purposes of the intended works, and of the Bill, and to exchange the lands so taken, purchased, or acquired for other lands, and to lease from time to time any lands so purchased, taken and acquired, or exchanged, and to grant easements over the same, and to accept leases of such lands as may be required for the purposes of the Company, and to vary or extinguish all rights, easements, and privileges in any manner connected with or affecting the property so purchased or taken.

To provide on convenient and suitable sites, houses for the accommodation of persons belonging to the labouring classes, who may be displaced under the powers of the Bill; to provide or appropriate lands and funds for that purpose, and to retain and hold such houses when built as part of the property and undertaking of the Company, or to sell and dispose of them.

To make provision for the management, use, regulation, and protection of the intended dock

works and conveniences, and for preventing obstructions on the river Thames at or near the entrances of the intended docks, and of the river wharves, within a certain limit to be defined by the intended Act, the regulation and control of vessels, persons, animals, and goods frequenting or using or approaching or resorting thereto or departing from the intended docks, entrances, locks, works, wharves, shipping places, quays, or other conveniences, the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft along, at, or near to the dock works and wharves, and the placing of buoys, lights, beacons, chains, posts, and other conveniences, and for appointing and dismissing and regulating the duties of dock masters, pilots, pier masters, meters, weighers, and other persons.

To enable the Company to undertake the warehousing of goods, the discharging of ballast from vessels, the supply of water for ships' use, and for other purposes, and to exercise all such powers as are usual in the case of Dock Companies.

To authorize the Company to demand, levy, and recover tonnage and other dues, ballast charges, charges for supplying water, and rates in respect of vessels resorting to the dock works, or coming within such limits as the Bill may define, and also dues, rates, or charges in respect of goods, wares, merchandise, minerals, machinery, persons, animals, articles, and things shipped or unshipped at the dock works, for the hire or use of any pilot or tug-vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed, or conveniences provided by the Company, and to confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

To empower the Company, for such considerations, at such rents, and upon such terms and conditions as may be provided for by the Bill, from time to time to sell or lease any lands from time to time belonging to them, to let wharves or warehouses, buildings, yards, cranes, machines, shipping, staiths, tips, or other conveniences, and to make charges in respect thereof, and to exempt some or all of such lands, and the Company in respect thereof, from the operation of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To authorize the Company to make bye-laws and regulations, and to impose penalties and restrictions, and to define the manner in which penalties shall be enforced and recovered.

To levy tolls, rates, and duties upon or in respect of the intended railways and upon the portion of railway hereinafter mentioned belonging to the Great Eastern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorized to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company and any company or persons for the time being working or using the railway of the Company, or any part or parts thereof, to run over, work, and use, on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or defined by the Bill, with their engines, carriages and wagons, officers and servants, for the purposes of their traffic of every description, the portion of railway and the station hereinafter mentioned, that is to say:

So much of the railway of the Great Eastern Railway Company as lies between the commencement of the intended railway and

the Silvertown Station of that Company and that station;

and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, junctions, sidings, machinery, and other conveniences of or connected with the said portion of railways and stations.

To enable the Company on the one hand, and the Great Eastern Railway Company, and any Railway Company or Companies lawfully working or using the railways of the said Railway Company, or any one or more of such Companies on the other hand, to enter into, carry into effect, vary, rescind, and renew from time to time contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance by the contracting Companies of their respective railways, stations, and works connected therewith, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic of every description upon or coming from, passing over, or destined for the railways and stations of the contracting Companies or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways, and works connected therewith, of the contracting Companies, or any part or parts thereof, the employment of officers and servants, and the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay to the shareholders of the Company during the construction of the intended works, and until the completion thereof, or during such time as may be prescribed by the Bill, interest on dividends at a rate to be prescribed by the Bill on the amount of the calls from time to time made upon and paid by such shareholders in respect of the shares held by them.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, or with such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions of any local and personal Acts of Parliament, Railway Acts, and all other Acts relating to the Great Eastern Railway Company.

On or before the 30th day of November instant plans and sections of the intended works, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Essex, at his office at Chelmsford, in that county, and with the parish clerk of the said parish of West Ham, at his residence.

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

Dated this 14th day of November, 1888.

Capper and Partners, 18, Parliament-street, Westminster, S.W., Parliamentary Agents.

## Board of Trade.—Session 1889.

## Lancaster and District Tramways.

(Construction of Tramways; Gauge; Motive Power; Compulsory User, &c., of Streets; Tolls; Purchase of Lands by Agreement; Agreements with Local and Road Authorities; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following, that is to say:—

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade or any other Company or Corporation, person, or persons to be named in the Draft Provisional Order (hereinafter called "the Promoters") to construct and maintain, use, and work the 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.

The tramways so proposed to be authorised are as follows:—

Tramway No. 1, wholly in the parish of Lancaster and township of Scotforth, commencing in the highway from Lancaster to Preston, known as Preston-road, at a point 1 chain to the south of the north corner of the Boot and Shoe Inn, and passing thence in a northerly direction along Preston-road through the village of Scotforth, and terminating in Preston-road, at a point 1·50 chains north of the first milestone from Lancaster Town Hall.

Tramway No. 1 will be a single line, except between the following points where it will be a double line:—

In Preston-road where that road passes through the village of Scotforth from a point 1 chain north of the north corner of the Boot and Shoe Inn for a length of 4 chains in a northerly direction. In Preston-road from a point ·25 chain north of the north corner of Barton-lane for a length of 8 chains in a northerly direction. In Preston-road from a point 2·50 chains south of the south corner of Marshall Houses for a distance of 3 chains in a northerly direction. In Preston-road from a point 1·50 chains south of the north-east corner of Scotforth Vicarage for a distance of 3 chains in a northerly direction. In Preston-road from a point 1·50 chains south of the first milestone from Lancaster Town Hall, for a length of 3 chains in a northerly direction.

Tramway No. 2, wholly in the parish and township of Lancaster, commencing in Preston-road at the point of termination of Tramway No. 1, passing thence in a northerly direction along Preston-road and South-road to Penny-street Bridge (over the Lancaster and Kendal Canal), from thence along Penny-street to a point opposite the north-west corner of the Prince William Henry Inn, from thence along a proposed new road passing in a north-easterly direction across the Prince William Henry Field belonging to the Lancaster Corporation, and a garden belonging to Mrs. Kelsall to the south end of Upper Thurnham-street, thence along Upper Thurnham-street, Thurnham-street, the west side of Dalton-square, down Great John-street, and terminating in Great John-street at its junction with Stonewell.

Tramway No. 2 will be a double line, except

between the following points where it will be a single line:—

In Preston-road, from the point of the commencement of such tramway for a distance of 13 chains in a northerly direction.

In Preston-road, from a point 6·50 chains north of the north-east corner of Dog-Kennel-lane for a distance of 14·15 chains in a northerly direction. In South-road from a point 2·75 chains north of the south-east corner of the Boundary Inn for a distance of 11·50 chains in a northerly direction.

In Thurnham-street and Dalton-square, from a point ·25 chain north of the north-west corner of Upper Thurnham-street to a point 2 chains south of the south-east corner of Great John-street.

Tramway No. 3, wholly in the parish and township of Lancaster, commencing at the point of termination of Tramway No. 2, and passing thence in a northerly direction along Stonewell and Rosemary-lane, from thence across North-road in a northerly direction along the west side of Chapel-street to Cable-street, passing thence in an easterly direction along Cable-street, and terminating on the west side of Cable-street at a point 1·30 chains north of the north-west corner of Messrs. Gillows' show-rooms.

Tramway No. 3 will be a single line, except between the following points where it will be a double line:—

From the point of commencement of such tramway in Stonewell for a distance of 6·15 chains in a northerly direction.

Tramway No. 4, wholly in the parish and township of Lancaster, commencing on the east side of Rosemary-lane by a junction with Tramway No. 3 at a point 1·75 chains south of the south-west corner of the Tower of St. John's Church, and passing from thence in an easterly and north-easterly direction along the southerly side of North-road to a point 1 chain east of the north-east corner of Pitt-street, and thence along the centre of North-road to a point opposite the south-west corner of Messrs. Gillows' show-rooms, thence along the west side of North-road in a north-easterly direction, and terminating on the east side of Cable-street at a point 1·30 chains north of the north-west corner of Messrs. Gillows' show-rooms.

Tramway No. 4 will be a single line throughout its whole length.

Tramway No. 5, wholly in the parish and township of Lancaster, commencing in Cable-street at the points of termination of Tramways Nos. 3 and 4, passing along Cable-street and Parliament-street in a north-easterly direction to Skerton Bridge, over Skerton Bridge, thence in a north-westerly direction along the Slyne-road to the junction of that road with Heysham-road, passing along Heysham-road in a westerly direction, and terminating in Heysham-road at the point where the new boundary of the borough of Lancaster between Lancaster and Skerton crosses that road.

Tramway No. 5 will be a double line throughout its whole length.

Tramway No. 6, wholly in the parish of Lancaster and townships of Skerton and Poulton, Bare, and Torrisholme, commencing in Heysham-road at the point of termination of Tramway No. 5, passing thence in a westerly direction along Heysham-road to the junction of that road with Scale Hall-lane, from thence along Scale Hall-lane to its junction

with Morecambe-road, thence turning in a north-westerly direction along Morecambe-road and Euston-road, and terminating in Euston-road at a point 80 chain east of the north-west corner of Moss-lane at the junction of Moss-lane with Euston-road.

Tramway No. 6 will be a single line, except between the following points where it will be a double line.

In Heysham-road from a point 12 chains from its commencement for a distance of 3 chains in a westerly direction.

In Heysham-road from a point 2 chains east of the south-east corner of Scale Hall-lane, to a point in Scale Hall-lane 2 chains from the south-east corner of that lane.

In Scale Hall-lane from a point 4 chains south of the north-east corner of such lane for a distance of 3 chains in a northerly direction.

In Morecambe-road from a point 50 chain west of the south-west corner of Powder House-lane for a distance of 3 chains in a westerly direction.

In Morecambe-road, commencing from a point opposite the south corner of Cross-hill Farm House, for a distance of 3 chains, in a north-westerly direction.

In Morecambe-road, from a point 5.50 chains south of the south-west corner of Green-lane, for a distance of 3 chains, in a north-westerly direction.

In Morecambe-road, from a point 9 chains west of the north-west corner of Green-lane, to a point 6 chains east of the north-east corner of Torrisholme, Moss-lane.

In Morecambe-road, from a point 1 chain east of the south-east corner of Anstable Holme Farm House, for a distance 3 chains, in a north-westerly direction.

In Morecambe-road, from a point 16 chains west of the south-east corner of Anstable Holme Farm House, for a distance of 3 chains, in a north-westerly direction.

In Morecambe-road, from a point 3 chains north-west of the north-west corner of Poulton Town Field, for a distance of 3 chains, in a north-westerly direction.

In Morecambe-road, from a point opposite to the south-east corner of the field called Dear Bought, for a distance of 4 chains, in a north-westerly direction.

In Morecambe-road and Euston-road, from a point 2 chains south of the centre of Poulton-lane Bridge, for a distance of 15 chains, in a north-westerly and westerly direction.

In Euston-road from a point 3.30 chains east of the north-west corner of Moss-lane, where that lane crosses Euston-road for a distance of 2.50 chains in a westerly direction.

Tramway No. 7, wholly in the parish of Lancaster, and township of Poulton, Bare, and Torrisholme, commencing at the point of termination of Tramway No. 6, on the southerly side of Euston-road, passing thence in a southerly direction along the easterly side of Moss-lane, thence along the southerly side of Cheapside, and the westerly side of Market-street, and from thence along the northerly side of Euston-road, and terminating by a junction with Tramway No. 6 at the termination of that Tramway on the northerly side of Euston-road. Tramway No. 7 will be a single line throughout its whole length.

Tramway No. 8, wholly in the parish and township of Lancaster, commencing in Penny-street by a junction with the proposed Tramway No. 2, at a point opposite the north-west corner of the Prince

William Henry Inn, passing thence along Penny-street in a northerly direction to the corner of George-street, thence along George-street into Thurnham-street, and terminating in that street by a junction with the proposed Tramway No. 2 at a point 3 chains south of the south-west corner of Dalton-square.

Tramway No. 8 will be a double line throughout its whole length.

The above tramways will pass from, through or into or be situate in the several townships and places following, viz.:—The township of Scotforth, the township of Lancaster, the township of Skerton, the township of Poulton, Bare, and Torrisholme, and the parish of Lancaster, all in the county of Lancaster.

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 Preston-road, on both sides thereof from a point 1.40 chains north of the north-west corner of the Boot and Shoe Inn for a distance of 3 chains.

In Preston-road, on both sides thereof, from a point 1 chain north of the north corner of Barton-lane for a distance of 1.50 chains in a northerly direction.

In Preston-road, on both sides thereof, from a point 50 chain south of the north-east corner of Scotforth Vicarage for a distance of 1.50 chains in a northerly direction.

In Preston-road, on both sides thereof, from a point 1.50 chains south of the first milestone from the Lancaster Town Hall for a distance of 3 chains in a northerly direction.

Tramway No. 2.—In Preston-road, on both sides thereof, from a point 3.50 chains north of the north-east corner of Dog Kennel-lane, for a distance of 3 chains in a northerly direction.

In Preston-road and South-road, on both sides thereof, from a point 2.25 chains south of the south-east corner of the Boundary Inn, for a distance of 5 chains in a northerly direction.

On Penny-street Bridge, in Penny-street, along the proposed new road, through Prince William Henry Field, and in Upper Thurnham-street, on both sides of the said bridge and streets respectively, from a point 30 chain north of the north-west corner of Springfield Barracks-yard to the north end of Upper Thurnham-street. In Thurnham-street, on the east side throughout the whole length thereof. In Great John-street, on both sides thereof, and throughout the whole length thereof.

Tramway No. 3.—In Rosemary-lane, on both sides thereof and throughout the whole length thereof.

In Chapel-street, on the west side thereof and throughout the whole length thereof.

Tramway No. 4.—From its commencement in Rosemary-lane, along North-road on the southerly side thereof to a point in North-road, 1 chain north-east of the north-west corner of Pitt-street. In North-road, on the west side thereof, from a point opposite the south-west corner of Messrs. Gillows' Show Rooms, for a distance of 2.50 chains in a northerly direction.

Tramway No. 5.—On Skerton-bridge, on both sides thereof and throughout its whole length. In Slyne-road, on both sides thereof from a point 3.50 chains south of the north-

east corner of the County Police Station, for a distance of 4 chains in a north-westerly direction. In Heysham-road, on both sides of the said road from a point 50 chain west of the north-east corner of the County Police Station to the point where the new boundary of the borough of Lancaster, between that borough and the township of Skerton crosses the Heysham-road.

Tramway No. 6.—In Heysham-road, on both sides thereof, from a point 12 chains from its commencement, for a distance of 3 chains in a westerly direction.

In Heysham-road and Scale Hall-lane, on both sides thereof, from a point 2 chains east of the south-east corner of Scale Hall-lane, to a point in Scale Hall-lane 2 chains from the south-east corner of that lane.

In Scale Hall-lane, on both sides thereof, from a point 4 chains south of the north-east corner of such lane, for a distance of 3 chains in a northerly direction.

In Morecambe-road, on both sides thereof, from a point 50 chain west of the south-west corner of Powder House-lane, for a distance of 3 chains in a westerly direction.

In Morecambe-road, on both sides thereof, from a point opposite the south corner of Cross Hill Farmhouse, for a distance of 3 chains in a north-westerly direction.

In Morecambe-road, on both sides thereof, from a point 550 chains south of the south-west corner of Green-lane, for a distance of 3 chains in a northerly direction.

In Morecambe-road, on both sides thereof, from a point 9 chains west of the north-west corner of Green-lane to a point 6 chains east of the north-east corner of Torrisholme Moss-lane.

In Morecambe-road, on both sides thereof, from a point 1 chain east of the south-east corner of Anstable Holme Farmhouse for a distance of 3 chains in a north-westerly direction.

In Morecambe-road, on both sides thereof, from a point 16 chains west of the south-east corner of Anstable Holme Farmhouse for a distance of 3 chains in a north-westerly direction.

In Morecambe-road, on both sides thereof, from a point 3 chains north of the north-west corner of Poulton Town Field, for a distance of 3 chains in a north-westerly direction.

In Morecambe-road, on both sides thereof, from a point opposite the south-east corner of the Field called Dear Bought for a distance of 4 chains in a north-westerly direction.

In Morecambe-road, on both sides thereof, from a point 2 chains south of the centre of Poulton-lane Bridge, for a distance of 850 chains in a north-westerly direction.

In Euston-road, on both sides thereof, from a point opposite the north-east corner of such road, for a distance of 650 chains in a westerly direction.

In Euston-road, on both sides thereof, from a point 330 chains east of the north-west corner of Moss-lane, where that lane crosses Euston-road for a distance of 250 chains in a westerly direction.

Tramway No. 7.—In Moss-lane, on the easterly side thereof, from a point opposite the south-easterly corner of Moss-lane, where that lane crosses Euston-road, to a point 25 chain north of the south-east corner of Cheapside.

In Cheapside, on the southerly side thereof, and throughout the whole length thereof.

In Market-street, on the westerly side thereof, from a point opposite the north-westerly

corner of Cheapside to a point opposite the south-westerly corner of Euston-road, where that road joins Market-street.

In Euston-road, on the northerly side thereof from a point opposite the north-easterly corner of Market-street, to a point opposite the north-west corner of Moss-lane, where that lane crosses Euston-road.

Tramway No. 8, in Penny street and George-street throughout its whole length in those streets and on both sides thereof.

Wherever in this Notice any point of distance is described by reference to or to the direction or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective streets, roads, or places, and along the proposed line of tramway.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways, and it is not proposed to lay any 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 either side of the street and the nearest rail of the tramway, except in the cases hereinbefore referred to.

The proposed Provisional Order will also contain powers and provisions in relation to the following matters and things, or some of them:—

To provide that the said tramways shall be constructed on a gauge of 4 feet 8½ inches.

To empower the Promoters to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for affording access to the stables, carriages, houses, buildings, sheds, and works of the Promoters.

To empower the Promoters from time to time, when, by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily, in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, or substituted tramways.

To empower the Promoters to hold and acquire patent rights in relation to tramways.

To enable the Promoters for all or any of the purposes of the proposed tramways and works, to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and to hold offices, buildings, and other conveniences on any such lands.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof, respectively of carriages and engines moved by animal or steam, electrical or other mechanical, or other motive power.

To provide for the repair by the Promoters, their lessees, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the proposed tramways.

To provide that so much of Section 34 of the Tramways Act of 1870 as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the proposed tramways.

To authorise the Promoters and lessees or other the person or persons working the said tramways 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, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemption from tolls, rates, and charges.

To empower the Promoters for all or any of the purposes of the Order to stop up, break up, alter, remove, and interfere with temporarily or permanently public and private streets, roads, highways, railways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, pipes, tubes, telegraph, telephone, and other apparatus.

The said Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges.

The Provisional Order will or may incorporate with itself and with or without alterations all or some of the provisions of the Tramways Act, 1870.

Duplicate plans and sections of the proposed tramways and works, 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 in Preston, in that county, and on or before the same day a copy of the said plans and sections, and of this Notice will be deposited for public inspection with the parish Clerk of the parish of Lancaster, at his residence in Lancaster, with the Town Clerk of the borough of Lancaster, at his office at Lancaster, with the Local Board of Poulton, Bare, and Torrisholme, at the office of the Local Board, at Morecambe, with the clerk of the Rural Sanitary Authority for the district of the Lancaster Union, at his office in Lancaster, and at the office of the Board of Trade, Whitehall, in the city of Westminster, respectively.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1888, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each at the respective offices of the undersigned.

All Companies, Corporations, or 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 Railway Department of the Board of Trade, on or before the 15th day of January, 1889, and copies of such objections must, at the same time, be sent to the undermentioned Solicitors or Parliamentary Agents on behalf of the Promoters.

Dated this 14th day of November, 1888.

*Clark, Oglethorpe, and Son*, Solicitors,  
Lancaster.

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

Board of Trade—Session 1889.

Harpenden Water.

Power to Maintain and Construct Waterworks;  
Supply of Water to the Parish of Harpenden  
in the County of Hertford; Water Rates, &c.;  
Manufacture, Purchase, and Sale of Water  
Meters, &c.; Contracts with Local Author-  
ities, &c.

**N**OTICE is hereby given, that application will be made to the Board of Trade on or before the 23rd day of December next for a

Provisional Order, pursuant to the Gas and Water Works Facilities Act, 1870, for the following purposes, viz.:—

To empower the undertakers to be named in the intended Order to maintain and continue wells and pumping station and tanks or service reservoirs, with all necessary works, pipes, conveniences, and appliances, and so far as may be necessary or convenient to construct and maintain all works of a like nature in and upon the land situate near the northernmost end of a road, known as the Shakespeare-road, being part of the Park View Estate, in the parish of Harpenden, in the county of Hertford, the said land being numbered 405 on the  $\frac{1}{2500}$  scale Ordnance Map, and belonging or reputed to belong to and in the occupation of John Robert Brown, Edward Anthony Cumberland, and Hugh Cumberland.

To purchase and hold lands and easements in or over lands, and to supply water to and within the parish of Harpenden, in the county of Hertford, and to lay all mains and do all works necessary or convenient for such supply, and for such purpose to break up roads, and also to levy rates, rents, and charges in respect of the supply of water.

To manufacture, purchase, sell, hire, and let on hire, water meters, and all engines, necessary fittings, appliances, and apparatus connected with the collection, storage, distribution, and supply of water, and to contract for and execute work in connection therewith, and to take payment and remuneration in respect thereof, and to contract and agree with any local authority, public body, company, or person, for a supply of water in bulk, or otherwise.

To determine the capital in respect of existing works, and to raise such additional capital as may be necessary for the purposes aforesaid.

The Order will vary or extinguish all rights and privileges which will or may interfere with any of its objects, and confer other rights and privileges.

On or before the 30th day of November, 1888, a copy of this advertisement and the necessary plans of the proposed new works will be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and at the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order, when deposited at the Board of Trade, and printed copies of the Order, when settled and made by the Board of Trade, may be obtained on application at the respective offices of the undersigned, at the price of one shilling for each copy.

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 for the Order, may do so by letter, addressed to the Assistant Secretary, Railway Department, Board of Trade, on or before the 15th day of January, 1889, and a copy of any such representation or objection must at the same time be sent to the undersigned, on behalf of the Promoters, and the objectors or their agents must inform the Board of Trade that a copy has been so sent.

Dated this 17th day of November, 1888.

*Nicholls and Brown*, King-street-cham-  
bers, Luton.

*John Nicholls and Company*, 57, Basing-  
hall-street, London, E.C., Parliamentary  
Agents.



Board of Trade.—Session 1889.

Stockport and Hazel Grove Tramways.

(Provisional Order.)

(New Tramways in the Townships of Stockport, Bramall, Bosden, Norbury, and Torkington, in the Parish of Stockport, and in Cheadle Bulkeley, in the Parish of Cheadle, all in the County of Chester; Powers as to Lands; Additional Capital; Borrowing Money.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade by the Stockport and Hazel Grove Carriage and Tramway Company, Limited (hereinafter called "the Company"), for a Provisional Order under the Tramways Act, 1870, to be confirmed by Parliament in the ensuing Session, for the following, or some of the following, among other purposes:—

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 (a single line), commencing in St. Peter's-square, Stockport, at a point in the road north-westward of and about half a chain distant from the north-west side of the "Cobden Monument," and from thence passing southward along St. Peter's-gate and by a curve south-eastward to Lord-street, then passing along that street to Wellington-street, and from thence by a curve to Wellington-street, and thence passing along that street in a westerly direction to Wellington-road South, thence in a curve in a south-eastwardly direction along Wellington-road South and Heaviley to opposite Kennerley Grave-lane. The above portion of Tramway No. 1 is within the township and parish of Stockport. From the end of Kennerley Grave-lane the tramway will pass in a south-eastwardly direction along Mile End-road, Stockport Great Moor, and Stepping Hill to a point westward of and 11-7 chains distant from the south-west corner of Hazel Grove Mill. This portion of Tramway No. 1 is within the townships of Stockport and Bramall. From the last described point the tramway will pass along the said road there called London-road, in the townships of Bosden, Bramall, and Norbury, to a point in the said road south-westward of and about  $1\frac{1}{2}$  chains distant from the north-east corner of Button-lane. From thence in a south-eastwardly direction, along the said road for a distance of  $7\frac{3}{4}$  chains or thereabouts, entirely within the said township of Norbury. From the last described point in a south-eastwardly direction along the said road for a distance of  $8\frac{3}{4}$  chains or thereabouts, to a point in the said road opposite the private road leading to Torkington Lodge, and in the said township of Torkington. From the last described point in a south-eastwardly direction within the said township of Norbury, and along the said road to a point 11-7 chains distant or thereabouts from the north-west corner of the Rising Sun Inn.

Tramway No. 1A (a passing place), wholly situate in Lord-street, in the said township of Stockport, commencing at a point distant about  $\frac{1}{2}$  chain north-eastwardly, measured from the north-east corner of County Borough-chambers, and from thence in a southwardly direction, terminating at a point 11-5 chains from its commencement.

Tramway No. 1B (a passing place), wholly situate in Wellington-road South, in the township of Stockport, commencing at a

point  $1\frac{1}{2}$  chains southward from the south-west corner of Wellington-street, and from thence in a southwardly direction 3 chains from its commencement.

Tramway No. 1C (a passing place), wholly situate in Wellington-road South, in the township of Stockport, commencing at a point opposite the north-east corner of James Leech-street, and from thence in a southwardly direction for a distance of three chains from its commencement.

Tramway No. 1D (a passing place), wholly situate in Wellington-road South, in the said township of Stockport, commencing at a point about one chain north-eastward of the north-east corner of Longshut-lane West, thence in a southerly direction, and terminating three chains from its commencement.

Tramway No. 1E (a passing place), wholly situate in Wellington-road South, in the said township of Stockport, commencing at a point opposite the north corner of the Blossoms Hotel, thence in a south-easterly direction, and terminating two chains from its commencement.

Tramway No. 1F (a passing place), wholly situate in Heaviley, in the said township of Stockport, commencing at a point three chains southward from the south-east corner of Hallam-terrace, and from thence in a south-eastwardly direction, and terminating two chains from its commencement.

Tramway No. 1G (a passing place), wholly situate at Mile End, in the townships of Stockport and Bramall, commencing at a point opposite the centre of the easterly entrance to Davenport Park, thence in a south-easterly direction, and terminating six chains from its commencement.

Tramway No. 1H (a passing place), wholly situate at Stockport Great Moor, in the said townships of Stockport and Bramall, commencing at a point  $1\frac{1}{2}$  chains northward from the north-east corner of the Dog and Partridge Inn, thence in a south-eastwardly direction, terminating two chains from its commencement.

Tramway No. 1I (a passing place), wholly situate at Stockport Great Moor, in the said townships of Stockport and Bramall, commencing at a point opposite the south-west corner of Cherry Tree-lane, and from thence in a southwardly direction, terminating two chains from its commencement.

Tramway No. 1J (a passing place), wholly situate at Stepping-hill, in the said townships of Stockport and Bramall, commencing at a point about two chains southward of the south-west corner of Dialstone-lane, thence in a southwardly direction, terminating two chains from its commencement.

Tramway No. 1K (a passing place), wholly situate in London-road, in the said townships of Stockport and Bramall, at a point about  $1\frac{1}{4}$  chains southward from the south-east corner of the George and Dragon Inn, thence in a south-eastwardly direction, terminating two chains from its commencement.

Tramway No. 1L (a passing place), wholly situate in London-road, in the townships of Bramall and Bosden, at a point about  $1\frac{3}{4}$  chains southward from the south-easterly corner of Lever-street, thence in a south-eastwardly direction, terminating three chains from its commencement.

Tramway No. 1M (a passing place), wholly situate in London-road, in the said townships of Bosden and Norbury, at a point about  $1\frac{1}{2}$  chains north-westward from the

north-east corner of Button-lane, and from thence in a south-eastwardly direction, terminating three chains from its commencement.

Tramway No. 1N (a double line), situate in London-road, in the township of Norbury, commencing at a point about 1 chain northwardly from the north-west corner of the Rising Sun Inn, and from thence in a northerly direction for a distance of 3 chains, and then forming a junction with Tramway No. 1.

Tramway No. 2, commencing at the easterly end of Cheadle-road, in the township of Cheadle Bulkeley and parish of Cheadle, opposite the northerly end of Dale-street, and from thence in an eastwardly direction along Castle-street; thence along Greek-street, crossing Shaw Heath, in the parish and township of Stockport, to join the Tramway No. 1 in Wellington-road South, at a point about 1 chain distant from the south-east corner of the Nelson Hotel.

Tramway No. 2A (a passing place or side line), at a point about  $\frac{1}{2}$  chain north-eastward from the north-west corner of Dale-street, and from thence in an eastwardly direction along Castle-street for a distance of 3 chains, and then forming a junction with Tramway No. 2.

Tramway No. 2B (a passing place), commencing at a point about  $\frac{1}{2}$  chain south-westward from the south-west corner of Bulkeley-street, and from thence in an easterly direction for a distance of about  $1\frac{1}{2}$  chains from its commencement.

The Tramways No. 2A and 2B are situated wholly in the township of Cheadle Bulkeley and parish of Cheadle.

Tramway No. 2C (a passing place), situate in Greek-street and Shaw Heath, commencing at a point opposite the south-west corner of Barlow-street, and from thence in an easterly direction for a distance of three chains from its commencement.

Tramway No. 2D (a passing place), wholly situate in Greek-street, commencing at a point about two-thirds chain westward from the north-west corner of Royal George-street, thence in a north-easterly direction for a distance of about  $1\frac{1}{2}$  chains from its commencement.

Tramway No. 2E (a passing place), situate in Greek-street and Wellington-road South, and commencing opposite the south-east corner of Frances-street, and from thence in a north-easterly direction along Greek-street, and, by means of a curve, into and along Wellington-road South to join tramway No. 1C, at a point about  $2\frac{3}{4}$  chains from its commencement. The tramways Nos. 2C, 2D, and 2E are all in the township and parish of Stockport.

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 from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such 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 and 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 other purposes of the intended Provisional Order.

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 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 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, and charges.

To authorise the Company to increase their capital for all or any of the purposes of the intended Provisional Order and for the general purposes of their undertaking, and to raise further capital by new ordinary or preference shares and by borrowing.

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 Provisional Order, and to confer other rights and privileges.

The intended Provisional Order will incorporate the whole or some of the provisions of the Tramway 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 hereinafter mentioned.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited at the office of the Board of Trade, Whitehall, London, and will also be deposited for public inspection with the clerk of the peace for the county of Chester, at his office at Chester, and also with the mayor, aldermen, and burgesses of the borough of Stockport, at the office of the town clerk, in Lord-street, Stockport, and at the office of the borough surveyor, at his office, Central-buildings, Stockport, and also with the Rural Sanitary Authority for the townships of Bramall, Bosden, Norbury and Torkington, at their office at the Union Workhouse, Shaw Heath, Stockport, and also with the Highway Board of the Highway district of the Stockport and Hyde divisions of the hundred of Macclesfield, in the county of Chester, at the office of the clerk to the board

18, Little Underbank, Stockport; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice, as published in the London Gazette, will, on or before the same day, be deposited for public inspection as follows, that is to say, as regards the parish of Stockport, with the parish clerk of that parish at his residence in Stockport; as regards the parish of Cheadle, with the parish clerk of that parish at his office at Cheadle.

The draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1888, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each at the offices of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1889, and copies of such representations or objections must at the same time be sent to the Company at the offices of Messrs. Andrew Wood and Company; and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy has been sent to the Company or their agents.

Dated this 15th day of November, 1888.

*Theodore Redfern*, Solicitor, 1, Warren-street, Stockport;

*Andrew Wood and Co.*, 8, Great James-street, Bedford-row, London, W.C., Parliamentary Agents.

#### Board of Trade.—Session 1889.

##### Brighton and Hove Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order to authorise The Brighton Electric Light Company (Limited) to Supply Electricity for Public and Private Purposes in the Borough of Brighton and the Parish of Preston, and in the Town of Hove, in the County of Sussex; Power to make Charges; to Acquire Lands; to Construct Works; to make Arrangements with Local Authorities; to open Streets and lay Electric Lines.)

**N**OTICE is hereby given, that application will be made to the Board of Trade on or before the 21st day of December next by the Brighton Electric Light Company (Limited), whose registered office is situated at 47, Glo'ster-road, Brighton, 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 borough of Brighton and parish of Preston, and the town of Hove, in the county of Sussex, and also the following private streets, not repairable by a Local Authority, in the borough of Brighton and the parish of Preston, and in the town of Hove (that is to say):

Arundel-street, Arundel-terrace, Braiding-road, Brighton Place-cottages, Beaconsfield-

villas, a portion of; Bonchurch-road, The Castle, Beaconsfield-terrace, Bond-street-row, Boundary-passages, Boundary-road, Chester-terrace, a portion of; Clarence-mews, Codrington-place, College-yard, Coventry-street, a portion of; Canning-street, Cannon-cottages, Cannon-lane, Cannon-row, Chuter's-gardens, De Montford-road, a portion of; Duke's-passage, Duke's-court, Eastern-terrace-mews, Elm Tree-cottages, Esplanade-slopes, Exeter-street, a portion of; Florence-road, Farm-yard, Gladstone-place, a portion of; Grantham-road, Gas-cottages, Hollingdean-road, Gerard's-court, Hanover-crescent, Hartington-road, Havelock-road, a portion of; Highcroft-villas, a portion of; Hollingbury-road, Howell's-cottages, Hayllar's-cottages, Ivory-buildings, Ivory-court, Kemp Town-mews, Lancaster-road, Lover's Walk-cottages, Lewis's-buildings, at 36, Ship-street; Little Russell-street-court, Lodge-buildings, Malt House-cottages, Madeira-terrace, Marlborough-cottages, Middle-street-cottages, Mill Field-cottages, Milton-place, Newmarket-road, North-road-cottages, New Steine Hotel-mews, Normington-street, Old Shoreham-road, a portion of; Oxford-place, Park-mews, Parkmore-terrace, Portland-mews, Preece's-buildings, Prince's-terrace, Port Hall-place, Port Hall-road, Port Hall-street, Preston Park-avenue, Prince's-road, Queen's Park, Reigate-road, Regency-mews, Richmond-gardens, Round Hill-road, Round Hill-street, Rugby-place, Russell-crescent, a portion of; Rochester-street, St. George's-mews, Sillwood-place, Southdown-road, Springfield-road, a portion of; Stanford-avenue, a portion of; Sussex-mews, St. John's-place, St. Mary's-place, Southampton-street, Steel's-buildings, Tilbury-place, Unicorn-yard, Vine-court, Waldegrave-road, Wellington-place, Whippingham-road, Wardens-buildings, West-street-court, Willow-cottages, part of The Drive opposite Victoria-mansions, Grand-avenue, Third-avenue, Fourth-avenue, Lansdowne-street, Rochester-gardens, Palmeira-avenue, Connaught-road, The Drive, a portion of Eden-gardens, a portion of Cromwell-road, Lorna-road, Wilbury-road, a portion of Bertram-road, St. Patrick's-road, Wordsworth-street, a portion of Montgomery-street, Byron-street, Coleridge-street, Shakespeare-street, Sheridan-road, New-town-road, West Brighton-road, Upper-road, Mill-road, Upper Goldstone-road, and also the West Pier and Chain Pier, 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.

3. 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, 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.

4. 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, relay, 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.

5. To authorise the Undertakers to open and break up and cross with their electric lines and works the following railway, so far as the same is situate within the said area of supply, that is to say, the London, Brighton, and South Coast Railway Company and the several lines, branches, sidings, waters, and works belonging to, worked, or used by such Company respectively, with or without the consent of the Company to and by whom such railways, lines, branches, sidings, works, and waters respectively belong, or are repairable.

6. To authorise the Undertakers to acquire and hold patent rights and licenses 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.

7. To authorise the Undertakers and any Vestry, Local Authority, Body, 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.

8. To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

9. 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.

10. To empower the Undertakers to apply their capital and funds towards the purposes of the Order.

11. 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.

12. 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 John Kent Nye, 9, North-street, Brighton aforesaid, and at the office of the Brighton Electric Light Company (Limited), situate at 47, Gloucester-road, Brighton aforesaid, 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 be-

fore the 30th November instant for public inspection, at the office of the Clerk of the Peace for the county of Sussex, at his office at Lewes, and with the Town Clerk to the Corporation of Brighton, at his office at the Town Hall in Brighton, with the Town Clerk to the town of Hove, at his office at the Town Hall, Hove, and with the Local Authority of every district within the said area of supply in the said county.

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 23rd day of November, 1888.

*William Capel Slaughter*, 18, Austin Friars, London, E.;

*J. K. Nye*, 9, North-street, Brighton, Solicitors for the Company.

*Wyatt, Hoskins, Hooker, and Williams* 23, Parliament-street, Parliamentary Agents.

In Parliament.—Session 1889.

Towcester and Buckingham Railway.

(Incorporation of Company; Power to Construct Railways in Counties of Buckingham and Northampton; Compulsory Purchase of Lands; Tolls; Agreements with and other Provisions affecting other Railway 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 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, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

A Railway, No. 1, commencing in the parish of East Claydon, otherwise East-cum-Botolph Claydon, in the county of Buckingham, by a junction with the Aylesbury and Buckingham Railway, at or near the point at which an occupation road for the Monkomb Farm, occupied by Catherine Ann Hiron and William Hiron, crosses the said Aylesbury and Buckingham Railway on the level, and terminating in the parish of Radclive, otherwise Radclive-cum-Chackmore, in the county of Buckingham, on the south bank of the River Ouse, at point about 180 yards, measured in a northerly direction, from the centre of the bridge carrying the London and North Western Railway over the River Ouse, near Radclive.

A Railway, No. 2, commencing by a junction with the intended Railway No. 1, at or near its termination, as above described, and terminating in the parish of Towcester, in the county of Northampton, on the north side of the road leading from Towcester to Brackley and Buckingham, in an allotment field, known as "Hesketh's Allotments," No. 305, in the said parish of Towcester, on the 25-inch scale ordnance map.

A Railway, No. 3 (wholly in the said parish

of Radclive, otherwise Radclive-cum-Chackmore), commencing by a junction with the intended Railway No. 1, at or near its termination as above described, and terminating by a junction with the Banbury and Buckingham Branch of the London and North Western Railway, at a point about 583 yards, measured in a north-westerly direction along that branch railway from the bridge carrying the public road from Buckingham to Tingewick over the said railway.

A Railway, No. 4, commencing by a junction with the intended Railway No. 2, at or near its termination as above described, and terminating in the parish of Easton Neston, in the county of Northampton, by a junction with the railway authorised by the Stratford-upon-Avon, Towcester, and Midland Junction Railway Act, 1885, at or near the point shown on the plans deposited for and referred to in that Act, and indicating the distance of two furlongs from the commencement of the said authorised railway.

A Railway, No. 5 (wholly in the said parish of Towcester) commencing by a junction with the intended Railway No. 2, at or near its termination as above described, and terminating by a junction with the Northampton and Banbury Junction Railway, at a point about 374 yards, measured in a south-westerly direction along that railway, from the booking-office at Towcester station.

The intended railways will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—East Claydon (otherwise East-cum-Botolph-Claydon), Middle Claydon, Steeple Claydon, Padbury, Lenborough, Bourton, Prebend End, Buckingham, Tingewick, Radclive (otherwise Radclive-cum-Chackmore), Thornborough, Water Stratford, Boycot, Lampert, Stowe, Westbury, Biddlesden, and Luffield Abbey, in the county of Buckingham; Syresham, Luffield Abbey, Silverstone, Towcester, Handley, Wood Burcote, and Easton Neston, in the county of Northampton.

2. To authorise 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, 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 also by agreement, lands, houses, tenements, and hereditaments, and easements, and rights in and over the same for the purposes of the intended railways 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.

4. 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 pur-

poses of the intended works, or any of them, or of the Bill.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties respectively, and to confer, vary, and extinguish other rights and privileges.

6. To empower the Company on the one hand, and the Aylesbury and Buckingham Railway Company, the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, the East and West Junction Railway Company, and the Northampton and Banbury Junction Railway Company, or any one, two, or more 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, the amalgamation of the undertakings, railways, property, rights, powers, and privileges of the contracting Companies, or any of them; and the Bill will or may sanction, confirm, and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

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 of the Company.

8. 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.

9. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to alter, extend, amend, or, if necessary, repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):—"The Aylesbury and Buckingham Railway Act, 1860," and all other Acts relating to the Aylesbury and Buckingham Railway Company or their undertaking; 42 and 43 Vic., cap. 223, 45 and 46 Vic., cap. 209, and any other Act or Acts relating to the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, or their undertaking; "The East and West Junction Railway Act, 1864," and all other Acts relating to the East and West Junction Railway Company, or their undertaking; "The Northampton and Banbury Junction Railway Act, 1863," and all other Acts relating to the Northampton and Banbury Junction Railway Company, or their undertaking.

10. Notice is hereby also given, that on or before the 30th day of November, 1888, plans and sections of the works proposed to be

authorised by the Bill, 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 of Buckingham, at his office at Aylesbury, in that county; and with the Clerk of the Peace for the county of Northampton, at his office at Northampton, 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 and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made, or will be situate, 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.

11. 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.

*Merrick and Co.*, 8, Old Jewry, London, E.C.;

*Horwood and James*, Aylesbury;  
Solicitors for the Bill.

*Rees and Frere*, 13, 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.)

**N**OTICE 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 Saffron-hill, Hatton-garden, Ely-rents, Ely-place, and Staple-inn, 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.

Brighton (New Wimbledon) Rifle Ranges.

(Incorporation of Company; Compulsory Purchase of Lands for Ranges, &c., in Parishes of West Blatchington and Hangleton, Sussex; Stopping up Road and Vesting Site in Company; Power to Build, &c., on Lands and Mortgage same; Protection of Ranges, &c.; Certificates or Licenses from Secretary of State; Application of Provisions of Acts relating to Volunteer Corps and Volunteers; Powers of Subscription, &c., to National Rifle Association, Corporations of Brighton, Lewes, Eastbourne, Hastings, and Worthing, and Hove Commissioners and Railway Companies; Amendment of Acts.)

**N**OTICE 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 for the purposes of the Bill, and to define and declare the objects and purposes for which the said Company shall be incorporated.

2. To empower the said Company (hereinafter called "the Company") to enter upon, purchase, and acquire, by compulsion or agreement, the lands, buildings, and properties hereinafter mentioned, in the parishes of West Blatchington and Hangleton, both in the county of Sussex, or some of them, or some part or parts thereof respectively, or estates, rights, or interests in, or easements over the same, and the Bill will or may extinguish all public or other rights of way or other rights in, over, or affecting any such lands, buildings, and properties (that is to say):—

The lands, buildings, and properties which are or would be comprised within an imaginary line, commencing on the northern side of the Upper or Old Shoreham-road, at the south-eastern corner of the parish of West Blatchington, thence running northward along the boundary between that parish on the one side and the parishes of Preston and Patcham on the other side to the point at which that parish boundary crosses the Dyke-road at Red Hill, thence north-westward along the Dyke-road, to the point at which the boundary between the parishes of Hangleton and Newtimber crosses the said road, thence westwardly for a distance of about 500 yards measured along the said boundary, thence southwardly to the west side of Skeleton Hovel, thence in a direction generally south to a point about 70 yards west of Round Hill pond, thence nearly south-east following the line of furrow there for a distance of about 730 yards, thence south-eastwardly to the boundary between the parishes of Hangleton and West Blatchington, thence along the south-westernmost boundaries of the fields numbered 12 and 17 in the parish of West Blatchington on the 25-inch ordnance map, thence southwardly or south-westwardly along the road leading from West

Blatchington Village to the Dyke-road to its junction with the road running on the north side of the said village and leading to Goldstone Waterworks, thence eastwardly along the last mentioned road, thence southwardly along the western boundary of the field numbered on the ordnance map aforesaid 35 in the said parish of West Blatchington, thence westwardly along the southern boundary of the field numbered 34 in the same parish on the same map, thence southwardly along the western boundary of the field numbered 37 in the same parish on the same map, to the boundary between the parishes of West Blatchington and Aldrington, and thence eastwardly along the said last-mentioned parish boundary to the point of commencement, as above described, of the said imaginary line.

3. To authorise the stopping up and discontinuance for public use of the public road leading from West Blatchington Village past Toad's Hole to the Dyke-road, or some part or parts thereof, and to vest in the Company the site and soil thereof.

4. To authorise the Company to hold, and from time to time to build upon, sell, exchange, let, and otherwise deal with or dispose of, and to raise money upon mortgage of all or any lands, buildings, or property acquired by them under the powers of the intended Act.

5. To empower the Company upon all or any part or parts of the lands above described to construct and maintain rifle and other ranges, butts, and targets, and to regulate the use of such ranges, butts, and targets.

6. To make provision for the protection of such ranges, butts, and targets, and to apply thereto, with or without modification, the provisions, or some of the provisions, of Section 30 of the Volunteer Act, 1863.

7. To empower one of Her Majesty's principal Secretaries of State, from time to time, to certify or license the ranges, butts, targets, and accommodations of or belonging to the Company, or any of them; and to render unnecessary any inspection thereof, or the assent of one of Her Majesty's principal Secretaries of State for, or prior to, the use of the same by any volunteer corps, or consolidated corps, or any volunteers.

8. To extend to the Company and their lands, ranges, butts, targets, and accommodations, and to volunteer corps and consolidated corps, and the staffs and commanding officers thereof, in relation thereto, the provisions, or some of the provisions, with or without modification of Part V (acquisition of land for ranges) of the Volunteer Act, 1863, as amended by the Regulation of the Forces Act, 1881, and of the Drill Grounds Act, 1886, and any Act or Acts amending the said Acts, or any of them.

9. To authorise the National Rifle Association, or the council thereof, and the officers and volunteers belonging to any volunteer corps or consolidated corps, and the commanding officer of any volunteer corps or consolidated corps, and the Corporation of Brighton, the Hove Commissioners, the Corporations of Lewes, Eastbourne, Hastings, and Worthing, all in the county of Sussex, and the London, Brighton, and South Coast Railway Company, and the Brighton and Dyke Railway Company respectively, to subscribe and contribute funds towards the purchase or acquisition of the said lands, buildings, and properties, or any of them, and to take and hold shares in the capital of the

Company, and to guarantee to and for the Company interest, dividends, annual or other payments on shares or stocks, and the principal and interest of any debentures or loan of the Company, and for all or any of the purposes aforesaid, and for the purpose of exercising any of the powers which may be conferred on them by the Bill, to apply their respective funds and revenues, or any moneys for the time being in their hands, including the general fund of or any moneys belonging to any volunteer corps or consolidated corps, and to empower the said Corporations and Commissioners, or any or either of those bodies, to raise further moneys by stock, or on the security of their property and rates, and on mortgage, or bonds, or otherwise, and to empower the said Railway Companies, and each or either of them, to raise further moneys by the creation and issue of new stocks or shares, ordinary or preferential, or both, and by borrowing on mortgage, and by debenture stock.

10. To vary and extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

11. To alter, amend, extend, and enlarge or repeal, as far as may be necessary for the purposes of the intended Act, the powers and provisions of the public and local and personal Acts of Parliament following, or some of them, that is to say:—6 Geo. IV, cap. 179; 13 Vic., cap. 5; 18 and 19 Vic., caps. 6 and 31; 24 and 25 Vic., cap. 39; 27 and 28 Vic., cap. 26; 30 Vic., cap. 22; 33 and 34 Vic., cap. 100; 35 and 36 Vic., cap. 86; 36 and 37 Vic., cap. 125; 39 and 40 Vic., caps. 34, 87, and 198; and the Brighton Corporation Waterworks Act, 1883, the Brighton Improvement Act, 1884, and any other Act or Acts relating to the Corporation of Brighton; 36 and 37 Vic., cap. 95; 40 and 41 Vic., cap. 168, and any other Act or Acts relating to the Hove Commissioners; 46 Geo. III, cap. 43; 9 Geo. IV, cap. 25, and any other Act or Acts relating to the Corporation of Lewes; 48 and 49 Vic., cap. 165, and any other Act or Acts relating to the Corporation of Eastbourne; 2 and 3 Will. IV, cap. 91, and any other Act or Acts relating to the Corporation of Hastings; 1 and 2 Geo. IV, cap. 59, and any other Act or Acts relating to the Corporation of Worthing; and 9 and 10 Vic., cap. 283, and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company, or their undertaking; 40 and 41 Vic., cap. 189, and any other Act or Acts relating to the Brighton and Dyke Railway Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November instant, plans 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 county of Sussex, at his office at Lewes, in that county; and that on or before the same day a copy of so much of the said plans and book of reference as relates to each parish or extra-parochial place 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 immedi-

ately adjoining such extra-parochial place, at his residence.

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

Dated this 16th day of November, 1888.

*Henry Edward Warren*, 20, Budge-row,  
E.C., London, Secretary to the Brighton  
Wimbledon Committee.

*Rees and Frere*, 13, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1889.

Birmingham Central Tramways.

(Incorporation of Company; Transfer to Company of Undertakings and Powers of the Birmingham Central Tramways Company Limited; Transfer of the Birmingham and Suburban Tramways Order, 1882, the Birmingham and Western Districts Tramways Order, 1882, the Birmingham and Western Districts Tramways Order, 1883, the Edgbaston and Harborne Tramways Order, 1883, the North Birmingham Tramways Order, 1883, the South Birmingham Tramways Order, 1883, the North Birmingham Tramways Order, 1884, the South Birmingham Tramways Order, 1884, the Birmingham Central Tramways (Extension) Order, 1885, the Birmingham Central Tramways (Extension) Order, 1886, the South Birmingham Tramways (Extension) Order, 1886, the Birmingham Central Tramways (Extension) Order, 1887, the South Birmingham Tramways (Abandonment and Release of Deposit) Order, 1888; Powers as to Omnibuses and Bye-Laws as to Omnibuses; Provisions as to Capital; Power to Levy Tolls and to Alter Existing Tolls, Leases, and Agreements with Local and other Authorities; Contributions to Sick Fund for the Servants of Company; Amendment of Acts and Orders, 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 all or some of the following purposes (that is to say):—

1. To incorporate a new Company, hereinafter referred to as "the Company," with all necessary powers and authorities for carrying into effect the objects and purposes of the Bill.

2. To authorise the acquisition by and transfer to the Company, and to vest in the Company the undertaking, lands, works, estates, property (real and personal), and all powers, rights, privileges, and authorities of and exciseable by, the Birmingham Central Tramways Company, Limited, hereinafter called the "Limited Company."

3. To confer on the Company all the rights, powers, privileges, and authorities conferred on and vested in the promoters of the Birmingham and Suburban Tramways Order, 1882 (hereinafter referred to as "the Suburban Order, 1882"), the Birmingham and Western Districts Tramways Order, 1882 (hereinafter referred to as "the Districts Order, 1882"), so far as regards Tramways Nos. 3, 4, 5, 6, 7, and 8 by such Order authorised, the Birmingham and Western Districts Tramways Order, 1883 (hereinafter referred to as "the Districts Order, 1883"), so far as regards Tramways 3, 4, 5, 6, 7, 7A, 8, 9, 10, 24, 24A, and 24B; the Edgbaston and Harborne Tramways Order, 1883 (hereinafter referred to as "the Harborne Order, 1883"), the North Birmingham Tramways

Order, 1883 (hereinafter referred to as "the North Birmingham Order, 1883"), the South Birmingham Tramways Order, 1883 (hereinafter referred to as "the South Birmingham Order, 1883"), the North Birmingham Tramways Order, 1884 (hereinafter referred to as "the North Birmingham Order, 1884"), the South Birmingham Tramways Order, 1884 (hereinafter referred to as "the South Birmingham Order, 1884"), the Birmingham Central Tramways (Extension) Order, 1885 (hereinafter referred to as "the Central Order, 1885"), the Birmingham Central Tramways (Extension) Order, 1886 (hereinafter referred to as "the Central Order, 1886"), the South Birmingham Tramways (Extension) Order, 1886 (hereinafter referred to as "the South Birmingham Order, 1886"), the Birmingham Central Tramways (Extension) Order, 1887 (hereinafter referred to as "the Central Order, 1887"), and the South Birmingham Tramways (Abandonment and Release of Deposit) Order, 1888 (hereinafter referred to as "the South Birmingham Order, 1888"), respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised, to the same extent and subject to the same conditions and liabilities as if the Company had been named in the said Order as promoters thereof respectively, and to authorise the Company to exercise all such rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

4. To invest in the Company or their nominees all the estate, right and interest of the said limited Company or promoters respectively in and to all sums of money deposited with the Chancery Division of the High Court of Justice with respect to (1) the Central Order, 1885; (2) the Harborne Order, 1883; (3) the North Birmingham Order, 1883; (4) the North Birmingham Order, 1884; (5) the South Birmingham Order, 1883; (6) the South Birmingham Order, 1884; (7) the South Birmingham Order, 1886; (8) the Districts Order, 1882, or such portion or portions thereof as shall at the time of the passing of the Bill remain so deposited, and to provide for the payment or transfer out of the said sums respectively, or such portion or portions thereof respectively, to the Company.

5. To abandon the construction of Tramway No. 6, authorised by the North Birmingham Order, 1884, and to release the deposit remaining in the Chancery Division of the High Court of Justice in relation to such tramway, and also to Tramway No. 5, also authorised by such Order.

6. To abandon the construction of Tramway No. 25, authorised by the Order of 1885, and to release the deposit remaining in the Chancery Division of the High Court of Justice in relation to such tramway.

7. To authorise the release of the deposit now remaining in the Chancery Division of the High Court of Justice in respect to the Harborne Order, 1883.

8. To abandon the construction of Tramway No. 11, authorised by the Central Order, 1886, and Tramway No. 11, authorised by the Central Order, 1887.

9. To release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the tramways authorised by the before-mentioned Orders, and now proposed to be abandoned.

10. To extend the time limited for the com-

pletion and opening for public traffic of the tramways hereafter specified:—

Tramways Nos. 9 and 10, authorised by the Districts Order, 1883.

The unconstructed part of Tramway No. 1, authorised by the South Birmingham Order, 1884.

Tramways Nos. 1, 2, 3, and 25, authorised by the Central Order, 1885.

Tramways Nos. 33, 34, 35, 36, 39, 40, 41, 43, and 52, authorised by the Central Order, 1886.

Tramways Nos. 9, 19, and 20, authorised by the South Birmingham Order, 1886.

Tramways Nos. 13, 14, and 16, authorised by the Central Order, 1887.

11. To authorise the Company to surrender certain existing leases of tramways from the Corporation of Birmingham, and to enable the Corporation of Birmingham to grant, and the Company to take, other leases in substitution thereof.

12. To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, carriages, and other vehicles, from, to, or in connection with their tramways, or otherwise, and to levy and recover tolls, rates, and charges for the use of such omnibuses and other vehicles, and to make regulations and bye-laws in respect to the user and working thereof.

13. To enable the Company and any body corporate, or persons having respectively the duty of directing the repairs or the control or management of streets, roads, and places affected by the authorised or existing tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or existing tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof.

14. To enable the Company to levy tolls, rates, and charges for the use of the authorised tramways by carriages, trucks, and other vehicles passing along the same, and for the conveyance of passengers or traffic of any description upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges as fixed by the previously mentioned Orders and any exemptions therefrom.

15. To fix and regulate the capital of the Company, and its distribution into shares, and its appropriation among the shareholders of the Limited Company, in such proportions as may be determined, and to empower the Company to raise further money for the purposes of the Bill, and for the general purposes of their undertaking, by the creation and issue of new shares and stock, and to confer on any portion of the original or further capital a right to a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by the creation of debenture stock, or by any or either of those means.

16. To enable the Company to employ cable or electric power for moving carriages, trucks, and vehicles of every description on their tramways, either by means of ropes, cables, or wires laid above or below the surface of the ground, in connection with stationary engines or otherwise, and for that purpose, and for any purposes appurtenant or ancillary thereto, to lay down on, in, or under the surface of any street, road, or place, such tubes, wires, plates, or

apparatus; and to make and maintain such openings, tubes, or ways in or under any such surface as may be necessary, either for the actual working of the tramways or for providing access to or in connection with any stationary engines or apparatus for working such ropes, cables, or wires.

17. To enable the Company from time to time, by resolution of general meetings, to contribute annual or other sums of money, in aid of any sick or benefit society for the servants of the Company.

18. To incorporate in the Bill, and confer upon the Company, all or some of the powers and 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 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 Tramways Act, 1870, and to alter, amend, extend, enlarge, or repeal (so far as may be necessary for the purposes of the Bill) the provisions or some of the provisions of the following Orders, and of the Acts confirming the same, viz.:—the Birmingham and Suburban Tramways Order, 1882; the Birmingham Central Tramways Order, 1885; the Birmingham and Western Districts Tramways Order, 1882; the Birmingham and Western Districts Tramways Order, 1883; the Birmingham Corporation Tramways Order, 1885; the Birmingham Central Tramways (Extension) Order, 1886; the Edgbaston and Harborne Tramways Order, 1883; the North Birmingham Tramways Order, 1883; the North Birmingham Tramways Order, 1884; the Birmingham Central Tramways (Extension) Order, 1887; the South Birmingham Tramways Order, 1883; the South Birmingham Tramways Order, 1884; the South Birmingham Tramways (Extension) Order, 1886; and the South Birmingham Tramways (Abandonment and Release of Deposit) Order, 1888.

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

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

Dated this 17th day of November, 1888.

*Johnson, Barclay, Johnson, and Rogers,*  
36, Waterloo-street, Birmingham,  
Solicitors.

*Walter Webb and Co.,* 23, Queen Victoria-street, London, E.C., Parliamentary Agents.

Board of Trade.—Session 1889.

Gosport, Bury Cross, and Alverstoke Tramways.  
(Construction of Tramways in the Parish of Alverstoke and County of Southampton; Power to Carry Goods and Parcels; User, &c., of Streets; Tolls; Agreement with Authorities; Amendment of Acts, and for other Purposes.)

**A**PPPLICATION is intended to be made to the Board of Trade by James William Haynes and Henry Davis Poole, both of 27, Chancery-lane, in the county of Middlesex (hereinafter called "the Promoters"), for a Provisional Order under the Tramways Act, 1870, to authorise the Promoters to construct, maintain, and work the following tramways, or

some of them or parts thereof respectively, that is to say:—

**Tramway No. 1.** Commencing in Privett-lane, Bury Cross, at a point at the eastern end thereof, opposite the western corner of the road to Alverstoke, passing thence eastward through Bury Cross, along Bury-road, across the railway bridge of the Stokes Bay Railway Company, and continuing along Stoke-road and Walpole-road, terminating at a point seven yards or thereabouts westward from the north-west corner of Upper South-street, and forming a junction with the existing Tramway at that point.

This Tramway is a single line throughout except at the passing places hereafter described, where it will be a double line, viz.:—

Single Line, 1 mile, 0 furlongs, 452 chains.

Double Line, 0 miles, 0 furlongs, 634 chains.

Total length of tramway, 1 mile, 1 furlong, 086 chains.

**Tramway No. 1a.** A passing place (3 chains in length) commencing by a junction with Tramway No. 1 at its commencement, and terminating at a point eastward 3 chains distant therefrom.

**Tramway No. 1b.** A passing place (1 chain in length) commencing and terminating by junctions with Tramway No. 1 at points respectively 30 yards and 52 yards or thereabouts distant westward from the centre of the railway bridge.

**Tramway No. 1c.** A passing place (233 chains in length) commencing and terminating by junctions with Tramway No. 1 at points respectively distant 19 yards and 71 yards or thereabouts from the termination of the said tramway.

**Tramway No. 2.** Commencing in Gomer-lane on the western side thereof at a point in a line with the centre of Privett-lane, and passing thence eastward along the said Privett-lane and terminating by a junction with Tramway No. 1 at its commencement at the eastern end of the said lane.

This tramway is a single line throughout.

Total length 4 furlongs 971 chains.

**Tramway No. 3.** Commencing in Anglesey-road at the point of junction of that road with Clayhall-road, and passing thence northward along the said Anglesey-road and Foster-road, and terminating by a junction with Tramway No. 1 in Bury-road at or near the point of junction of that tramway with Tramway No. 2 in Bury-road.

This tramway is a single line throughout, except at the passing places, hereafter described, where it will be a double line, viz.:—

Single line, 5 furlongs 30 chains.

Double line, 0 furlongs 500 chains.

Total length of tramway, 5 furlongs 530 chains.

**Tramway No. 3a.** A passing place (2 chains in length) commencing at a point in Tramway No. 3, 44 yards distant from its commencement, and terminating at a point southward coterminous with Tramway No. 3.

**Tramway No. 3b.**—A passing place (3 chains in length) commencing and terminating by junctions with Tramway No. 3, at points

respectively distant from its commencement 3 furlongs 1 chain and 3 furlongs 4 chains or thereabouts.

At the following points on the said Tramway No. 1 it is proposed to lay such tramway for a distance of 30 feet or upwards where a less space than 9 feet 6 inches shall intervene between the outside of the footpath and the nearest rail of the tramway. On the north side of Bury-road from a point 5·2 chains distant eastward from Brockhurst-road to a point distant westward 2 chains from Love-lane, and from the eastern corner of Love-lane to a point 50 chains of the south-west corner of Providence-place, and from a point opposite the north-east corner of Molesworth-road to a point at or near Oak-street, and on both sides of Stoke-road during the existence of a temporary tramway next hereinafter described.

At a point in Stoke-road on the eastern side of the railway bridge it is intended to lay along the centre of the said road or tramways for a temporary purpose, extending from Stone-lane to the commencement of the railway bridge, a distance of 4 chains or thereabouts. Such temporary tramway to be discontinued and taken up, and the roadway properly restored to its original state, so soon as the road at that point shall have been widened and the permanent tramway laid.

To authorise the Promoters and other persons lawfully using the same, subject to the approval of the Board of Trade—

1. To use animal, steam, or other power in addition to or in substitution for electric power.

2. To construct the tramway on a gauge of 3 feet.

3. To acquire for the purpose of the intended Order land, houses, buildings, and easements, and to erect and hold offices, buildings, engine houses, and other conveniences on any such land, and to sell, lease, and dispose of any such property.

4. To maintain the exclusive right of using the proposed tramways for running thereon cars, engines, waggons, or other carriage with flanged wheels, or wheels adapted to run on or in grooved rails.

5. To make such crossings, passing places, sidings, and junctions, and other works, in addition to those particularly specified on the notices, and shown on the plans as may be necessary or convenient from time to time, for the efficient working of the said tramways, or any of them, and for providing access to the depôts or works of the Promoters.

6. To make and lay temporary sidings and turn-outs in side streets or other convenient places during the repair of the said tramways, and to break up the roadways for such purposes.

7. To levy tolls, rates, and charges for the use of the proposed tramways whether by the conveyance of goods, passengers, parcels, or other traffic whatsoever.

8. To hold and acquire patent rights in relation to tramways and electric appliances.

9. To enter into agreements with any local or road authority relating to the repair and maintenance of any roadway or street through which the tramways pass, and to make bye-laws for the proper working and control of the traffic of the tramcars.

Also for power to vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

The proposed Order will amend or repeal, so far as may be necessary for any of its purposes, the provisions, or some of them, of the Locomotive Act, 1861, and the Locomotive Act, 1865.

And will incorporate some of the provisions of the Tramways Act, 1870, subject to such alterations and modifications as may be deemed expedient.

Plans and sections of the proposed tramways and 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 Southampton, at his office, County Hall, Winchester; at the office of the Alverstoke Local Board, Gosport; at the office of the Clerk of the Parliaments, House of Lords; at the Private Bill Office, House of Commons; and at the Office of the Board of Trade, Whitehall-gardens.

All the above deposits will be made on or before the 30th day of November instant.

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 copies of the same may be obtained at the office of the undersigned solicitor, 27, Chancery-lane, London.

All persons desirous of making any representation to the Board of Trade, or of submitting any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, not later than the 1st day of January, 1889, and copies of the said objections must, at the same time, be sent to the Promoters, at their offices aforesaid.

Dated this 13th day of November, 1888.

J. C. St. Aubyn Angove, 27, Chancery-lane, London, Solicitor and Parliamentary Agent.

In Parliament.—Session 1889.

Cleveland Extension Mineral Railway Company.

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

NOTICE is hereby given, that the Cleveland Extension Mineral Railway Company (hereinafter referred to as the Company) intend to apply to Parliament in the next Session for leave to bring in a Bill to extend the times limited by the Cleveland Extension Mineral Railway Act, 1873, the Cleveland Mineral Railway Amendment Act, 1884, and the Cleveland Extension Mineral Railway Act, 1887, for the compulsory purchase and taking of lands, houses, and other property required for constructing the railways and works, and for the completion of the railways and works by those Acts authorised.

To vary and extinguish all rights and privileges which would interfere with the objects and purposes of the proposed Bill, and so far as necessary, to repeal, alter, and amend the Cleveland Extension Mineral Railway Act, 1873, the Cleveland Mineral Railway Amendment Act, 1884, and the Cleveland Extension Mineral Railway Act, 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 the 19th day of November, 1888.

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

In Parliament.—Session 1889.

Barrow-in-Furness Corporation.

(Construction of New Waterworks; Power to Take Waters from the River Duddon and Elsewhere; Compulsory Purchase of Lands and Variation or Extinguishment of Water Rights; Easements for Pipes under, along, or across Furness Railway; Common Lands; Supply of Water for Domestic or Trade Purposes; Extension of Time for Construction of Waterworks; Revival of Powers for Purchase of Lands; Power to Take Part only of Property; Breaking up and Stopping up of Streets; Private Street Works; Lock-up Shops, Yards, Sewers, Drains, and Sanitary Provisions; Extension of Section 177 of Act of 1868; Improper Dressing of Meat; Contributions to Tramway Company; Prevention of Nuisances and Obstructions in Streets; Borrowing of Money; Deduction of Expenses prior to Payments into Borough Fund; Gas and Water Reserve Funds and Working Capital; Confirmation and Legalising of Loans and Sinking Funds; Levy of Rates; Infectious Diseases, with Powers beyond Borough; Hackney and Public Carriages; Continuance of Owner's Obligation; Breach of Conditions; Land by Agreement; Amendment and Incorporation of Acts.)

**N**OTICE 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 Barrow-in-Furness, in the county of Lancaster (hereinafter called the Corporation), for an Act for all or some of the following purposes or objects (that is to say):—

To authorize the Corporation to make and maintain the waterworks, and other works and conveniences following, or some of them (that is to say):—

1. A low weir or overfall across the river Duddon at a point on that river 20 feet south-west of the north corner of a field known as Langelt Holm Field, belonging to and in the occupation of John Dawson, being the third field south of the wood marked Oak Wood on sheet No. 3 of the ordnance survey of six inches to the mile and dated 1850, of the county of Lancaster, which intended work will be partly situate in the township of Dunnerdale-cum-Seathwaite, in the parish of Kirkby-Ireleth, in the county of Lancaster, and partly in the township of Ulpha, in the parish of Milloom, in the county of Cumberland.
2. A settling pond wholly situate in the township of Dunnerdale-cum-Seathwaite, in the parish of Kirkby-Ireleth, in the county of Lancaster, in the said field known as Langelt Holm Field, and which work will be situate in or near the north corner of the said field.
3. An aqueduct or line of pipes commencing in the township of Dunnerdale-cum-Seathwaite, in the parish of Kirkby-Ireleth, in the county of Lancaster, at or near the south end of the last-mentioned work and about 260 feet measured in a southerly direction from the north corner of the said field known as Langelt Holm Field, and terminating in the parish of Barrow-in-Furness, in the said county, at or in the existing Longreins Service Reservoir of the Corporation, at or near the north-west corner thereof, and which intended work will pass in, through, or into or be situate in the parishes, townships, extra-parochial or other places following, or some of them, that

is to say:—Kirkby-Ireleth, Dunnerdale-cum-Seathwaite, Broughton-in-Furness otherwise Broughton West, Angerton, Middle Quarter, Low Quarter, Dalton-in-Furness, Askam, Above Town, and Barrow-in-Furness, all in the county of Lancaster.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, dams, sluices, weirs, intakes, outfalls, syphons, pipes, adits, shafts, borings, aqueducts, culverts, cuts, trenches, channels, conduits, drains, mains, junctions, valves, engines, pumps, works, apparatus, and conveniences connected with the said works or any of them or necessary for conducting, inspecting, maintaining, repairing, cleansing, or managing the same.

To empower the Corporation to take, collect, divert, impound, appropriate, and use for the purposes of their water undertaking the waters of the river Duddon, and also all tributaries, rivulets, watercourses, and springs which flow into the said river Duddon above the proposed point of abstraction, and all waters found in or upon any of the lands proposed to be taken, or which can or may be intercepted or taken by the intended works.

To empower the Corporation to purchase and hold compulsorily, or by agreement, lands, houses, mills, waters, weirs, dams, and other property within the townships, parishes, and counties aforesaid, for the purpose of their existing and intending waterworks, and also to take and acquire easements in and over the same, and to vary and extinguish all rights and privileges connected with any such lands, houses, mills, waters, weirs, dams, and hereditaments, and to enable the Furness Railway Company to grant easements for the laying down of conduits and lines of pipe along, under, or across their railway, and to authorize and carry into effect agreements between the said Company and the Corporation in relation thereto.

It is proposed by the intended Act to take for and in connection with the intended waterworks, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantity proposed to be taken, namely:—

| Name by which the lands are known. | Township, Parish, and County in which the lands are situate.                          | Quantity within limits of deviation, and estimated quantity to be taken.   |
|------------------------------------|---|--|
| Dunnerdale Fell.                   | Township of Dunnerdale-cum-Seathwaite, parish of Kirkby-Ireleth, county of Lancaster. | Quantity within limits of deviation<br>Near Ulpha School, 4,650 square yards.<br>Near Stone Star, 1,950 square yards.<br>Total, 6,600 square yards.<br>Estimated quantity to be taken: Near Ulpha School, 187 square yards.<br>Near Stone Star, 83 square yards.<br>Total, 270 square yards. |



To empower the Corporation to deviate in the construction of the intended works, laterally and vertically to the extent to be shown or indicated on the plans and sections to be deposited as hereinafter mentioned or to be defined in the intended Act.

To authorize 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 townships, parishes, and counties aforesaid.

To constitute the waterworks proposed to be authorized by the intended Act part of the 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 authorized.

To make further provision with reference to the supply of water and the rate or scale for supply for domestic and trade purposes, and to confirm any agreement or agreements entered into, or proposed to be entered into, between the Corporation and any company or person in reference to the supply of water.

To extend the time within which the Corporation may make and maintain the waterworks authorized by the Barrow-in-Furness Corporation Act, 1875, and to continue the powers and provisions of such Act in relation thereto, and to revive the compulsory power of the Corporation to purchase lands therefor situate in the townships and parishes following, viz.:—Pennington above Town, Dalton-in-Furness, and Barrow-in-Furness, all in the county of Lancaster.

To revive the compulsory power of the Corporation to purchase the land in the parish and borough of Barrow-in-Furness, in the county of Lancaster, described in section 61 of the Barrow-in-Furness Corporation Act, 1881, and to empower the Corporation to use such lands for the treatment of sewage, as mentioned in the said section.

To revive the compulsory powers of the Corporation for the purchase of land for or in connection with the new street No. 2, authorized by section 20 of the Barrow-in-Furness Corporation Act, 1881, and notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to enable the Corporation to purchase part only of a property.

To empower the Corporation within the townships, parishes, and counties aforesaid, to break up and also to stop up, alter, divert, and interfere with either temporarily or permanently, and to cross over, under, or upon, all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water pipes, and telegraph and telephone apparatus as it may be necessary or convenient to break up, stop up, alter, divert, interfere with, or cross for any of the purposes of the intended Act, and to extinguish all rights of way and other rights in, over, or upon any lands to be acquired under the powers of the intended Act.

To make further provision in relation to the sewerage, levelling, paving, metalling, flagging, channeling, 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 provisions in relation to the ascertaining, apportionment, and recovery of private improvement expenses; to authorize 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, and to amend the provisions of the several local Acts of the Corporation in relation to the matters aforesaid.

To make new and further provisions, and to confer additional powers on the Corporation with respect to all or any of the matters following (that is to say):—the occupation of lock-up shops and other buildings by caretakers, keepers, or servants, the construction of new buildings, the removal of buildings erected in contravention of any existing enactment or of the intended Act; as to damp courses in new buildings, the forming, paving, flagging, asphaltting, and draining of back-yards, sewers, and drains, and the connection of drains with sewers, and the extension of section 41 of the Public Health Act, 1875; cellars, waterclosets, urinals, ashpits, conveniences, and places connected with houses and buildings; to make and enforce bye-laws and regulations in relation to the matters aforesaid.

To amend and extend the provisions of section 177 of the Barrow-in-Furness Corporation Act, 1868, so as to apply to the execution of works and acts ordered by the Corporation, and to remove, alter, or abate works and acts done contrary to the orders of the Corporation or otherwise in contravention of the enactments and bye-laws in force within the borough.

To prohibit the blowing and stuffing of meat and the dressing of small sheep as lamb or otherwise preparing meat so as to give it a false or deceptive appearance, and to prohibit the selling or exposing for sale within the borough of meat so prepared.

To empower the Corporation to pay for or contribute to the expense of the construction of any works or things to be executed or done by the Barrow-in-Furness Tramways Company (Limited), for the accommodation of the Corporation or general public benefit, or otherwise to contribute to the funds of the said Company, and to authorize and confirm agreements in relation thereto.

To make further provision with regard to the prevention of nuisances in the borough and obstructions in the streets, particularly with reference to the following matters:—The erection or use of slaughter-houses and pig-styes, and the keeping of pigs within a prescribed distance from any dwelling-house; to extend sections 112 to 114 (inclusive) of the Public Health Act, 1875, to the trade of fried fish or fried vegetable dealers; and the assembling in street for betting or gambling, or for the annoyance of passengers.

To authorize the Corporation to borrow money for the execution of the works proposed to be authorized by the intended Act, the purchase of land, the execution of works authorized by any former Act, and for other the purposes of the intended Act, and to charge the money so borrowed, and interest thereon, upon the borough fund and rate, the gas and water undertakings of the Corporation, the markets, 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; to authorize the Corporation to apply money borrowed, or authorized to be borrowed, under former Acts to all or any of the purposes of the intended Act or other the general purposes of the Corporation, and to enable the Corporation to consolidate, apportion, or adjust the loans of the Corporation, and to make other financial provisions with regard to the debts, revenue, and sinking funds of the Corporation.

To enable the Corporation to deduct the expenses attending the sale of lands or collection of rents before the payment of the purchase money and rents into the borough fund, and for that purpose to amend section 198 of the said Act of 1868, and to make other provision in relation thereto.

To authorize the Corporation to form a gas reserve fund, and a water reserve fund, and a fund for working capital for gas and water purposes, and to make provision in relation thereto respectively.

To confirm and define the sums borrowed by the Corporation, the amounts of their unexercised borrowing powers, the sums standing to the credit of the sinking funds of the Corporation, and the amounts owing in respect of each purpose for which money has been raised, and to legalise the raising and application of all moneys borrowed by the Corporation, and to affirm the sufficiency of the moneys paid off or carried to the credit of the various sinking funds. To extend or alter the periods within which loans are required to be paid off, to alter the modes of payment off or discharge of borrowed money, and to make other provisions in regard to the payments to investing of and application of the sinking funds for the time being of the Corporation, and the returns to be made to the Local Government Board, and such other provisions in relation to the matters aforesaid as may be set forth in the intended Act.

To authorize the Corporation to levy tolls, rates, rents, and charges; to vary existing tolls, rates, rents, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, and charges; and to make further and better provision, and to extend the time, for the recovery thereof respectively.

To make further provision with respect to the prevention and suppression of infectious diseases, and to authorize the Corporation to require cow-keepers and others to furnish a complete list of the names and addresses of all their customers in certain cases, and to provide for the inspection and temporary closing of schools, shops, and dairies both within and beyond the borough.

To provide for the inspection and regulation of hackney carriages and other public vehicles plying within the borough or intended for that purpose.

To make undertakings or agreements in writing given by the owners of property in relation to the removal of obstructions, or otherwise in connection with properties within the borough binding upon successive owners and the Corporation.

To empower the Corporation, where their consent to the execution of any work has been given, to treat any breach of any terms or conditions equivalent to the execution of the work without the required consent.

To enable the Corporation for any municipal or sanitary purpose, or for any purpose of the intended Act, to acquire lands by agreement.

No. 25878.

To repeal, alter, or amend all or some of the provisions of the several local Acts and public Acts of a local nature following, viz.: 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 all other Acts relating to the Corporation; the local Act 18 and 19 Vic., cap. 173, and all other Acts relating to the Furness Railway Company, and to incorporate with or without alteration all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the 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 of the intended application to Parliament as published in full 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 in Preston, and with the Clerk of the Peace for the County of Cumberland, at his office in Carlisle, 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 the 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 parish, at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 19th day of November, 1888.

*C. F. Preston*, Town Clerk, Barrow-in-Furness.

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

In Parliament—Session 1889.

Liverpool and Birkenhead Subway.

(Additional Capital; Power to Sell, Lease, &c., Undertaking; Powers to close Subway during certain hours; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Liverpool and Birkenhead Subway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes, or some of them (that is to say):—

To authorise the Company for all or any of the purposes of their undertaking to raise additional capital by new ordinary or preference shares, and by borrowing on debentures or otherwise.

To make further regulations relating to the applications of their authorised capital and of the additional capital, and if need be to attach

to some part or parts thereof preference or guaranteed dividends or priorities in the payment of interest and dividends.

To authorise and empower the Company to sell and convey or to lease their undertaking, property, and effects, rights, powers, authorities, and privileges, including power to demand, take, and recover tolls, rates, rents, dues, and duties and charges, to execute and maintain works, and to purchase lands, compulsorily or otherwise, or some part or parts thereof, to the Liverpool and Birkenhead Junction Roadway Trust (Limited), or to any Corporation, Company, or Body already constituted, or to be constituted, or as may be prescribed by the intended Act, or to vest the Company's undertaking, or some part or parts thereof in, and to amalgamate the same with the undertaking of the Liverpool and Birkenhead Junction Roadway Trust (Limited), or some other Corporation, Company, or Body as aforesaid, upon such terms, pecuniary or otherwise, and under and subject to such conditions, exceptions and limitations, if any, and in case of a lease for such period or periods as shall have been or may be agreed upon between the Company and such Corporation, Company, or Body respectively, or as shall or may be prescribed in or provided for by the intended Act, and to empower such Corporation, Company, or Body to accept a transfer or lease of the undertaking of the Company, or some part or parts thereof respectively, and to have and exercise all or some of the rights, powers, authorities, and privileges aforesaid of the Company in connection with the premises sold, leased, vested, or amalgamated.

To authorise the Company to make and enforce such rules, bye-laws, and regulations as will enable the Company to close for traffic the subway for certain hours of the night.

The intended Act will vary and extinguish all rights and privileges which would interfere with its objects, and will 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 Liverpool and Birkenhead Subway Act, 1880," "The Liverpool and Birkenhead Subway (Extension of Time) Act, 1885," "The Liverpool and Birkenhead Subway Act, 1888," and any 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 of December next.

Dated this 19th day of November, 1888.

*Oliver Jones, Billson, Jones, and Madge,*  
Liverpool, Solicitors for the Bill.  
*Martin and Leslie,* 27, Abingdon-street,  
Westminster, Parliamentary Agents.

Board of Trade.—Session 1889.

Carisbrooke, Newport, and Parkhurst  
Tramways.

Construction of Tramways in the Parish of Carisbrooke and Borough of Newport, Isle of Wight; Power to carry Goods, Gauge, Motive Power, Compulsory User, &c., of Streets, Tolls; Agreement with Local and Road Authorities; Amendment of Acts, and for other Purposes.

**A**PPPLICATION is intended to be made to the Board of Trade by James William Haynes and Henry Davis Poole, both of 27, Chancery-lane, in the county of Middlesex

(hereinafter called the Promoters), for a Provisional Order under the Tramways Act, 1870, to authorise the Promoters to construct, maintain, use, and work the following tramways, or some or one of them; or some part or parts thereof, respectively, that is to say:—

Tramway No. 1, partly in the parish of Carisbrooke, and partly in the borough of Newport, commencing in Carisbrooke at a point in Carisbrooke-street 17 yards or thereabouts eastward from the entrance gates of the waterworks, and thence passing eastward along the said street by the side of the brook, across the County Bridge, and along Carisbrooke-road, Castle Hold, and High-street, Newport, and terminating by the side of the Town Hall, at a point in High-street 35 yards or thereabouts eastward of the south-west corner of the Town Hall.

This tramway will be a single line throughout, except at the passing places hereafter specified, where it will be a double line:—

Length of single line, 7 furlongs 9.74 chains.

Length of double line, 0 furlongs 4.50 chains.

Total length of tramway, 1 mile 0 furlongs 4.24 chains.

Tramway No. 1a. A passing place (1½ chains in length) commencing at a point in a line with the commencement of Tramway No. 1, and terminating by a junction with the same at a point in the same 1½ chains distant from the commencement.

Tramway No. 1b. A passing place (1 chain in length) commencing and terminating by junctions with Tramway No. 1 at points respectively distant 13 yards and 30 yards (or thereabouts) eastward of Sir John Simeon's Monument.

Tramway No. 1c. A passing place (1 chain in length) commencing and terminating by junctions with Tramway No. 1 at points respectively distant 40 yards and 62 yards (or thereabouts) eastward of Drill Hall-road.

Tramway No. 1d. A passing place (1 chain in length) commencing by a junction with Tramway No. 1, 22 yards distant from the point of termination thereof, and terminating at a point coterminous therewith.

Tramway No. 2. Partly in the borough of Newport and partly in the parish of Carisbrooke, commencing in the High-street, Newport, by a junction with Tramway No. 1, at or near a point in the same opposite to the south-west corner of Lower St. James's-street and passing thence northward along the last-named street, across Towngate Bridge, up Hunny Hill and along Cowes-road until it reaches a point at or near the south-east corner of Yarmouth-road, at which point it will cross the roadway to the eastern side thereof and pass along and over the waste land at and bordering the east side of Cowes-road, and terminate at a point in the said waste land 7 yards or thereabouts northward of Avenue-road.

This tramway will be a single line throughout except at the passing places hereafter specified, where it will be a double line:—

Length of single line, 1 mile 1 furlong 4.04 chains.

Length of double line, 0 mile 0 furlong 2.50 chains.

Total length of tramway, 1 mile 1 furlong 6.54 chains.

Tramway No. 2a. A passing place (1 chain in length) commencing and terminating by junctions with Tramway No. 2 at points distant respectively 14 yards and 36 yards (or thereabouts) northward from Dodnor-road at its junction with Hunny Hill.

Tramway No. 2b. A passing place or siding

(1½ chains in length) commencing by a junction with Tramway No. 2 at a point in the same 33 yards or thereabouts distant from the point of termination thereof, and terminating at a point coterminous therewith.

In the following instances Tramways Nos. 1 and 2 will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches shall intervene between the outside of the footpath and the outside of the nearest rail of the tramways, viz.:—

As regards Tramway No. 1. On the south side of Carisbrooke-road, from the western extremity of the Upper Mall to the eastern extremity thereof, and on the northern side of the said road from the western extremity of the Mall to the eastern extremity thereof, provided the Mall and Upper Mall are footpaths within the meaning of Section 9 of the Tramways Act, 1870; and from the eastern extremity of the footpath on the south side of Castle Hold, and continuing along High-street, and on both sides thereof up to its point of intersection with Lower St. James's-street.

As regards Tramway No. 2. In Lower St. James's-street, on the east side thereof, from the north-west corner of Crocker-street at its junction with St. James's-street to the north end of the parapet wall of Town-gate Bridge.

To authorise and empower the Promoters and all persons, corporations, and companies lawfully using the proposed tramways, for the purposes of carrying passengers and goods and parcels, or traffic of any other description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such by-laws as the Board of Trade may from time to time make by means of animal, steam, or other power in addition to or in substitution for electric power.

To authorise the Promoters to construct the tramways on a gauge of 3 feet.

To enable the Promoters for all or any of the purposes of the intended Order to purchase or acquire lands, houses, and buildings or easements over or in connection with the same, and to erect and hold offices, buildings, engine-houses, and other conveniences on any such land, and to sell, lease, or dispose of any such property.

To reserve to the Promoters the exclusive right of using on the proposed tramways engines and carriages with flanged wheels or wheels especially or particularly adapted to run on a grooved edge or other rail.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or for providing access to any depôts or carriage sheds, or works of the Promoters.

To enable the Promoters when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, 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 maintain so long as occasion may require a temporary tramway or tramways, or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and

for the conveyance of passengers or other traffic of whatever kind upon the same.

To empower the Promoters to hold and acquire patent rights in relation to tramways and electric appliances.

To enable the town council, vestries, and other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using for the proposed tramways, and the rails, plates, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

The proposed Order will amend or repeal, so far as may be necessary or expedient for any of its purposes, the provisions or some of the provisions of the Locomotive Act, 1861, and the Locomotive Act, 1865, and will incorporate some of the provisions of the Tramways Act, 1870, subject to such alterations and modifications as may be deemed expedient to give effect to any agreement with any local authority or otherwise for the purposes of the intended Order.

Duplicate plans and sections of the proposed tramways and 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 Southampton; at his office, County Hall, Winchester; at the office of the Clerk of the Parliaments, House of Lords; at the Private Bill Office, House of Commons; with the Town Clerk of Newport, at his office, Newport, Isle of Wight; and a copy of such plans and sections and of this Notice, together with a published map of the district with the line of the proposed tramways marked thereon, will be deposited at the office of the Board of Trade, Whitehall-gardens.

A copy of so much of the said plans and sections as relate to any parish, township, or extra-parochial place in or through which the proposed tramways will be made or pass, will be deposited for public inspection as follows: With respect to each such parish with the parish clerk thereof, at his residence; and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. All the above-mentioned deposits will be made on or before the 30th day of November instant.

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 copies of the same may be obtained on application at the office of the undersigned, J. C. St. Aubyn Angove, 27, Chancery-lane, London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railways Department of the Board of Trade, on or before the 1st of January, 1889, and copies of the objections must at the same time be sent to the Promoters, at their offices aforesaid.

Dated this 16th day of November, 1888:

J. C. St. Aubyn Angove, 27, Chancery-lane, London, Solicitor and Parliamentary Agent.

In Parliament.—Session 1889.

### Plymouth Tramways.

(Incorporation of Company; Transfer to Company of Undertaking and Powers of the Plymouth Tramways Company Limited; Transfer and Revival of Powers, &c., under Plymouth, Devonport, and District Tramways Act, 1882, and Plymouth, Devonport, and District Tramways Act, 1884; Provisions as to Capital; Power to Company to lay down and work Tramways authorised and to be authorised; Abandonment of Tramways; Power to levy Tolls and to alter existing Tolls; Agreements with local and other Authorities; Amendment of Acts and Orders, 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 all or some of the following purposes, that is to say:—

To incorporate a new Company by the name of the Plymouth Tramways Company, hereinafter referred to as the Company, with all necessary powers and authorities for carrying into effect the purposes of the Bill.

To authorise the acquisition by and transfer to the Company, and to vest in the Company the undertakings, lands, works, estates, property, (real and personal), and all powers, rights, privileges, and authorities of, and exercisable by the Plymouth Tramways Company Limited, hereinafter called the Limited Company.

To confer on the Company all or some of the rights, powers, privileges, and authorities conferred on and vested in the Plymouth, Devonport, and District Tramways Company, under the Plymouth, Devonport and District Tramways Act, 1882, and the Plymouth, Devonport, and District Tramways Act, 1884, respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised, and to revive the said rights, powers, and privileges, or some of them, in case the time has expired within which they may be exercised, and to authorise the Company to exercise all or some of the rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

To authorise the making, altering, forming, laying down, maintaining, working, and using of the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, tubes, wires, cables, ropes, works, and conveniences, either for working the same by animal, steam, or other mechanical power, or by electricity or the cable system.

Wherein the description of this Notice, of any of the proposed tramways, reference is made to streets intersecting or forming a junction with the road or street along which the tramways are proposed to be laid, the point of intersection or junction as the case may be, is except where otherwise expressed, to be taken as the point at which lines drawn along the centre of the streets or roads, and if need be produced, would intersect each other; and where reference is made to a building or house, the measurement is taken from a point in the centre line of the tramway from which a perpendicular line would cut the particular portion of the building mentioned; all measurements are taken along the centre line of the proposed tramways.

**Tramway No. 1.**—Wholly in the parish of Charles the Martyr, commencing by a junction with the existing tramway in Tavistock-

road (otherwise Muntley plain), at a point 1.00 chain, or thereabouts, from the intersection of the Huntiscombe and Tavistock roads, measured in a northerly direction, passing thence in a southerly direction along Tavistock road; and terminating therein at a point 1.80 chains, or thereabouts, from the intersection of Portland place and Tavistock road, measured in a northerly direction.

This tramway will be a single line, except between the following points, where it will be a double line, viz.:

In Tavistock road, between points respectively 1.80 chains and 4.30 chains, or thereabouts, from the intersection of the Huntiscombe and Tavistock roads, measured in a southerly direction.

In Tavistock road, between points respectively 0.85 chain and 3.85 chains, or thereabouts, from the intersection of the North and Tavistock roads, measured in a southerly direction.

In Tavistock road, between a point 1.10 chains, or thereabouts, from its termination and its termination.

**Tramway No. 2.**—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 1, at its termination, passing thence in a southerly direction along Tavistock road (otherwise Tavistock street), and terminating therein at a point 1.00 chain, or thereabouts, from the intersection of Pound street and Tavistock road (otherwise Tavistock street), measured in a northerly direction.

This tramway will be a single line, except for a distance of 1.90 chains, or thereabouts, from its commencement, which will be a double line.

**Tramway No. 3.**—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 2, at its termination, passing thence in a southerly direction along Tavistock road (otherwise Tavistock street), and terminating therein at a point 0.55 chain, or thereabouts, from the intersection of Pound street and Tavistock road (otherwise Tavistock street), measured in a southerly direction.

This tramway will be a single line throughout.

**Tramway No. 4.**—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 3, at its termination, passing thence in a southerly direction along Tavistock road (otherwise Tavistock street), and terminating therein at a point 0.20 chain, or thereabouts, from the intersection of Duke street and Tavistock road (otherwise Tavistock street), measured in a southerly direction.

This tramway will be a single line, except between a point 2.00 chains, or thereabouts, from its termination and its termination, which will be a double line.

**Tramway No. 5.**—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 1, at its termination, passing thence into and along Tavistock place and Tavistock road (otherwise Tavistock street) in a southerly direction, and terminating in the last-named road (or street) by a junction with the termination of Tramway No. 4.

This tramway will be a single line except for a distance of 2.00 chains, or thereabouts, from its commencement, which will be a double line.

Tramway No. 6.—Commencing in the parish of Charles the Martyr, by a junction with Tramways Nos. 4 and 5, at their termination, passing thence along Tavistock-road (otherwise Tavistock-street) and Old Town-street, in a southerly direction, and terminating in the last-named street at a point in the parishes of Charles the Martyr and St. Andrew, or one of them, at the intersection or thereabouts of Drake-street and Old Town-street.

This tramway will be a single line, except for a distance of 0.75 chain or thereabouts from its commencement, which will be a double line.

Tramway No. 7.—Wholly in the parishes of Charles the Martyr and St. Andrew, or one of them, commencing by a junction with Tramway No. 6, at its termination, passing thence along Old Town-street in a southerly direction, and terminating therein at a point 0.85 chain or thereabouts from the intersection of Ebrington-street and Old Town-street, measured in a northerly direction.

This tramway will be a single line throughout.

Tramway No. 8.—Commencing in the parishes of Charles the Martyr and St. Andrew, or one of them, by a junction with Tramway No. 7, at its termination, passing thence along Old Town-street and Whimble-street, in a southerly and a south-easterly direction, and terminating at a point in the parish of St. Andrew, 0.35 chain or thereabouts from the north-west face of the building at the corner of Whimble-street and St. Andrew-place, measured in a north-easterly direction.

This tramway will be a single line, except between a point 1.20 chains or thereabouts from its termination and its termination, which will be a double line.

Tramway No. 9.—Wholly in the parish of St. Andrew, commencing by a junction with Tramway No. 8, at a point 1.20 chains or thereabouts from its termination, measured in a north-westerly direction, passing thence into and along Bedford-street, Basket-street, and Westwell-street, in a westerly direction, and terminating in the last-named street by a junction with the existing tramway, at a point 0.45 chain or thereabouts, from the intersection of Basket and Westwell-streets, measured in a southerly direction.

This tramway will be a single line throughout.

Tramway No. 10.—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 2, at its termination, passing thence along Tavistock-road (otherwise Tavistock-street) and Pound-street, in a south-westerly direction, and terminating in the last-named street, at a point 0.60 chain or thereabouts from the intersection of Compton and Pound-streets, measured in an easterly direction.

This tramway will be a single line throughout.

Tramway No. 11.—Wholly in the parish of Charles the Martyr, commencing by a junction with Tramway No. 3, at its termination, passing thence along Tavistock-road (otherwise Tavistock-street) and Pound-street, in a north-westerly direction, and terminating in the last-named street by a junction with the termination of Tramway No. 10.

This tramway will be a single line throughout.

Tramway No. 12.—Commencing in the parish of Charles the Martyr, by a junction with Tramways Nos. 10 and 11, at their termination, passing thence along Pound and Cobourg-streets, in a westerly direction, and terminating in the last-named street at a point in the parishes of Charles the Martyr and St. Andrew, or one of them, 0.85 chain or thereabouts from the intersection of Cobourg and Saltash-streets, measured in a north-westerly direction.

This tramway will be a single line throughout.

Tramway No. 13.—Wholly in the parishes of Charles the Martyr and St. Andrew, or one of them, commencing by a junction with Tramway No. 12, at its termination, passing thence along Cobourg-street in a north-westerly direction, and terminating therein by a junction with the existing tramway at a point 0.40 chain or thereabouts from the intersection of Richmond and Cobourg-streets, measured in a north-westerly direction.

This tramway will be a single line throughout.

Tramway No. 14.—Wholly in the parishes of Charles the Martyr and St. Andrew, or one of them, commencing by a junction with Tramway No. 6 at its termination, passing thence in a northerly direction along Old Town, Saltash, and Cobourg-streets, and terminating in the last-named street by a junction with the termination of Tramway No. 12.

This tramway will be a single line throughout.

Tramway No. 15.—Commencing in the parishes of Charles the Martyr and St. Andrew, or one of them, by a junction with Tramway No. 7, at its termination, passing thence along Old Town-street and Market-avenue in a westerly direction, and terminating in the last-named place at a point in the parish of St. Andrew, 0.10 chain or thereabouts from the west end of the south side of Market-avenue, measured in an easterly direction.

This tramway will be a single line throughout.

Tramway No. 16.—Wholly in the parish of St. Andrew, commencing by a junction with Tramway No. 15, at its termination, passing thence in a westerly direction along Market-avenue, through the old Cattle Market, Plymouth Market, and along Corn-wall and Russell-streets, and terminating in the last-named street, by a junction with the existing tramways at a point 0.40 chain or thereabouts from the intersection of Cornwall and Russell-streets, measured in a southerly direction.

This tramway will be a single line throughout.

In the following instances the tramway 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 on the side or sides of the road specified in each instance and the outside of the nearest rail of the tramway:

Tramway No. 2.—In Tavistock-road (otherwise Tavistock-street), on both sides thereof, from a point 0.25 chain or thereabouts from its intersection with Portland-place, measured in a southerly direction to a point



1-90 chains or thereabouts from the intersection of Pound-street and Tavistock-road (otherwise Tavistock-street) measured in a northerly direction.

Tramway No. 5.—In Tavistock-place, on both sides thereof, from a point 0-35 chain or thereabouts from its intersection with Gibbons-lane, measured in a southerly direction, to a point 1-80 chains or thereabouts from the intersection of Tavistock-place and Regent-street, measured in a southerly direction.

Tramway No. 7.—In Old Town-street, on both sides thereof, between points respectively 0-20 chain and 0-90 chain or thereabouts from the intersection of Drake-street and Old Town-street, measured in a southerly direction.

Tramway No. 8.—In Old Town-street, on the east side thereof, from a point 1-50 chains or thereabouts from its intersection with Ebrington-street, measured in a southerly direction, to a point 0-30 chain or thereabouts from the intersection of Treville-street and Old Town-street, measured in a northerly direction.

Tramway No. 9.—In Basket-street, on both sides thereof, from points respectively 3-90 and 0-20 chains, or thereabouts, from its intersection with Westwell-street, measured in an easterly direction.

Tramway No. 12.—In Pound-street, on both sides thereof, from a point 0-60 chain, or thereabouts, from its intersection with Compton-street, measured in an easterly direction to a point 0-25 chain, or thereabouts, from the intersection of Pound-street with Saltash-street, measured in an easterly direction.

Tramway No. 13.—In Cobourg-street, on both sides thereof, from points respectively 1-40 chains and 0-10 chain, or thereabouts, from its intersection with Richmond-street, measured in an easterly direction.

Tramway No. 14.—In Saltash-street, on both sides thereof, for the entire length of the said street.

Tramway No. 16.—In Cornwall-street, on both sides thereof, for the entire length of the said street.

The intended tramways will be made and pass from, in, through, or into the following townships, parishes, or places, viz.:—

The parishes of Charles the Martyr and Saint Andrew, in the borough of Plymouth, in the county of Devon.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 3 ft. 6 in.

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

To reserve to the Company the exclusive right to use on the proposed tramways carriages with flange wheels, or other wheels specially adapted to run on, or in, a grooved or other rail.

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, deviations, curves, turnouts, and other works as may be necessary or convenient for 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 sheds, engine houses, stationary engines, works, or buildings of the Company.

To enable the Company to employ for moving

carriages, trucks, and vehicles of every description on existing tramways, or the tramways to be authorised by their intended Act, and on any tramways to be acquired, worked, run over, or leased by them under the powers of the intended Act, either animal power or steam power, or any mechanical or electric power, and also to enable the Company to work all tramways now belonging to them, or to be authorised, acquired, leased, run over, or worked under the powers of the intended Act, by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines or otherwise, and for that purpose, and for any purpose appurtenant or auxiliary thereto, to lay down on or under the surface of any road, street, or place, such tubes, plates, or apparatus, and to make and maintain such openings, tubes, or ways in or under any such surface as may be necessary either for the actual working of the tramways, or for providing access to or connection with any stationary engines, and to empower the Company, for the purpose of working the tramways, to erect stationary engines and machinery for working such ropes, cables, or wires; and to empower the Company to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to any such mechanical or other powers, or any of them.

To authorise the acquisition by, and transfer to the Company and to vest in the Company the undertaking, lands, works, estates, property, real and personal, and all or some of the rights, powers, and privileges conferred upon the Plymouth, Devonport, and District Tramways Company, hereinafter called the old Company, or the Official Liquidator thereof under the Plymouth, Devonport, and District Tramways Act, 1882, and the Plymouth, Devonport, and District Tramways Act, 1884, in respect to the construction, maintenance, and working of the tramways authorised by those Acts, and of all or some of the rights, powers, and privileges appurtenant thereto, and to release and indemnify the old Company from and against all liabilities of and under the said Plymouth, Devonport, and District Tramways Act, 1882, and Plymouth, Devonport, and District Tramways Act, 1884.

To authorise and empower the Company to abandon, take up, and remove portions of Tramway No. 1 authorised by the Plymouth, Devonport, and District Tramways Act, 1882.

To empower the Company to widen Old Town-street on the east side thereof, from a point 1-50 chains or thereabouts from the intersection of Ebrington-street and Old Town-street, measured in a southerly direction to a point 0-30 chain, or thereabouts from the intersection of Treville-street and Old Town-street measured in a northerly direction, and to authorise the Company and Corporation of Plymouth to enter into and fulfil contracts for and in relation to such widening.

To authorise the Company in the construction of the said widening, to deviate from the lines and level thereof as shown upon the deposited plans and sections.

To authorise the Company and any Railway or Canal Company, whose bridges or the approaches to which may be crossed by any of the tramways, to enter into and fulfil contracts and agreements for, and in relation to such crossing, and the maintenance of such bridges and approaches or any of them, or any part or parcel thereof, respectively.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove,



and otherwise interfere with streets, turnpike or other roads, highways, footpaths, water-courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and telegraphic, telephone, and electric tubes, pipes, wires, and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their undertaking; or for the proposed widenings, to purchase or acquire by compulsion or agreement, lands and houses or easements therein, and to erect offices, buildings, or 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 in which any tramway shall be or has been laid, or the safety of the traffic along the tramway, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramways 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 and the existing tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, duties, and charges, and to confer exemptions from the payment of such tolls, rates, duties, or charges.

To provide for the maintenance and repair of any streets, roads, and thoroughfares in, along, or over which the tramways, or any of them, may be laid, and for the use or disposition of any materials or things found or extracted in the construction or maintenance thereof; and to exempt the Company as to the whole or any part or parts of any street, roads, or thoroughfares which they may repair or maintain from any highway or other rate or assessment in respect thereof.

To empower the Company, on the one hand, and the Corporation of Plymouth, or any other body or Corporation or person having respectively the control or management on any streets, roads, or bridges, on, over, or along which the tramways are or are intended to be laid, on the other hand, to enter into and fulfil contracts and agreements with respect to the alteration of the width or levels of any such streets, roads, or bridges, and the laying down, maintaining, renewing, repairing, working, and using of the tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of traffic over and along the same.

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

The intended Act will incorporate 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," and the whole or some of the provisions of "The Tramways Act, 1870," with such

alterations and amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by "The Tramways Act, 1870," as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, the Plymouth, Devonport, and District Tramways Act, 1882, and the Plymouth, Devonport, and District Tramways Act, 1884, and any other Acts and any Orders of the Board of Trade directly or indirectly relating to the undertaking of the Plymouth, Devonport, and District Tramways Company.

And notice is hereby given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such 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 Devon, at his office at Exeter, and that a copy of so much of the plans, sections, and book of reference as relates to the parishes, extra-parochial and other places, from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this notice, will be deposited with the parish clerk of each parish at his residence, and, as regards any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Walter Webb and Co., 23, Queen Victoria-street, E.C., Solicitors and Parliamentary Agents for the Bill.

In Parliament—Session 1889.

South Staffordshire Tramways.

(Incorporation of Company; Transfer to Company of undertaking and powers of the South Staffordshire and Birmingham District Steam Tramways Company, Limited; Transfer of the Staffordshire Tramways Order, 1879; The Staffordshire Tramways (Additional Powers) Order, 1880; The Staffordshire Tramways Extension Order, 1882; The Wednesbury and West Bromwich Tramways Order, 1881; The South Staffordshire Tramways Order, 1881; The Walsall and District Tramways Order, 1880; The Walsall and District Tramways Order, 1882; The Walsall and District Tramways Order, 1884; The Dudley and Tipton Tramways Order, 1881; and The South Staffordshire and Birmingham District Steam Tramways Order, 1886). Powers to work Tramways by Cable or Electric Traction; Provisions as to Capital; Power to levy Tolls, and to alter existing Tolls; Agreements with Local and other Authorities; Amendment of Acts and Orders, 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 all or some of the following purposes, that is to say:—

1. To incorporate a Company (hereinafter referred to as "the Company") with all necessary powers and authorities for carrying into effect the objects and purposes of this Bill.

2. To authorise the acquisition by and transfer to the Company, and to vest in the Company the undertaking, lands, works, estates, property (real and personal), and all powers, rights, privileges, and authorities of and exercisable by the South Staffordshire and Birmingham District Steam Tramways Company, Limited, (hereinafter called "the Limited Company").

3. To confer on the Company all the rights, powers, privileges, and authorities conferred on and vested in the promoters of the "Staffordshire Tramways Order, 1879," "The Staffordshire Tramways (Additional Powers) Order, 1880," "The Staffordshire Tramways Extension Order, 1882," "The Wednesbury and West Bromwich Tramways Order, 1881," "The South Staffordshire Tramways Order, 1881," "The Walsall and District Tramways Order, 1880," "The Walsall and District Tramways Order, 1882," "The Walsall and District Tramways Order, 1884," "The Dudley and Tipton Tramways Order, 1881," and "The South Staffordshire and Birmingham District Steam Tramways Order, 1886," respectively, with reference to the construction, maintenance, and working of the tramways by such above-mentioned Orders authorised to the same extent and subject to the same conditions and liabilities as if the Company had been named in the said Orders as promoters thereof respectively, and to authorise the Company to exercise all such rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

4. To fix and regulate the Capital of the Company and its distribution into Shares, and its appropriation among the Shareholders of the Limited Company, in such proportions as may be determined; and to empower the Company to raise further money for the purposes of the Bill; and for the general purposes of the 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 Bond, and by the creation of Debenture Stock, or by any or either of these means.

5. To enable the Company to employ cable or electric power for moving carriages, trucks, and vehicles of every description on their tramways, either by means of ropes, cable, or wires laid above or below the surface of the ground in connection with stationary engines or otherwise, and for that purpose, and for any purpose appurtenant or ancillary thereto, to lay down on, in, or under the surface of any street, road, or place, such tubes, wires, plates, or apparatus, and to make and maintain such openings, tubes, or ways in or under any such surface as may be necessary either for the actual working of the tramways or for providing access to or in connection with any stationary engines or apparatus, and to empower the Company for the purposes of working the tramways, to erect stationary engines or other machine, or apparatus for working such ropes, cables, or wires.

6. To enable the Company, and any body Corporate, or persons having respectively the duty of directing the repairs or the control or management of streets, roads, and places affected by the authorised or existing tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the authorised or existing tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof.

7. To enable the Company to levy tolls, rates, and charges, for the use of the authorised tramways, by carriages, trucks, and other vehicles passing along the same, and for the conveyance of passengers or traffic of any description upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates or charges, as fixed by the previously mentioned Orders and any exemptions therefrom.

8. To incorporate in the Bill and confer upon the Company all or some of the powers and pro-

visions of "The Companies Clauses Consolidation Act, 1885," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," 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 Tramways Act, 1870," and will amend, alter, or repeal all or some of the provisions of "The Staffordshire Tramways Order, 1879," "The Staffordshire Tramways (Additional Powers) Order, 1880," "The Staffordshire Tramways Extension Order, 1882," "The Wednesbury and West Bromwich Tramways Order, 1881," "The South Staffordshire Tramways Order, 1881," "The Walsall and District Tramways Order, 1880," "The Walsall and District Tramways Order, 1882," "The Walsall and District Tramways Order, 1884," "The Dudley and Tipton Tramways Order, 1881," and "The South Staffordshire and Birmingham District Steam Tramways Order, 1886."

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

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.

Joseph Smith and Co., Wednesbury, Solicitors.

Walter Webb and Co., 23, Queen Victoria street, London, E.C., Parliamentary Agents.

In Parliament.—Session 1889.

Beverley and East Riding Railway (Incorporation of Company; Construction of Railways in the East Riding of the county of York; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Working and Traffic Agreements; Use of Portion of North Eastern Railway and Beverley Station; 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:—

To incorporate a Company and to confer upon the Company so to be incorporated (hereinafter called "the Company") all necessary powers for making and maintaining the railways hereinafter described, or one of them, or some part thereof, in the East Riding of the county of York with all proper stations, junctions, sidings, approaches, works and conveniences connected therewith, viz:—

1. A Railway (No. 1), commencing in the parish of St. Martin, Beverley, in a field belonging to the Charitable Trustees of the borough of Beverley, and occupied by Richard Hodgson, at a point on the southern fence of the said field dividing it from Grove Hill lane, 30 yards or thereabouts westward of the south-eastern corner of the said field, passing thence through the parishes of St. Martin, Beverley, and St. Nicholas, Beverley, and terminating in the north-eastern angle of a field in the said parish of St. Nicholas, Beverley, belonging to Alfred Hesilton and occupied by John Todd, immediately to the southward of a field belonging to Matthew Denton, and occupied by Samuel Peacock.

2. A Railway (No. 2), wholly in the said parish of St. Nicholas, Beverley, commencing by a junction with the down line (from Scarborough to Hull) of the North Eastern

Railway Company at a point 100 yards or thereabouts measured in a northerly direction along the said line from the northern face of the Cherry Tree Crossing signal box, and terminating by a junction with the intended Railway No. 1 at the termination thereof before described.

3. A Railway (No. 3) commencing in the parish of St. Nicholas, Beverley, by a junction with the intended Railways Nos. 1 and 2, at the termination thereof before described, and passing thence through or into the several parishes, townships, or places of St. Nicholas, Beverley; St. John, Beverley; Grove-hill, Weel, Tickton and Hull-bridge; Eské, Stork-hill and Sandholme, Waghen or Wawne, Meaux, Routh, Waghen or Wawne (detached), Meaux (detached), Ristoll, Long Ristoll, Arnold, Catwick, Leven, Brandsburton, Nunkelling, Moortown, Warley Cross-hill, Beeford, and North Frodingham, and terminating at Inholms-bridge, in the parish of Beeford, at or near the junction of Inholms-lane with Bridlington Balk, and on the southern side of the junction.

The Bill will authorise the Company to exercise the powers and effect the objects following, or some of them, that is to say—

To deviate laterally from the lines and vertically from the levels of the intended railways, shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as the Bill may prescribe.

To cross, stop up, alter, or divert temporarily or permanently roads, highways, footpaths, pipes, tubes, sewers, drains, streams, water-courses, bridges, railways, and telegraph and telephone apparatus with which it may be expedient to interfere in constructing, maintaining, or using the intended railways and works.

To purchase and take compulsorily or by agreement lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same, and for the purposes of the intended railways 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, and to vary or extinguish any rights or privileges connected with such lands, houses and hereditaments, or with the portion thereof purchased by the Company, and confer other rights and privileges.

To levy tolls, rates, fares and charges upon or in respect of the intended railways and works; to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stock of the Company.

The Bill will empower the Company on the one hand, and the North-Eastern Railway Company on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of the intended railways, or any part thereof, the supply and maintenance of engines, stock and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the providing of terminal and other accommodation, offices, buildings, signals, and

conveniences for the traffic of the Company, the fixing, collection, payment, division, and appropriation of the tolls, fares, rates, charges, and other income and profits arising from traffic to, from, and over the railways of the contracting Companies, or any part or parts thereof, and the payments, allowances, rebates, or drawbacks to be made or allowed by either of the contracting Companies to the other of them, and the Bill will sanction or confirm any agreement which, previous to the passing thereof, may be made touching any of the aforesaid matters.

The Bill may authorise the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggon, officers and servants, for the purposes of traffic of every description, on such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed on or settled by arbitration or prescribed by the Bill.

So much of the North-Eastern Railway as is situated between the commencement of the intended Railway No. 2 and the Beverley Station, including that station.

Together with the use of all roads, platforms, signals, water, water-engines, engine sheds, standing-room for engines and carriages, booking and other offices, warehouses, sheds, sidings, works, and conveniences of or connected with the said portion of railway and station.

The Bill will vary or extinguish all rights and privileges which would interfere with the objects thereof, or any such agreements as aforesaid, and confer other rights and privileges.

The Bill will incorporate with itself the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and, so far as may be requisite for any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal some of the provisions of the Local and Personal Act, 17 and 18 Vic., cap. 211, and any other Acts relating to or affecting the North-Eastern Railway Company or their Undertaking.

And notice is hereby given, that plans and sections showing the situation, lines, and levels of the intended railways and works and the lands which may be taken under the powers of the Bill, with a book of reference to the plans, an ordnance map with the lines of railway delineated thereon and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley; and on or before the said 30th of November instant, a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes in or through which the intended railways and works are to be made, or in which any lands intended to be taken are situate, together with a copy of this Notice, published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish 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.

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

Board of Trade—Session 1889.

The Tramways Act, 1870.

Oldham, Ashton-under-Lyne, Hyde and District Tramways.

(Construction of Tramways in the Boroughs of Ashton-under-Lyne, in the County of Lancaster, and Hyde, in the County of Chester; and the Local Board Districts of Denton and Haughton and Audenshaw, and the District of the Ashton-under-Lyne Rural Sanitary Authority, all in the County of Lancaster; Provisions as to use of Steam or other Power; Repeal and Amendment of Acts, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining the several tramways, or some of them, with all necessary works and conveniences hereinafter described, or some or one of such tramways, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

**Tramway No. 1.**

Wholly in the main road leading from Oldham to Ashton-under-Lyne, known as the Oldham-road, commencing at the southern boundary of the borough of Oldham, 22 yards or thereabouts northward from the Weighbridge adjacent to the Rocher Colliery Company's office, and terminating at the northern boundary of the borough of Ashton-under-Lyne, 34 yards or thereabouts northward from Rose Villas.

**Tramway No. 2.**

Wholly in the Oldham-road, commencing at the point of the termination of Tramway No. 1, and terminating 27 yards or thereabouts northward from the southern side of Robinson-lane.

**Tramway No. 3 (single line).**

Commencing in the Oldham-road at the point of termination of Tramway No. 2, passing thence along the Oldham-road and Katherine-street, and terminating therein 6 yards or thereabouts westward from the Oldham-road.

**Tramway No. 4.**

Commencing in the Oldham-road at the point of termination of Tramway No. 2, passing thence into and along Wellington-road and the open space on the north-eastern side of the Market House (Ashton), and terminating therein in line with the western side of Market-street.

**Tramway No. 5.**

Commencing in Katherine-street, at the point of termination of Tramway No. 3, passing thence along Katherine-street and the open space on the north-eastern side of the Market House, and terminating therein by a junction with Tramway No. 4, at a point 23 yards or thereabouts from the termination of that tramway.

**Tramway No. 6 (single line).**

Commencing in Katherine-street by a junction with Tramway No. 5, 18 yards or thereabouts eastward from the Town Hall, and passing thence into and terminating in Wellington-road by a junction with Tramway No. 4, 44 yards or thereabouts eastward from Tatton-street.

**Tramway No. 7.**

Commencing in Katherine-street at the point of termination of Tramway No. 3, passing thence along Katherine-street, Margaret-

street, Chester-square, Stockport-road (crossing Trafalgar-square), and Guidelane, and terminating therein at the southern boundary of the borough of Ashton-under-Lyne, 66 yards or thereabouts northward from Martin-street.

**Tramway No. 8.**

Commencing in Guidelane at the point of termination of Tramway No. 7, passing thence along Guidelane and Denton-road, and terminating therein at or near the junction of Denton-road with Ashton-road, at the boundary between the Local Board districts of Audenshaw and Denton and Haughton, 7 yards or thereabouts southward from the Constabulary Police Station.

**Tramway No. 9.**

Commencing at or near the junction of Denton-road with Ashton-road at the point of termination of Tramway No. 8, passing thence along Ashton-road and Hyde-road, and terminating therein at a point 25 yards or thereabouts westward from Wyld-street.

**Tramway No. 10 (single line).**

Wholly in Hyde-road, commencing at the termination of the existing tramway at Crown Point; Denton, and terminating at the point of termination of Tramway No. 9.

**Tramway No. 11.**

Wholly in Hyde-road, commencing at the point of termination of Tramways Nos. 9 and 10, and terminating at the county and borough boundary at or near the centre of Broom-stair Bridge.

**Tramway No. 12.**

Commencing in Manchester-road, at its junction with Hyde-road, at the termination of Tramway No. 11, passing thence along Manchester-road, Market-street, Market-place, Hyde (western side), Hyde-lane, and Stockport-road, and terminating therein at a point 100 yards or thereabouts southward from Lilly-street.

The said tramways will be laid throughout as single line, except where as next described they will be laid as double line.

**Tramway No. 1.**

- (a.) Between 11 yards and 88 yards (or thereabouts) from the commencement of the tramway.
- (b.) Between 12 yards and 89 yards (or thereabouts) southwards from Park-lane-terrace.
- (c.) Between 19 yards or thereabouts northward and 58 yards or thereabouts southward from the southern side of the Halfway Public-house.
- (d.) Between the Black Diamond Public-house and 60 yards or thereabouts northward from Glenwood-terrace.
- (e.) Between 47 yards or thereabouts northward and 30 yards or thereabouts southward from the southern end of Mount Pleasant.
- (f.) For 77 yards or thereabouts northward from the Waterloo Tavern.
- (g.) Between 126 yards and 49 yards (or thereabouts) northward from the Dog and Partridge Inn.
- (h.) Between 15 yards or thereabouts northward and 62 yards or thereabouts southward from the northern end of Primrose-terrace.

**Tramway No. 2.**

- (a.) For 77 yards or thereabouts southward from Daisy Bank.
- (b.) Between 84 yards and 7 yards (or thereabouts) from the termination of the tramway.

**Tramway No. 4.**

In Wellington-road—

- (a.) Between 11 yards and 83 yards (or thereabouts) eastward from Kent-street.

## Tramway No. 5.

In Katherine-street—

- (a.) For 77 yards or thereabouts eastward from the western side of Warrington-street.

## Tramway No. 7.

In Katherine-street—

- (a.) Between 11 yards and 88 yards (or thereabouts) from the commencement of the tramway.

- (b.) Between 84 yards and 7 yards or thereabouts eastward from Margaret-street.

In Chester-square and Stockport-road—

- (c.) Between 37 yards and 114 yards from St. Peter's-street.

In Stockport-road—

- (d.) For 77 yards southward from William-street.

In Trafalgar-square and Stockport-road—

- (e.) Between 110 and 22 yards northward from the Oxford Inn.

In Stockport-road—

- (f.) For 77 yards northwards from Birch-street.

In Stockport-road and Guide-lane—

- (g.) Between 13 yards north-eastward from the Corporation Arms Public-house and 86 yards from the termination of the tramway.

## Tramway No. 8.

In Guide-lane—

- (a.) Between 4 yards and 81 yards (or thereabouts) southward from the northern side of Croft-street.

- (b.) Between 17 yards and 83 yards (or thereabouts) southward from Providence-street.

In Guide-lane and Denton-road—

- (c.) Between Shepley-road and 16 yards (or thereabouts) southward from Stamford-road.

In Denton-road—

- (d.) Between 88 yards and 11 yards (or thereabouts) from the termination of the tramway.

## Tramway No. 9.

In Ashton-road—

- (a.) Between 28 yards and 105 yards (or thereabouts) southward from Walker-street.

## Tramway No. 11.

In Hyde-road—

- (a.) For 77 yards or thereabouts eastward from the western side of Bond-street.

- (b.) For 77 yards or thereabouts westward from Peter-street.

- (c.) For 77 yards or thereabouts eastward from St. Anne's-road.

- (d.) Between 129 yards and 52 yards (or thereabouts) from the termination of the tramway.

## Tramway No. 12.

In Manchester-road—

- (a.) Between 47 yards or thereabouts westward and 30 yards or thereabouts eastward from the centre of the bridge over Wilson Brook.

- (b.) Between 34 yards or thereabouts eastward from Wellington-street and 38 yards or thereabouts eastward from Cooper-street.

- (c.) For 77 yards or thereabouts eastward from the Navigation Hotel.

In Manchester-road and Market-street—

- (d.) Between 87 yards or thereabouts westward from Newton-street and 33 yards or thereabouts south-eastward from Charles-street.

In Hyde-lane—

- (e.) For 77 yards or thereabouts north-westward from the south-east side of Reynold-street.

- (f.) Between 14 yards and 102 yards (or thereabouts) south-eastward from Church-street.

- (g.) For 77 yards or thereabouts eastward from Haughton-street.

In Stockport-road—

- (h.) For 77 yards or thereabouts south-eastward from Meadow-street.

- (i.) Between 88 yards and 11 yards (or thereabouts) from the termination of the tramway.

In the following instances the said tramways, or some or one of them, are proposed to be laid so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway.

## Tramway No. 1.

In the Oldham-road on both sides—

- (a.) Between 11 yards and 83 yards (or thereabouts) from the commencement of the tramway.

- (b.) Between 12 yards and 89 yards (or thereabouts) southward from Park-lane-terrace.

- (c.) Between the Black Diamond Public-house and 60 yards or thereabouts northward from Glenwood-terrace.

- (d.) Between 47 yards or thereabouts northward, and 30 yards or thereabouts southward from the southern end of Mount Pleasant.

- (e.) Between the northern side of the Friendship Inn and the Waterloo Tavern.

- (f.) Between 15 yards or thereabouts northward, and 62 yards or thereabouts southward from the northern end of Primrose-terrace.

## Tramway No. 4.

In Wellington-road on both sides—

- (a.) Between 13 yards or thereabouts westward, and 10 yards or thereabouts eastward from the eastern side of the Horse and Jockey Public-house.

## Tramway No. 5.

In Katherine-street on the south side—

- (a.) For 60 yards or thereabouts eastward from Warrington-street.

## Tramway No. 7.

In Katherine-street on both sides—

- (a.) Between 11 yards and 88 yards (or thereabouts) from the commencement of the tramway.

- (b.) Between 84 yards and 7 yards (or thereabouts) eastward from Margaret-street.

In Margaret-street on both sides—

- (c.) Between Katherine-street and St. Peter's-street.

In Guide-lane on both sides—

- (d.) Between 42 yards or thereabouts southward from Guide Bridge Hotel, and 86 yards or thereabouts from the termination of the tramway.

## Tramway No. 8.

In Guide-lane on both sides—

- (a.) Between Martin-street and 7 yards or thereabouts northward from Tame-street.

- (b.) For 50 yards or thereabouts southward from Providence-street.

- (c.) For 39 yards or thereabouts northward from Harrop-street.

In Guide-lane and Denton-road on both sides—

- (d.) Between Shepley-road and 40 yards, or



thereabouts; southward from Stamford-road on both sides—

(a.) For distance of 88 yards; or thereabouts; from the termination of the tramway on the south side of the road.

In Ashton-road on both sides—

(a.) From the commencement of the tramway at a point 38 yards; or thereabouts; northward from Walker-street.

(b.) Between 28 yards and 105 yards (or thereabouts) southward from Walker-street.

In Hyde-road on both sides—

(a.) For 77 yards; or thereabouts; eastward from St. Anne's-road.

(b.) For 30 yards; or thereabouts; from the termination of the tramway on the north side of the road.

In Manchester-road on both sides—

(a.) For 70 yards; or thereabouts; from the commencement of the tramway on the north side of the road.

(b.) Between 16 yards; or thereabouts; westward from Alfred-street; and 38 yards; or thereabouts; eastward from Cooper-street.

(c.) Between 14 yards and 47 yards (or thereabouts) eastward from the Navigation Hotel.

In Manchester-road and Market-street on both sides—

(a.) Between 24 yards; or thereabouts; eastward from the western side of Newton-street and Howard-street.

In Market-street on both sides—

(a.) For 70 yards; or thereabouts; south-eastward from Milk-street.

In Hyde-lane on both sides—

(a.) Between Market-place and 34 yards (or thereabouts) south-eastward from Reynold-street.

(b.) Between Chapel-street and the south-eastern side of Dakin-coult.

(c.) Between 24 yards and 5 yards (or thereabouts) westward from Haughton-street.

(d.) Between Haughton-street and Smithy-lane.

In Stockport-road on both sides—

(a.) Between the north-west side of the Ring's Balls Public-house and 8 yards; or thereabouts; south-eastward from Knight-street.

(b.) Between 27 yards; or thereabouts; southward from High-street and Smithy-fold.

(c.) Between 88 yards and 11 yards (or thereabouts) from the termination of the tramway.

The aforesaid tramways will be made or pass from, through, or into, the parishes, townships, or extra-parochial places following, or some one of them (that is to say) in the parishes of Ashton-under-Lyne and Manchester, both in the county of Lancaster; in the township of Stockport in the county of Chester; and in the township of Haughton, and Denton, all in the county of Lancashire; and the townships of Hyde and Warrington in the county of Chester; and are intended to be constructed on a gauge of 4 feet 8½ inches; on such other gauge as may be prescribed by the Provisional Order; and in the said parishes, townships, or extra-parochial places, and on any of the said tramways, carriages or trucks adapted for use on railways, and such other powers from time to time, and either temporarily or permanently, to make and maintain, alter, and remove such crossings, passing-places, sidings, junctions, curves, turn-

ings, and other works (in addition to those particularly described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stables or carriage-houses, works, or buildings of the Promoters.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of The Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the powers of that Act, and to confirm or give effect to any agreement with any local authority.

To authorise the Promoters and all persons, Corporations, and Companies lawfully using the intended tramways, or any of them, to work such tramways for the purpose of traffic of every description; or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to or in substitution for animal power, and to hold and acquire patent and other rights, or licences to use patent rights in relation to any such locomotive power as aforesaid.

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 repeal, amend, alter, or extend all or some of the following, among other Acts, that is to say, The Tramways Act, 1870; The Locomotives Act, 1861; and The Locomotives Act, 1865; and any Act amending the said Acts, or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Acts of Parliament which may in any wise affect such tramways, engines, or carriages.

And notice is also given, that duplicate plans and sections of the proposed tramways and works, 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester; and that a copy of such plans and sections, together with a copy of this Notice, will on or before the said 30th day of November instant, be deposited at the office of the Board of Trade, Whitehall, and 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 Ashton-under-Lyne, at his office at Ashton-under-Lyne; and with the town clerk of the borough of Hyde, at his office at Hyde; and also that a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, places, or extra-parochial places, in, through, or into which the proposed tramways will be made for passing, together with a copy of this Notice, will, on or before the said 30th day of November instant, be deposited for public inspection as follows:—As



to the district of Denton and Haughton, with the clerk to the Local Board of Denton and Haughton; at his office at Denton was to the district of Audenshaw, with the clerk to the Local Board of Audenshaw; at his office at Manchester; and as to the district of the Ashton Rural Sanitary Authority, with the clerk to such Authority, at his office at Ashton-under-Lyne; and that a copy of so much of the said plans and sections as relate to either respective parishes, townships, places, or extra-parochial places from in through or into which the proposed tramways will be made or pass, together with a copy of this Notice, shall on or before such 30th day of November instant be deposited for public inspection with the parish clerk of each of such parishes at his place of abode, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode, and of

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy to all persons applying for the same, at the office of the undersigned, Messrs. William Webb and Co., 6 Essex Street, Strand, in the county of Middlesex, and of every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1889, and copies of the objections must at the same time be sent to the undersigned, and in forwarding to the Board of Trade, such objections, the objectors on their agents should state that a copy of the same has been sent to their promoters or their agents as aforesaid. Dated this 22nd day of November, 1888.

William Webb and Co., 6 Essex Street, Strand, London, Solicitors and Parliamentary Agents.

Weston-super-Mare Marine Lakes (Incorporation of) Company, Powers to construct a Sea-wall or Embankment on the Fore-shore of Weston-super-Mare, to dredge, scour, and make Regulations and Bye-laws; to purchase lands by Compulsion; to take tolls, dues, and charges; to hire or otherwise acquire and let on hire pleasure boats, &c.; to empower Weston-super-Mare Improvement Commissioners to contribute towards and to purchase and undertake; Incorporation and Amendment of Acts. PROVISION will be made to Parliament in the Session of 1889 for leave to bring in a Bill for the purposes aforesaid of the purposes following (that is to say) to enable to incorporate a Company (hereinafter referred to as the Company) and to enable the Company to make and maintain in the parish of Weston-super-Mare, in the county of Somerset, and on the foreshore and bed of a Westons Bay, or in the sea and bed thereof adjacent thereto, the following works or some part or parts thereof, and to exercise the following powers (that is to say): to build a Marine Lake by means of a sea-wall or embankment with all requisite and proper groynes, slopes, dunnings, steps, sluices, approaches, works, and conveniences connected therewith, such sea-wall or embankment to commence at or from a

point on the foreshore of Weston Bay, where now crossed by the Atlantic Cable, opposite the end of Richmond Street, and extending in a curved line seawards 144 yards or thereabouts, and thence along the foreshore of Weston Bay parallel to Royal Parade, for a distance of 550 yards or thereabouts, and terminating at a point opposite, or nearly opposite, the southern end of Ellenborough Park, such sea-wall or embankment enclosing an area of sixteen acres or thereabouts, and to make or form a walk or promenade with all necessary banks, slopes, railings, steps, paths, and conveniences upon and along the intended sea-wall or embankment, or some part or parts thereof.

To dredge, scour, and deepen by means of dredging or otherwise, the area enclosed by the sea-wall or embankment above described.

To make and maintain all necessary works and conveniences in connection with the aforesaid works.

To make all suitable deviations laterally within the limits of deviation marked on the deposited plans and vertically from the levels shown on the deposited sections to any extent which may be respectively defined or provided in the Bill.

To make provisions for the management, regulation and protection of the lake and the works connected therewith, and to make and enforce bye-laws with reference thereto, and to make and enforce bye-laws, rules, or regulations, with respect to pleasure boats (sailing or otherwise), yachts and persons using the lake and the works connected therewith.

To purchase and take by Compulsion lands, houses, tenements, and appurtenances for the purposes of the intended works.

To demand, levy, and receive tolls, rates, and other dues and charges from and upon pleasure boats (sailing or otherwise), yachts, and persons resorting to or using the lake or any of the works connected therewith.

To empower the Company to hire or otherwise acquire and let on hire pleasure or other boats and steamers, and the machinery and appliances of every description connected therewith.

To empower the Company and the Weston-super-Mare Improvement Commissioners (hereinafter called the Commissioners), from time to time to enter into and carry into effect agreements and arrangements with respect to the construction of the said intended works, and the maintenance thereof, and the contributions to be made by the Commissioners towards the cost of such construction and maintenance, and otherwise in relation to the objects of the Bill, and to enable them to apply for that purpose any funds, moneys, rates, or revenues now belonging to them, or which they are now authorised to raise, or which may come into their possession, in exercise of the powers from time to time conferred upon them, and to enlarge the borrowing powers of the Commissioners, and to authorise them to raise additional funds for all or any of the purposes of the Bill, by borrowing on mortgage, or bond, or debenture stock, or by way of annuity or otherwise.

To authorise the Company and the Commissioners to enter into and carry into effect agreements for or with respect to the transfer to and purchase by the Commissioners of the vesting in the Commissioners of all or some part of the under-lying lands and works of the Company, and if thought fit to sanction and confirm any agreement or agreements which may be so entered into, and to confer upon the Company and the Commissioners all such powers as may be necessary for giving effect to any such agreement or agreements, and to enable the Commissioners to

have, exercise and enjoy all or any of the powers, rights, privileges, and authorities of the Company, and if necessary, to provide for the dissolution and winding up of the affairs of the Company.

The Bill will vary or extinguish all existing rights and privileges which may interfere with its objects and will confer other rights and privileges.

To incorporate with the Bill the provisions of the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands, and to alter, extend, amend, or repeal, so far as may be necessary or expedient for effecting the objects of the Bill, the provisions, or some of the provisions, of the Weston-super-Mare Improvement Act, 1887, and all other Acts or Orders confirmed by Parliament which it may be necessary to alter, amend, extend or repeal for effecting those objects.

Duplicate plans and sections showing the lines, situation, and levels of the intended works and lands and other property which may be taken for the purposes thereof, 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 the said county, and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice will also be deposited for public inspection with the Parish Clerk of the said parish of Weston-super-Mare at his residence.

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

Dated this 16th day of November, 1888.

*Baker, Son, James, and Reed, Weston-super-Mare, Solicitors for the Bill.*

*Roberts and Chubb, 6, Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.*

Board of Trade.—Session 1889.

Deal Harbour.

(Notice of Application to the Board of Trade for a Provisional Order Empowering the Construction of a Harbour at Deal, in the Parish of Deal, in the County of Kent; the Levying of Tolls, Rates, and Duties; Lease or Sale of Undertaking; Borrowing of Money; and for General Powers of Regulation, Control, and Management.)

**I** HENRY STEPHEN CHAPMAN, of 1, Downs View-terrace, Beach-street, Deal, in the county of Kent, Newspaper Proprietor, hereby give notice that, in pursuance of "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, I intend to make application to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter referred to as the "Board of Trade"), on or before the 23rd day of December next, for a Provisional Order for the constitution of a Deal Harbour Authority, and for the following purposes or objects (namely):—

To empower me, or the proposed harbour authority, to construct and maintain a tidal harbour at Deal, in the parish of Deal, in the county of Kent, and in the sea in front thereof, with all proper landing-places, lighthouses, toll-gates, toll-houses, approaches, works, and conveniences expedient and requisite thereto, according to the plans, sections, and book of reference to be deposited.

That is to say: a harbour commencing at a point 28 feet south from the ruins of Sandown

Castle on the seashore, to a point 1428 feet south of the said ruins, and extending seawards 1200 feet from high water line in an easterly direction or thereabouts.

To authorise the deviation laterally from the lines of the proposed harbour and works to the extent shown on the aforesaid plans, or as may be prescribed by the intended Order, and also to deviate vertically from the levels shown on the sections to be deposited.

To empower the levying of tolls, rates and duties and other charges, for and in respect of the use of the intended harbour and works, in accordance with the schedule that will be deposited.

To empower me to form a Company, that may or shall be constituted the proposed harbour authority, and to sell or lease and transfer to such Company the undertaking authorised to be constructed or vested in me under the powers of the intended Provisional Order, or any part thereof, and all my powers, rights, privileges and authorities, for such consideration, and upon such terms, as may be agreed upon, and to authorise such Company to make such purchase and accept such lease or transfer, and to sanction and to give effect to agreements between myself and the said Company for such purposes.

To empower me, or the proposed harbour authority, to lease or sell and transfer the undertaking authorised to be constructed or vested in me under the powers of the intended Provisional Order, or any part thereof, and all my powers, rights, privileges and authorities, to the Mayor, Aldermen and Burgesses of the borough of Deal, if called upon to do so. And to authorise the said Mayor, Aldermen and Burgesses to make such purchase and accept such lease or transfer and to sanction and give effect to agreements between myself and them for such purposes.

To empower me, or the proposed harbour authority, to lease or sell and transfer to the South Eastern Railway Company, and to the London Chatham and Dover Railway Company, or to one of such Companies, the undertaking authorised to be constructed or vested in me, under the powers of the intended Provisional Order, or any part thereof, and all or any of the powers, rights, privileges and authorities, for such consideration and upon such terms as may be agreed upon, and to authorise the South Eastern Railway Company and the London Chatham and Dover Railway Company, or either of them, to make such purchase and accept such lease or transfer, and to sanction and give effect to agreements between myself and either or both of the said Companies for those purposes.

To empower me, or the proposed harbour authority, to purchase and take lands by agreement for the purposes of the proposed undertaking.

To empower me, or the proposed harbour authority, to borrow money for the purposes aforesaid upon the security of the harbour and works authorised by the intended Provisional Order, and upon the rates, tolls and duties leviable thereat.

To authorise me, or the proposed harbour authority, 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 piers or lands or of any buildings or erections or conveniences thereon, and to let or lease the same or any part thereof upon such terms and conditions as may be agreed upon.

To enable me, or the proposed harbour authority, from time to time to make and

enforce bye-laws for regulating the use of and for protecting the harbour, 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 proposed harbour authority may be exercised, and to define the district or area in which the harbour shall be deemed to be situate for police and magisterial purposes.

The Provisional Order will incorporate with itself the necessary provisions of the several Acts of Parliament relating thereto, and will vary and extinguish all rights and privileges which would interfere with its objects.

Copies of this advertisement, as published in the London Gazette, together with plans and sections of the intended harbour and works, accompanied by an Ordnance sheet or map, with the exact position of the proposed works laid down thereon, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and at the offices hereunder mentioned, on or before the 30th November, 1888, where they may be inspected, on and after that date, viz.: At the office of the Clerk of the Peace for the county of Kent, at Maidstone, in the said county; at the office of Her Majesty's Collector of Customs, 126, High-street, Deal, in the said county, and at the office of the proposed harbour authority, No. 145, High-street, Deal aforesaid.

And notice is hereby given, that printed copies of the draft Provisional Order (with schedule of tolls, rates and duties), as proposed by me, will be deposited, on or before the 23rd day of December, 1888, at the Custom House, at Deal aforesaid, for public inspection, and at the office of the proposed harbour authority, No. 145, High-street, Deal aforesaid, at which office they will be furnished to all persons applying for them at the price of one shilling each.

Dated this 15th day of November, 1888.

*Henry Stephen Chapman*, 1, Downs View-terrace, Beach-street, Deal, Promoter.

*John James Fletcher, C.E.*, 73, Gracechurch-street, London, E.C., Engineer.

*Alfred Charles Brown*, 51, High-street, Deal, Solicitor.

In Parliament.—Session 1889.

South Yorkshire Junction Railway.

(Incorporation of Company, Construction of Railway from Wrangbrook to Denaby and to Black Carr Junction in the West Riding of the County of York; Purchase of Lands, Compulsorily or by Agreement; Levying Tolls; Working Agreements with the Manchester, Sheffield, and Lincolnshire, the Midland, the Great Eastern, the Great Northern, the London and North Western, the North Eastern, and the Hull and Barnsley and West Riding Junction Railway Companies; Amendment of Acts.)

**N**OTICE 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 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 in the West Riding of the county of York the railway and works hereinafter described, or some part or parts thereof, with all needful works, stations, sidings, junctions, approaches, and conveniences connected therewith (that is to say):—

**Railway No. 1.** Wholly situate in the township and parish of Conisbrough, commencing by a junction with the Denaby Main Colliery sidings, at a point 50 yards, or thereabouts, measured in a westerly direction from the eastern end thereof, and terminating at a point 100 yards, or thereabouts, measured at right angles to and in a northerly direction from the centre of the Manchester, Sheffield, and Lincolnshire Railway, at a point 220 yards, or thereabouts, measured in an easterly direction along the said railway, from the centre of the level crossing leading from the Mexbrough and Conisbrough-road to the Denaby Main Collieries.

**Railway No. 2.** Wholly situate in the township and parish of Conisbrough, commencing by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point 23 yards or thereabouts, measured in an easterly direction along the said railway from the centre of the level crossing leading from the Mexbrough and Conisbrough-road to the Denaby Main Collieries, and terminating by a junction with Railway No. 1 at the termination thereof.

**Railway No. 3.** Commencing by a junction with Railways Nos. 1 and 2 at their termination, and terminating in the township and parish of Sprotbrough, at a point 540 yards or thereabouts, measured in a southerly direction from the southern end of Ings-lane, and 420 yards or thereabouts, measured in a northerly direction from the centre of the towing path, at a point opposite the intersection of the boundary line between the parishes of Warmsworth, and Doncaster with the centre line of the River Don.

**Railway No. 4.** Wholly situate in the township and parish of Sprotbrough, commencing by a junction with Railway No. 3 at its termination and terminating at a point 80 yards or thereabouts, measured at right angles to, and in an easterly direction from, the centre of Ings-lane, at a point 230 yards or thereabouts measured in a northerly direction from the southern end thereof.

**Railway No. 5.** Commencing by a junction with Railway No. 4 at its termination and terminating in the township of North Elmsall and parish of South Kirkby by a junction with the Hull and Barnsley Railway, at a point 125 yards or thereabouts measured in a south-westerly direction along the said railway from the centre of the bridge carrying Sheep Walk-lane over the Hull and Barnsley Railway.

**Railway No. 6.** Wholly situate in the township and parish of Sprotbrough, commencing by a junction with Railway No. 3 at its termination, and terminating at a point 580 yards or thereabouts, measured in an easterly direction from its commencement, and 660 yards or thereabouts measured in a south-easterly direction from the southern end of Ings-lane.

**Railway No. 7.** Wholly situate in the township and parish of Sprotbrough, commencing by a junction with Railway No. 5 at its commencement, and terminating by a junction with Railway No. 6 at its termination.

**Railway No. 8.** Commencing by a junction with Railways Nos. 6 and 7 at their terminations, and terminating in the township of Loversall in the parish of Doncaster, at

a point 220 yards or thereabouts, measured at right angles to and in a south-westerly direction from the centre of the Great Northern Railway, at a point 240 yards or thereabouts measured in a south-easterly direction along the said railway from its junction with the Great Northern and Great Eastern joint railway known as Black Carr Junction.

**Railway No. 9.** Commencing by a junction with Railway No. 8 at its termination, and terminating in the township and parish of Cantley at a point 50 yards or thereabouts, measured at right angles to and in a north-easterly direction from the centre of the Great Northern Railway, at a point 500 yards or thereabouts, measured in a south-easterly direction along the said railway from its junction with the Great Northern and Great Eastern joint railway, known as Black Carr Junction.

**Railway No. 10.** Wholly situate in the township and parish of Cantley, commencing by a junction with Railway No. 9 at its termination, and terminating by a junction with the Great Northern and Great Eastern joint railway, at a point 900 yards or thereabouts, measured in an easterly direction along the said railway from its junction with the Great Northern Railway, known as Black Carr Junction.

**Railway No. 11.** Commencing by a junction with Railway No. 8 at its termination, and terminating in the township and parish of Cantley by a junction with the Great Northern Railway at a point 850 yards or thereabouts, measured in a south-easterly direction along the said railway from its junction with the Great Northern and Great Eastern joint railway, known as Black Carr Junction.

**Railway No. 12.**— Wholly situate in the township and parish of Cantley, commencing by a junction with Railway No. 9 at its termination, and terminating by a junction with the Great Northern Railway at a point 1,300 yards or thereabouts, measured in a south-easterly direction along the said railway from its junction with the Great Northern and Great Eastern joint railway known as Black Carr Junction.

The said intended railways and works will pass from, in, through, or into, or be situate within the parishes, extra-parochial and other places following, or some, or one of them (that is to say):

The parishes of Conisbrough, Mexbrough, Sprotbrough, Warmsworth, Marr, Brodsworth, Adwick-le-Street, South Kirkby, Doncaster, and Cantley, and the townships of Conisbrough, Mexbrough, Cadeby, Sprotbrough, Warmsworth, Cusworth, Marr, Brodsworth, Hampole, Skelbrooke, North Elmsall, Balby with Hexthorpe, Loversall and Cantley, all in the West Riding of the county of York.

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, sewers, drains, water-courses, gas, water, telegraphic, electric, and other pipes and telegraphic and electrical apparatus which it may be necessary to cross, stop up, alter, divert, or interfere with for the purposes of the intended Act.

To purchase by compulsion or agreement, lands, buildings, tenements, and hereditaments

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, extinguish other rights or privileges.

To levy tolls, rates, and duties for or in respect of the use of the same intended railway and works, or any part or parts thereof, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Company on the one hand, and the Manchester, Sheffield, and Lincolnshire, the Midland, the Great Eastern, the Great Northern, the London and North Western, the North Eastern, the Hull, Barnsley and West Riding Junction Railway Companies, or one or either of them.

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 construction, working, and use of the intended railway and works.

And if thought fit to embody in any intended Act all or any of the terms of any such contract, agreement, or arrangement.

To alter, amend, repeal or extend, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the following Acts: 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 17 and 18 Vic., cap. 211, and all other Acts relating to the North-Eastern Railway Company; 43 and 44 Vic., cap. 199, and all other Acts relating to the Hull, Barnsley and West Riding Junction Railway and Dock Company.

A copy of this notice as published in the London Gazette, and a plan and section in duplicate of the intended railway and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the line of the said railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and a copy of the said notice, and of so much of the said plan, section, and book of reference as relates to each of the parishes, or extra-parochial places before mentioned, 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, all on or before the 30th day of November, 1888.

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.

*F. Parker Rhodes, Rotherham.*

*Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors for the Bill.*





for the transfer to and the vesting in the Corporation of the undertaking, reservoirs, lands, houses, buildings, easements, rights, powers (including the power to levy rates), privileges, authorities, liabilities, obligations, property, and effects of the Commissioners of the Wessenden Reservoir (hereinafter referred to as "the Commissioners") upon such terms and conditions as may have been or may be agreed on between the Corporation and the Commissioners, or as may be settled by arbitration or defined in the Bill, and to dissolve the Commissioners and provide for the payment or satisfaction of their debts, liabilities, and obligations.

2. To empower the Corporation and the Commissioners to enter into and fulfil agreements for and in relation to the matters aforesaid, and to confirm any such agreement which may have been or hereafter may be so entered into:

3. To constitute the Undertaking and property so transferred to or vested in the Corporation a part of their Waterworks Undertaking.

4. To authorise the Corporation, for the purposes of the Bill, to apply their existing funds, rates, and revenues, and any moneys they are still authorised to raise, and to enlarge their existing borrowing powers, and to enable them to raise additional moneys on mortgage or by the creation and issue of Corporation Stock on the security of all or any of their funds, rates, and revenues, and to provide for the repayment of borrowed moneys, and to levy new and additional rates, and to vary existing rates, and to confer, vary and extinguish exemptions therefrom.

5. The Bill will confer on the Corporation and the Commissioners all such powers as may be necessary or expedient for any of the purposes of the Bill, or as may be incidental thereto, and will so far as is necessary or expedient thereof alter, amend, and repeal the provisions or some of the provisions of the following local Acts, namely, 6 and 7 William IV, cap. 94, the Huddersfield Waterworks Act, 1869, the Huddersfield Waterworks Act, 1871, the Huddersfield Waterworks and Improvement Act, 1876, and the Huddersfield Corporation Act, 1882, and every other Act relating directly or indirectly to the Commissioners or to the Corporation.

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 B. Nalder*, Town Clerk, Huddersfield.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Stowmarket and Ipswich Navigation.  
(Dissolution of Trustees of Stowmarket and Ipswich Navigation; Incorporation of and powers to Company to carry on same, and transfer to them of property and powers of said Trustees; provisions affecting Bonds and securities of Trustees and holders thereof, and as to substitution thereof of Shares or other securities: as to Capital of Company, rates, and charges; abolition of Commissioners appointed under Act of 30 Geo. III., cap. 57; stopping up and discontinuance of portion of Navigation; amendment and repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for

effecting the purposes or some of the purposes following; that is to say:

To dissolve the trustees for making and maintaining the navigation from Stowmarket to Ipswich, authorised by the Act of the 30th year of His Majesty King George III., chapter 57, and intitled "An Act for making and maintaining a navigable communication between Stowmarket and Ipswich, in the county of Suffolk" (hereinafter called "the Trustees").

To incorporate a Company (hereinafter called "the Company"), for the purpose of maintaining and carrying on the said navigation, or some part or parts thereof, and of carrying into execution the powers of all or any of the Acts relating thereto, and other the purposes mentioned in this Notice.

To transfer to and vest in or provide for the transfer to and vesting in the Company of all or any part of the undertaking and works and real and personal property, and all or any rights, powers, authorities, privileges, duties, and immunities of the trustees, and to extend and apply to the Company with or without any modification or amendment, and to enable the Company to exercise and carry into effect all or any of the powers and provisions of the Acts hereinafter mentioned, or any other Act or Acts conferring powers upon the trustees relating to or affecting the said navigation, and to extend and enlarge the provisions of the said Acts or any of them, or enact other provisions in lieu thereof, and confer upon the Company all necessary further powers with respect to the said navigation and the user, regulation, and management thereof, and the control of persons using the same.

To make all necessary provisions for winding up the affairs of the trustees, and for the payment and satisfaction of their debts and liabilities, or for the adoption thereof by the Company. To make special provision with respect to the bonds, mortgages, and securities granted by the trustees, and for the incorporation of all or any of the holders thereof or subscribers to their undertaking as proprietors in the Company, and for compelling the acceptance by them of shares or stock, mortgages, debentures, or debenture stock, or other securities of the Company, in lieu of the mortgages, charges, and securities at present held by them, or, if thought fit, to charge all or any portion of such mortgages, charges, and securities upon the undertaking of the navigation in the hands of the Company.

To confer upon the trustees and all other incapacitated persons all necessary powers for enabling them to hold any shares, stock, or security of the Company.

To declare, define, and regulate the undertaking, capital and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares or stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, or by debenture stock.

To alter the rates and charges now leviable or authorised to be taken by the trustees, upon and in respect of the use of the said navigation, and to authorise the Company to levy and recover rates and charges in lieu thereof, or in addition thereto, and to grant, vary, and extinguish exemptions from the payment of rates and charges.

To abolish the Commissioners appointed under the aforesaid Act of the 30th year of King George III., chapter 57; and to empower the Company or any other authority to exercise all or any of the powers, rights, and privileges



thereby conferred upon the said Commissioners, and, if thought fit, to repeal such provisions, or any of them.

To authorise and empower the Company to stop up and close as part of the navigation, and to discontinue the preserving, maintaining, and user of so much of the said navigation as lies between the Stowupland Bridge in Stowmarket, and the manure works thereon in the parish of Bramford, belonging to Messrs. Fison and Co. and Messrs. Packard and Co., and of all docks, basins, and works connected therewith, and to sell and dispose of the same and the site thereof; and of all houses and property connected therewith, and whether or not freed and discharged from all charges and liabilities affecting the same, or from any other rights, liberties, easements, and privileges upon, over, or along the same.

To vary and extinguish all exemptions, rights, and privileges which would be inconsistent with, or interfere with any of the objects of the Bill.

To alter, amend, or repeal, and, if thought fit, to re-enact with or without alteration and amendment, and apply and extend to the Company the provisions, or some of the provisions, of the following Acts of Parliament (that is to say):—The 30 George III., chap. 57; 33 George III., chap. 20; 9 and 10 Victoria, chap. 106; 14 and 15 Victoria, chap. 58; and any other Act or Acts relating to the trustees or the said navigation.

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.

*W. Capel Slaughter*, 18, Austin Friars, E.C.,  
Solicitor for the Bill;

*Rees and Frere*, 13, Great George Street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

Southend-on-Sea Harbour.

(Incorporation of Company; Construction of Harbour, with Entrance and Approach thereto, Bathing Places, Hotel, &c., at Southend, in Essex; Compulsory Purchase of Lands; Powers to take Tolls, &c.; to make Bye-laws; to carry on Hotel, &c.; to make Rules for Regulating and Protecting the Harbour, Bathing Places and Works; to Sell or Lease the Undertaking or any part thereof, and for other purposes.)

**A**PPPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called "the Company"), and to enable the Company to make and maintain the works hereinafter described, or some part or parts thereof, all of which will be situate in the parish of Prittlewell, in the county of Essex:—

(1.) A harbour on the foreshore, in front of Cliff Town, Southend, the outer slope of the embankment forming the harbour, being at or near low water mark at spring tides; the inner or northern slope, forming the northern side of the harbour, being 783 yards, or thereabouts, south of the edge of the Esplanade, measuring along the centre line of the approach or pier, as hereinafter described. And the eastern and western slopes being respectively 417 yards, or thereabouts, east and west of the centre line of the approach or pier, as hereinafter described, at its termination. The internal

measurements of the harbour will be 2,100 feet by 1,245 feet, or thereabouts.

(2.) An entrance or opening into the said harbour, from the Swatch or Slade, 100 yards or thereabouts in width; the centre of such entrance or opening being 1,155 yards or thereabouts westward of the west steps of the middle landing of Southend Pier.

(3.) An approach, viaduct, or pier, commencing at the outer edge of the esplanade, opposite the eastern door of the entrance to bar-room of Champ's restaurant, running in a south-westerly direction, and terminating on the northern face of the embankment forming the harbour at a point 813 yards or thereabouts from its commencement; such termination being 1,125 yards or thereabouts north-westwards of the west steps of the middle landing of Southend Pier.

(4.) One or more bathing place or bathing places upon or adjoining the said embankment.

To make all suitable lateral and vertical deviations in the construction of the said works.

To cross, divert, alter, or stop up, either temporarily or permanently, streams, rivers, navigations, sewers, drains, pipes, culverts, and other works, so far as may be necessary in constructing and maintaining the said intended works.

To dredge and deepen from time to time, as may be requisite, the foreshore at or near to the harbour and the entrance thereof.

To purchase and take by compulsion or agreement lands, houses, and hereditaments, for the purposes of the intended works and of the Bill, and to vary or extinguish rights and privileges affecting the lands, houses, tenements, and hereditaments so purchased or taken.

To take tolls, rates, dues, and other charges for or in respect of the use of the said intended works. To compound and agree with any person or persons with respect to the payment of such tolls, rates, dues, and other charges, and to confer, vary, or extinguish exemptions from the payment of the same.

To make and alter bye-laws, rules, and regulations for the management, use, regulation, and protection of the intended harbour and works, and the regulation and control of the vessels, persons, animals, and goods frequenting or using the same, and for the imposition of penalties and restrictions.

To erect or acquire, provide, hold, enjoy, and maintain as part of their undertaking, at or near to the harbour, an hotel or refreshment rooms, or any other like accommodation, and to furnish, stock, and equip the same, and manage and conduct the business thereof, and to employ managers and servants in connection therewith.

The Bill will enable any authority, justice, or other person, by law authorised to grant licences for the sale by retail of wines, spirits, beer, or cider, to grant a licence to any person nominated by the Company for such sale at any refreshment room managed by the Company, although the structure of the premises may not be in conformity with the provisions of the Acts regulating the granting of such licences, and although the person so nominated is not the real resident owner or occupier of such refreshment rooms.

The Bill will empower the Company to sell or lease their undertaking, or any part thereof, for such considerations, at such rents, and upon such terms and conditions as may be thereby provided, and will vary or extinguish all rights and

privileges which would interfere with the objects of the Bill, and confer other rights and privileges.

On or before the 30th day of November, 1888, plans and sections of the intended 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 with the parish clerk of the parish of Prittlewell 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 14th day of November, 1888.

*Roberts and Chubb*, 6, Queen Anne's Gate, Westminster, S.W., 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.)

**A**PPPLICATION 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, 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, Railway 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.

#### Board of Trade.—Session 1889.

##### Westminster Electric Lighting.

(An Application to the Board of Trade, under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order to authorise the Westminster Electric Supply Corporation Limited, to supply Electricity for Public and Private purposes in the Parish of St. Margaret and St. John the Evangelist, in the City and Liberties of Westminster; in the Board of Works district for the Strand; in the Parish of St. George, Hanover Square, in the City and Liberties of Westminster; in the Parish of St. Peter's, in the City and Liberties of

Westminster; in the Parish of St. Martin's-in-the-Fields, in the City and Liberties of Westminster; in the Parish of St. James's, Piccadilly, in the City and Liberties of Westminster; Power to make Charges, to acquire Lands, to construct Works, to make arrangements to Local Authorities, to open Streets and lay Electric Wires.)

NOTICE is hereby given, that application will be made by the Westminster Electric Supply Corporation Limited, whose registered office is situated at Victoria Mansions, Victoria-street, Westminster (hereinafter called "the Company"), 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 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):—In the parishes of St. Margaret and St. John the Evangelist, the Board of Works district for the Strand, in the parish of St. George, Hanover-square, in the parish of St. Peter's, in the parish of St. Martin's-in-the-Fields, in the parish of St. James's, Piccadilly.

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, maintain, 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, wire, 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, water-courses, 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 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:—Ambrosden-avenue, 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, Minerva-mews, Pembroke-mews, Wilton-mews.

9. 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 situated within the said area of supply, that is to say, the railway and tramway and canal respectively, of the Metropolitan and Metropolitan District Railway; the London, Chatham, and Dover Railway; the London, Brighton, and South Coast; the South Eastern Railway; the London Tramway Company, and the Grosvenor Canal Company, and the several lines, branches, sidings, waters, and works belonging to, erected, 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 belonging or are repairable; to authorise the undertakers to acquire lands and hold patent the rights and licences in relation to the manufacturing and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, all appliances, machinery, and apparatus in relation thereto.

10. 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.

11. 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.

12. 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.

Notice is hereby given, that 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 at all the other offices of the local authorities in the above-mentioned districts respectively; 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.

Notice is hereby given, that the printed copies of the draft Provisional Order will be deposited at the offices of the Board of Trade on or before the 21st December next, and printed copies thereof when deposited, and of the Order when made, can be obtained at the offices of the Company, Victoria Mansions, in the city of Westminster; at Messrs. Linklater, Hackwood, Addison, and Brown, 2, Bond-court, Walbrook, in the city of London, E.C.; at the offices of Messrs. Dyson and Co., Parliamentary Agents, 22 and 24, Parliament-street; at the offices of the Westminster Times, 16, Tachbrook-street, Pimlico, S.W., within the proposed area of supply at the price of one shilling for each copy, by all persons applying for the same.

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 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 above 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.

By Order,

Frank Iago, Secretary to the Westminster Electric Supply Corporation Limited.

In Parliament.—Session 1889.

Birmingham, Harborne, and Kidderminster Railway.

(Incorporation of Company; Construction of New Railways in the Counties of Warwick, Stafford, and Worcester; Compulsory Purchase of Lands; Power to take Tolls and alter Tolls; Running Powers to Company over Portions of Railways of other Companies; Working and other Arrangements; Compulsory Facilities; Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament in the Session 1889 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 and to enable the Company so to be incorporated (hereinafter called the Company) to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient approaches, sidings, stations, and other works and conveniences connected therewith (that is to say):—

Railway No. 1, commencing by a junction with the railway of the Harborne Railway Company, at a point 2 chains or thereabouts, measured in a southerly direction from the south side of the bridge carrying the Woodbourne-road over the said railway, in the parish of Edgbaston and borough of Birmingham, in the county of Warwick, and terminating in the borough of Kidderminster, in the county of Worcester, in a field west of and adjoining the Kidderminster pumping station, and numbered 89 on the 1-2500 Ordnance map, at a point in the centre of the hedge bounding the northern side of the said field, and distant 3 chains or thereabouts, measured in a westerly direction from the north-western corner of the before-mentioned pumping station.

Railway No. 2, commencing by a junction with the railway of the Midland Railway Company from Birmingham to Selley Oak, at a point four chains or thereabouts, measured in a southerly direction from the south side of the bridge called Metchley-park Bridge, carrying the occupation road over the said railway in the parish of Edgbaston and borough of Birmingham, in the county of Warwick, thence passing in a westerly direction, and terminating in the parish of Harborne and county of Stafford, by a junction with the proposed Railway No. 1, at a point in the centre of the hedge on the western side of the field numbered 252 on the 1-2500 Ordnance map, and distant 7 chains or thereabouts from the brook on the south-western corner of the said field, which field is now in the occupation of William Oakley.

The said intended railways 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: Northfield, Lapal, Ridgacre, Frankley, Halesowen, Kings Norton, Bromsgrove, Bell Broughton, Chaddeley

Corbett, Stone, Kidderminster Foreign, Kidderminster Borough, Romsley, Hunnington, and Illey, in the county of Worcester; Harborne, in the county of Stafford, and Edgbaston, in the borough of Birmingham, in the county of Warwick.

To authorise 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 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 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, land, houses, tenements and hereditaments within the parishes 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 railway, portions of railways, stations and works hereinafter mentioned, belonging to, or under the control of, the London and North Western Railway Company, the Midland Railway Company and the Harborne Railway Company, and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties.

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 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 waggons, 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 railway, portions of railways and stations hereinafter mentioned (that is to say):—

- (a) So much of the railway of the Midland Railway Company as lies between the point of junction therewith of the proposed Railway No. 2; hereinafter described and the New-street Station at Birmingham.
- (b) So much of the railway of the London and North Western Railway Company as lies between and connects the railway of the Harborne Railway Company with the New-street Station at Birmingham.
- (c) The Harborne Railway.

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 railway and portions of railways.

To empower the Company on the one hand and the London and North Western Railway Company, the Midland Railway Company, and the

Harborne Railway Company (hereinafter called the three Companies) or any one or more of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any one or more 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 any one or more 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 one or more 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 three Companies.

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):—9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the Harborne Railway Acts, 1866 and 1870, and any other Acts or Schemes, enrolled in the Chancery Division of the High Court of Justice, relating to or affecting the Harborne 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 Warwick, at his office at Leamington in that county, with the Clerk of the Peace for the county of Stafford, at his office at Stafford in that county, and with the Clerk of the Peace for the county of Worcester, at his office at Worcester 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 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 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.

*F. and H. Corbett*, Worcester, Solicitors for the Bill.

*Roberts and Chubb*, 6, Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1889.

Freshwater, Yarmouth, and Newport Railway. (Construction of Railways and Pier in the Isle of Wight; Compulsory Purchase of Lands, Tolls, &c.; Abandonment of part of Authorised Railway; Alteration, &c., of Capital and Borrowing Powers; Additional Capital; Release, &c., of Deposits: Powers as to Regulation, &c., of New Pier; Alteration of terms of purchase by Company of Totland Bay Pier and Hotel; Interest out of Capital; Amendment and Repeal of Acts, &c., &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Freshwater, Yarmouth, and Newport 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 and pier hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, all in the Isle of Wight and county of Southampton, together with all proper and sufficient bridges, viaducts, rails, sidings, tunnels, junctions, turntables, stations, approaches, roads, piles, jetties, mooring places, buoys, landing stages, lifts, buildings, yards, and other works and conveniences connected therewith, that is to say:—

*Substituted Totland Terminus.*

(1) A Railway No. 1, wholly in the parish of Freshwater, commencing by a junction with the Railway Company, at a point 6 chains or thereabouts, measured in a south-easterly direction along the said railway from the south-eastern end of the passenger platform at Freshwater Station, and terminating at the western fence or boundary of the field numbered 323 in that parish on the ordnance map scale  $\frac{1}{2500}$ , at a point 3 chains or thereabouts, measured in a northerly direction along the said fence from the south-western corner of the said field.

(2) A Railway No. 2, wholly in the parish of

Freshwater, commencing by a junction with Railway No. 1 before described at the termination thereof, and terminating in a field numbered 172 in the said parish on the ordnance map, scale  $\frac{1}{2500}$ , at a point 1 chain or thereabouts, measured in a northerly direction from the south-western corner of the said field.

*Yarmouth Extension.*

(3) A Railway No. 3, commencing by a junction with the railway of the Company at a point 8 chains or thereabouts measured in a north-easterly direction along the said railway, from the north-eastern end of the passenger platform at Yarmouth station, and terminating in the Solent at a point 10 chains or thereabouts, measured in a northerly direction from highwater mark of ordinary spring tides on the shore at Yarmouth, and 20 chains or thereabouts, measured in a north-westerly direction from the porch of the Yarmouth toll house on the turnpike road leading from Yarmouth to Newport, together with a pier for carrying the said railway for a distance of 10 chains or thereabouts, southward from its point of termination as above described. The said Railway No. 3 and pier will be made in or pass through, from, or into the parishes of Yarmouth and Thorley and the bed and shore of the Solent.

(4) A Railway No. 4, commencing by a junction with the railway of the Company at a point 8 chains or thereabouts, measured in a westerly direction along the said railway from the centre of the bridge carrying the turnpike road leading from Yarmouth to Thorley over the said railway, and terminating by a junction with Railway No. 3 before described on the common land numbered 10 in the parish of Yarmouth on the ordnance map, scale  $\frac{1}{2500}$ , at a point half a chain or thereabouts, measured in an easterly direction from the eastern corner of the grounds of the property known as the Mount, at Yarmouth.

The said railway No. 4 will be made in or pass from, through, or into the parishes of Thorley and Yarmouth.

It is intended by the Bill to take for the purposes of the intended Railways Nos. 3 and 4 and the works connected therewith certain lands being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, viz.:

| Name by which the lands are known. | Parish in which lands are situate. | Quantity within the limits of deviation. | Estimated quantity to be taken. |
|------------------------------------|------------------------------------|--|---------------------------------|
| Yarmouth Common ...                | Yarmouth ...                       | 2 acres 16 perches ...                   | 1 rood.                         |

To authorise the Company to abandon and relinquish the construction of so much of the railway authorised by the Freshwater, Yarmouth, and Newport Railway Act, 1880 (hereinafter called "the Act of 1880"), as would lie between the authorised point of commencement of the deviation Railway (1), authorised by the Freshwater, Yarmouth, and Newport Railway (Deviations) Act, 1887 (hereinafter called "the Act of 1887") and the distance on the said first mentioned railway of 1 mile and 60 chains from

its point of commencement, as authorised by the Act of 1880.

To extend to the proposed railways all or some of the powers conferred upon the Company, or any other company, body, or persons, with respect to the authorised railway of the Company, and to provide that the said railways shall for all or any purposes be deemed to be part of the authorised railway of the Company.

To authorise the Company to exercise all or any of the following powers:—



- (a) To deviate from the lines and levels of the intended works.
- (b) To cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, turnpike and other roads, highways, streets, footpaths, pipes, tubes, sewers, streams, railways, and tramways within the parishes aforesaid, or any of them.
- (c) To dredge, deepen, and scour, and cleanse the bed and shores of the Solent adjoining and near to the intended pier, and for the purpose of obtaining access thereto.
- (d) To purchase and take by agreement or compulsion, lands, houses, and property for the purposes of the intended railways and works and of the Bill, and easements or rights therein or thereover, and to vary, or extinguish all rights and privileges connected therewith.
- (e) To levy tolls, rates, and duties upon or in respect of the intended railways, pier, and works, and of vessels and persons using the pier, and persons, animals, and goods embarked or landed thereat, and to alter the tolls, rates, and duties now authorised to be taken on their authorised railway, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To confer upon the Company powers for the regulation, management, and protection of the said pier, and the control of persons and vessels using the same, and of making and enforcing (by penalty or otherwise) bye-laws for all or any such purposes, and, if thought fit, to incorporate with the Bill *in extenso*, or by reference, and with or without amendment, all or any of the provisions of the Harbours Docks and Piers Clauses Act, 1845, and to empower the Company to appoint a pier master, and to define the limits of his jurisdiction.

To alter, increase, define, and regulate the capital and borrowing powers of the Company, and more especially to amend the provisions of the Freshwater, Yarmouth, and Newport Railway Act, 1883, with respect to the money required to be raised for the purposes of the purchase by the Company of the undertaking of the Totland Bay Pier and Hotel Company, Limited (hereinafter called "the Totland Company") and the security on which any money to be borrowed for such purpose may be charged, and to provide, if thought fit, for the charging thereof on the whole or any portion of the undertaking of the Company, and either *pari passu* with existing securities of the Company or otherwise.

To empower the Company to enlarge the Totland Bay Hotel.

To enable the Company for the purposes of the proposed railways, pier, and works, and for all or any of the purposes of the Bill, and for the general purposes of the Company, including any of the purposes of the undertaking of the Totland Company so to be acquired as aforesaid, to apply their corporate funds and revenues, and to raise further money by debenture stock, and by borrowing, and by the creation and issue of new shares and stock, ordinary or preferential.

To make provision for the release of all or any portion 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 Act of 1880, as amended by the Act of 1887, and the repayment thereof to the depositors or the Company, or otherwise, for its application in such manner as may be deemed expedient.

To alter and amend the provisions of the agreement scheduled to and confirmed by the Freshwater, Yarmouth, and Newport Railway Act of 1883, made between the Totland Company and the Company, and to provide for the acceptance by the said first named Company of debentures or debenture stock, or other securities of, or of any ordinary or preferential stock or shares in the capital of the Company, in lieu and instead of the considerations respectively named in that agreement as the considerations for the purchase of the portions of the undertaking of the said first named Company therein respectively referred to, or either of them, and to empower the said Companies to enter into and carry into effect agreements in that behalf or otherwise, with respect to the same, and the transfer of the undertaking of the Pier Company and to sanction and confirm any such agreement which may have been or may be entered into between the said two Companies.

To authorise and require the holders of shares, stock, debentures or debenture stock of the Totland Company to accept debentures or debenture stock or ordinary or preference shares or stock of the Company in lieu of the shares, stock, debentures and debenture stock now held by them, and to confer all necessary powers in that behalf on all trustees and other incapacitated persons.

To empower the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, to pay interest out of capital on any additional capital which they may raise under the powers of the Bill.

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 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:—The Freshwater, Yarmouth, and Newport Railway Act, 1880; the Freshwater, Yarmouth, and Newport Railway Act, 1883; the Freshwater, Yarmouth, and Newport Railway (Deviations) Act, 1887; and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the railways, pier, and works proposed to be authorised by the Bill, showing the lines and levels thereof and the lands 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 be deposited for public inspection with the Clerk of the Peace for the county of Southampton at his office at Winchester; 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, pier, and works, or any part thereof, are intended to be made, or in which any lands intended to be taken 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 intended 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 19th day of November, 1888.

*Booty and Bayliffe*, 1, Raymond-buildings, Gray's-inn, London, Solicitors for the Bill.

*Rees and Freere*, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1889.

South Hampshire Railway and Pier.

(Revival and Extension of Powers of Compulsory Purchase of Lands and Extension of Time for Completion of Railway and Pier vested in the Company by the South Hampshire Railway and Pier Act, 1886; Additional Capital; Power to Divide Shares; Change of Name of Undertaking and Company; Alteration of Rates, Tolls, and Duties; Modification of Agreement scheduled to the South Hampshire Railway and Pier Act, 1886; Amendment of Acts, &c.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the South Hampshire Railway and Pier Company (herein called "the Company") to effect all or some of the following purposes, that is to say:—

To revive and extend the time limited by the South Hampshire Railway and Pier Act, 1886 (herein called "the Act of 1886") for the compulsory purchase of lands, and for the completion of the southern section undertaking by that Act transferred to and vested in the Company.

To empower the Company to apply to the purposes of the Bill their existing funds, and any moneys they are authorized to raise, and to raise further capital by shares or by debentures, and to attach to such shares or debentures such preferential or other advantages as may be defined by the Bill.

To authorize the Company to divide the shares in their existing authorized capital, and in the capital to be authorized by the Bill into preferred and deferred half shares.

To change the name of Company and of their undertaking.

To modify, amend, and if deemed expedient to repeal the terms of the agreement, dated the 17th day of June, 1886, scheduled to and confirmed by the Act of 1886.

To alter the tolls, rates, and duties at present authorized to be levied by the Company.

To alter, amend, and repeal so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the following Local and Personal Acts, viz.:—The South Hampshire Railway and Pier Act, 1886, and any other Acts relating to or affecting the Company, the Swindon, Marlborough, and Andover Railway Act, 1882, the Swindon, Marlborough, and Andover Railway Act, 1883, and any other Acts relating to or affecting the Midland and South-Western Junction Railway Company.

To incorporate the Companies Clauses Act, 1863.

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 16th day of November, 1888.

*Fowler and Co.*, 2, Victoria Mansions, Westminster, Solicitors to the Company.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the York Glass Company Limited and Reduced, and in the Matter of the Companies Acts, 1867 and 1877.

**N**OTICE is hereby given, that a petition for confirming a resolution reducing the capital of the above-named Company from £100,000 to £82,400, was, on the 15th day of November, 1888, presented to Her Majesty's High Court of Justice, and is now pending; and that the list of creditors of the Company is to be made out as for the 31st day of December, 1888.

*Bell, Brodrick, and Gray*, of 9, Bow Church-yard, Cheapside, London; Agents for

*H. J. Ware and Son*, of the city of York, Solicitors for the Company.

In the Matter of the Economic Contract Company Limited, and of Companies Acts, 1862 and 1867.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Court, was, on the 23rd day of November, 1888, presented to the Chancery Division of Her Majesty's High Court of Justice, of Justice, by William Nance, of 1, St. Michael's-alley, Cornhill, in the city of London, and of Acton Cottage, Acklington, in the county of Northumberland, Mining Engineer, a creditor of the said Company; and that the said petition is directed to be heard before his Lordship Mr. Justice Kay, on the 8th 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 requiring the same by the undersigned, on payment of the regulated charges for the same.

*N. Bennett*, 2, Gresham-buildings, E.C.; Agent for

*George Rix Duncan*, of North Shields, Solicitor for the Petitioner.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Chitty.

In the Matter of the Eberles Adelphi Hotel, Llandudno, Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of the High Court of Justice, was, on the 22nd day of November, 1888, presented to the High Court of Justice, by Richard David Owen, of the Coal and Corn Exchange, Madoc-street, Llandudno, in the county of Carnarvon, Coal and Corn Merchant, a creditor of the said Company; and that the said petition is directed to be heard before Mr. Justice Chitty, on the 8th 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 22nd day of November, 1888.

*Belfrage and Co.*, 35, John-street, Bedford-row; Agents for

*R. S. Chamberlain*, of Llandudno, Solicitor for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the British and Foreign Eclipse Button Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the Court, was, on the 21st day of November, 1888, presented to the Chancery Division of Her Majesty's High Court of Justice, by Enoch Edwards and Jabez Barnes, trading as Edwards and Barnes, both of the Lion Button Works, Broad-street, in the city of Birmingham, in the county of Warwick, Manufacturers, creditors of the said Company; and that the said petition is directed to be heard before his Lordship Mr. Justice North, on Saturday, the 8th 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 requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 22nd day of November, 1888.

*Hicklin, Washington, and Pasmere*, of 1, Trinity-square, Southwark, S.E., Solicitors for the Petitioners.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kay.

In the Matter of the Rock Winning Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

**B**Y an Order made in the above matters, by Mr. Justice Kay, dated the 17th day of November, 1888, on the petition of Alfred Hutton, of No. 76, Jermyn-street, in the county of Middlesex, late a Captain in the Army, Henry Rivers, of No. 31, Arundel-gardens, in the county of Middlesex aforesaid, a General in the Army, and Herbert Newton Penrice, of the Army and Navy Club, Pall Mall, in the county of Middlesex, late a Captain in the Army, on the 8th of November, 1888, preferred unto this Court; it was ordered that the Rock Winning Company Limited be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the petitioners and the said Company, and the said Sir Charles Craufurd be allowed their costs of this application out of the assets of the said Company, such costs to be taken by the Taxing Master.

*Renshaws*, 2, Suffolk-lane, Cannon-street, in the city of London, Solicitors for the Petitioners.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Grosvenor Dairy Company Limited.

**B**Y an Order made by his Lordship Mr. Justice Kay in the above matter, dated the 17th day of November, 1888, on the petition of the London Grosvenor Permanent Investment Building Society, it was ordered that the Grosvenor Dairy Company Limited be wound up by the Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the petitioners and the said Company be allowed their costs of this application out of the assets of the said Company, such costs to be taxed by the Taxing Master.—Dated this 26th day of November, 1888.

*Hogan and Hughes*, 23, Martin's-lane, Cannon-street, London, Solicitors for the said Petitioners.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Stirling.

In the Matter of the Companies Acts, 1862 to 1867, and in the Matter of the Inventors' Syndicate Limited.

**B**Y an Order made by his Lordship Mr. Justice Stirling in the above matter, dated the 17th day of November, 1888, on the petition of Isaac White, of 10, Queen-street, Cheapside, in the city of London, Club Proprietor, a creditor of the above-named Company, it was ordered that the said Inventors' Syndicate Limited be wound up by this Court under the provisions of the Companies Acts, 1862 to 1867; and it was ordered that the costs of the petitioner and of the said Company, and of the said Richard Pryce Williams, Reverend N. Cornford, R. W. Russell, and William Holroyd, creditors supporting the said petition of this application, be taxed by the Taxing Master, and paid out of the assets of the said Company.—Dated this 26th day of November, 1888.

*J. Tho. Watson*, 23, Leadenhall-street, London, E.C., Solicitor for the said Petitioner.

In the High Court of Justice.—Chancery Division.  
Mr. Justice Kay.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of T. H. Croager Limited.

**N**OTICE is hereby given, that the Honourable Mr. Justice Kay has fixed Monday, the 10th day of December, 1888, at twelve o'clock, noon, at his chambers, in the Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 24th day of November, 1888.

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 the Ffaldau Colliery Company Limited.

**N**OTICE is hereby given, that the Honourable Mr. Justice Chitty has fixed the 7th day of December, 1888, at eleven of the clock in the forenoon, at his chambers, Royal Courts of Justice, Strand, London, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 21st day of November, 1888.

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 the Protector Carriage and Horse Insurance Company Limited.

**T**HE creditors of the above-named Company are required, on or before the 31st 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 Charles Fletcher Richardson, of 4, Tokenhouse-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 Mr. Justice Chitty, 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. Tuesday, the 8th day of January, 1889, at half-past twelve o'clock in the afternoon, at the said chambers, is appointed for

hearing and adjudicating upon the debts and claims.—Dated this 22nd day of November, 1888.

N.B.—No creditor need attend at the chambers of Mr. Justice Chitty, on the 8th day of January, 1889, unless notice has been given to him or her to attend such appointment. When the claims sent in have been allowed by the Judge due notice will be given to the creditors thereof.

In the High Court of Justice.—Chancery Division.

Mr. Justice Stirling at Chambers.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the United Kingdom Metal Edged Box Company Limited.

**T**HE creditors of the above-named Company are required, on or before the 22nd 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 George Browning, of 18, King-street, Cheap-side, in the city of London, 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 Stirling, situate at the Royal Courts of Justice, Strand, London, 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 11th 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 22nd day of November, 1888.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the Tramways Act, 1870, in the matter of the Tramways Orders Confirmation (No. 3) Acts, 1884 and 1888, in the matter of the South Birmingham Tramways Order, 1884, and in the matter of the South Birmingham Tramways (Abandonment and Release of Deposit) Order, 1888, any road authorities who have incurred expense in taking up any of the Tramways numbered 4, 5, or 6 authorized by the South Birmingham Tramways Order, 1884, or any portion thereof, or any materials connected therewith placed on any road vested in or maintainable by such road authorities respectively, or in making good any damage caused to such road by the construction or abandonment of such tramways, and for which injury or loss no compensation, or inadequate compensation has been paid, are, by their Solicitors, on or before the 7th day of January, 1889, to come in and prove their claims at the chambers of Mr. Justice Chitty, at the Royal Courts of Justice, Strand, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Tuesday, the 15th day of January, 1889, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing adjudicating upon the claims.—Dated the 23rd day of November, 1888.

In the Chancery of the County Palatine of Lancaster.—Manchester District.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Vale Mill Manufacturing Company Limited; and in the Matter of the Court of Chancery of Lancaster Acts, 1850 and 1854.

**N**OTICE is hereby given, that the Vice-Chancellor has fixed Friday, the 7th day of December, 1888, at twelve o'clock, noon, at his chambers, situate in Duchy-chambers, 2,

Clarence-street, Albert-square, in the city of Manchester, as the time and place for the appointment of an Official Liquidator of the above-named Company.

3, Dean's-Yard, Westminster,  
November 27, 1888.

**N**OTICE is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 12th December next, at half-past two o'clock, for the despatch of general business.

Joseph K. Aston, Secretary.

The Companies Act, 1862.

The Cheshire Amalgamated Salt Works  
Company Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the Charing Cross Hotel, London, on the 5th day of November, 1888, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 21st day of November, 1888, the said Special Resolution was duly confirmed:—

"That the objects and purposes for which the Company was formed having expired by reason of the sale of the entire business and property of the Company to the Salt Union Limited, the Company be forthwith wound up voluntarily.

"That Captain Arthur Palliser and Mr. John Ashford Dunkerley, two of the Directors of the Company, be and are hereby appointed Liquidators for the purpose of carrying out such voluntary winding up without remuneration."

Chris. Kay, Chairman.

E. Manbrè's Beer Extract Company Limited.

**A**T an Extraordinary General Meeting of the above-named Company, duly convened and held at No. 1, Hackin's Hey, in the city of Liverpool, on the 18th 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 8th day of November, 1888, the following Special Resolutions were duly confirmed:—

1. "That it is desirable to reconstruct the above-named Company, and accordingly that the Company be wound up voluntarily, and that Mr. V. W. Jones be and he is hereby appointed Liquidator for the purpose of such winding up.

2. "That a draft agreement expressed to be made between the said Company and its Liquidator of the one part, and a Company about to be formed, and to be called Manbrè's Extract Company Limited, of the other part, be and the same is hereby approved; and that the said Liquidator be and he is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with the said Manbrè's Extract Company Limited when formed in the terms of the said draft, and to carry the same into effect, with such (if any) modification as he thinks expedient."

R. A. Jackson, Chairman.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of W. W. Fyfe and Company Limited.

**A**T an Extraordinary General Meeting of the above-named Company, duly convened and held at the registered offices of the Company, 59, Hatton Garden, in the city of London, on the

5th day of November, 1888, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 20th November, 1888, the following Special Resolution was duly confirmed, viz:—

"That the Company be wound up voluntarily, under the provisions of the Companies Acts, 1862 and 1867."

And at such last-mentioned Meeting, James Dalton, of 18, Gresham-street, in the city of London, was appointed Liquidator for the purposes of the winding up.

Leonard C. Margetson, Chairman.

The Peninsular Copper Company Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at 31, Lombard-street, in the city of London, on the 18th day of October, 1888, the subjoined Special Resolutions were duly passed; and at a subsequent General Meeting of the Members of the said Company, also duly convened and held at the same place, on Saturday, the 10th day of November, 1888, the said resolutions were duly confirmed:—

1. "That the Company be wound up voluntarily, under the provisions of the Companies Acts, 1862 to 1883.

2. "That Mr. Edward Albert Nelson, of 18, Bennet's-hill, in the city of London, be and he hereby is appointed Liquidator of the Company for the purpose of winding up thereof.

3. That the Liquidator be and he hereby is authorized to sell and transfer all the undertaking and assets of the Company to a new Company, upon the terms of the scheme of reconstruction and arrangement now submitted to the Meeting and identified by the signature of the Chairman."

Dated this 22nd day of November, 1888.

Henry Firmiu, Chairman.

Thomas Rayner and Company Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the offices of the Company, Wincham, near Northwich, in the county of Chester, on the 3rd day of November, 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 offices of the Company, in Wincham aforesaid, on the 19th day of November, 1888, the following Special Resolutions were duly confirmed:—

"That the Company be wound up voluntarily.

"That Messrs. Thomas Rayner and James Rayner, both of Wincham, near Northwich, Salt Proprietors, be and they are hereby appointed Liquidators for the purpose of such winding up."

John Worsley, Chairman.

The Companies Act, 1862.

The Newport Pagnell Masonic Hall Company Limited.

**A**T a Special General Meeting of Members of the Newport Pagnell Masonic Hall Company Limited, duly convened and held at the office of the Company, No. 31, High-street, Newport Pagnell, on the 31st day of October, 1888; and at a subsequent Special General Meeting of Members, also duly convened and held at the office of the Company aforesaid, on the 21st day of November, 1888, the following Special Resolution was duly passed and confirmed:—

"That the Newport Pagnell Masonic Hall Company Limited be wound up voluntarily; and that Mr. Edwin Carr be appointed Liquidator for

the purpose of winding up the affairs of the Company and distributing the property.

Thomas Taylor, Chairman.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Libiola Copper Mining Company Limited.

**N**OTICE is hereby given, that an Extraordinary General Meeting of the above-named Company will be held at the offices of the Libiola Copper Mining Company Limited, Dashwood House, 9, New Broad-street, in the city of London, on Saturday, the 29th day of December, 1888, at half-past eleven o'clock in the forenoon precisely, for the following purposes:—

1. "To have the account of the Liquidator, 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.

2. To release the Liquidator and to close the winding up.

3. To determine by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator, shall be disposed of.

4. "To transact such further business as may be required."

Dated this 26th day of November, 1888.

William R. Struve, Dashwood House, 9, New Broad-street, London, E.C., Liquidator.

In the Matter of the Companies Acts, and of the Royal Machine Manufacturing Company Limited.

**N**OTICE is hereby given, that a General Meeting of the above-named Company will be held at the offices of Messrs. Morris and Davies, 37, Waterloo-street, Birmingham, on 28th day of December, 1888, at twelve o'clock at noon 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 22nd day of November, 1888.

Ryland, Martineau, and Co., 7, Cannon-street, Birmingham, Solicitors for William Richard Davies, the Liquidator.

In the Matter of the Companies Acts, and of Rudge and Company Limited.

**N**OTICE 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 my office, No. 5, Waterloo-street, Birmingham, in the county of Warwick, on Friday, the 28th day of December, 1888, at eleven o'clock in the forenoon 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 has been disposed of, laid before such Meeting, and of hearing any explanation that may be given by the Liquidator, and for closing the liquidation.—Dated this 22nd day of November, 1888.

Roland A. Felton, Liquidator.

The Companies Act, 1862.

The Grogwinion Consolidated Mines Limited.

**N**OTICE is hereby given, that a General Meeting of the Members of the Grogwinion Consolidated Mines Limited will be held at the said Company's offices, situate at 2, Royal Exchange-avenue, in the city of London, on Monday, 31st day of December, 1888, at two 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.—Dated this 22nd day of November, 1888.

Geo. Bedford, Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Unity Iron Works Limited.

**N**OTICE is hereby given, that a General Meeting of the above-named Company will be held on Friday, the 4th day of January, 1889, at three o'clock in the afternoon, at the offices of Messrs. Harper and Battcock, 23, Rood-lane, in the city of London, for the purpose of having an account laid before them, showing the manner in which the winding up of the above-named Company has been conducted, and the property of the Company disposed of, and for the purpose of hearing any explanation that may be given by the Liquidators.—Dated this 21st day of November, 1888.

John Warner, } Liquidators.  
H. Friedeberg, }

The Scarborough Aquarium and Theatre Company Limited.

**N**OTICE 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 4, Vernon-place, Scarborough, in the county of York, on Friday, the 28th day of December next, 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 this 22nd day of November, 1888.

C. S. Clarke, Liquidator.

The Public Streets Lighting Company Limited.  
In Liquidation.

**N**OTICE 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 27, Clement's-lane, in the city of London, on Friday, the 4th 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 19th day of November, 1888.

S. C. Love, Liquidator.

The Foreign and Colonial Tunnelling and Prospecting Company Limited.

**N**OTICE 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 Suffolk House, Laurence Pountney Hill, in the city of London, on Monday, the 31st day of December, 1888, at one o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted, and the property of the Company dis-

posed of, and of hearing any explanation that may be given by the Liquidators.—Dated this 26th day of November, 1888.

Philip A. Scratchley, } Liquidators.  
J. D. A. Norris, }

The Black Pearl Coal Company Limited.—In Liquidation.

**T**HE creditors of the above-named Company are required, on or before the 1st 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 the undersigned, the Liquidator of the said Company, addressed to him, at No. 1, Bardsolph-road, Tuffnell Park, London, N., and if so required, by notice in writing from the said Liquidator, are, by their Solicitor or personally, 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 be excluded from the benefit of any distribution made before such debts are proved.—Dated this 22nd day of November, 1888.

Edward Trythall, Liquidator.

In the Matter of the Companies Acts, and in the Matter of the Henley Building Company Limited.

**N**OTICE is hereby given, that the creditors of the above-named Company are required, on or before the 1st 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 William Thomas Hews, of Hart-street, Henley-on-Thames, in the county of Oxford, Auctioneer and Estate Agent, 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 17th day of November, 1888.

Cooper and Son, Henley-on-Thames, Solicitors for the above-named Liquidator.

**N**OTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Henry William Williamson and Samuel Thomas Leigh, carrying on business as Club Proprietors, at the Coventry Club, No. 8, New Coventry-street, Leicester-square, in the county of Middlesex, under the style or firm of Williamson and Leigh, is this day dissolved by mutual consent. All debts due and owing by the said late firm will be received and paid by the said Samuel Thomas Leigh.—Dated this 19th day of November, 1888.

Saml. T. Leigh.  
H. W. Williamson.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Willatt and John Wattam, carrying on business as Coffee-house Keepers, at 7, Aldgate High-street, in the city of London, under the style or firm of Willatt and Wattam, has been dissolved, by mutual consent, as from the 29th day of September, 1888.—Dated this 22nd day of November, 1888.

Henry Willatt.  
John Wattam.

**N**OTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Joseph Kitchen, William Beaumont Thomas, Thomas Angus, David Wilson Thomas, and William Beaumont Gardner, carrying on business as Shumac Merchants, at Tooley-street and Shad Thames, Southwark, in the county of Surrey, in England, under the style or firm of Joseph Kitchen and Company, and at Palermo, in Sicily, in the Kingdom of Italy, under the style or firm of Thomas Brothers, has been this day dissolved.—Dated this 12th day of November, 1888.

Joseph Kitchen. David Wilson Thomas.  
W. Beaumont Thomas. Wm. Beaumont Gardner.  
Thomas Angus.



**NOTICE** is hereby given, that the Partnership hitherto existing between the undersigned, Richard Petch and Henry Hope Shakespear, as Solicitors, at No. 8, John-street, Bedford-row, under the style of Lambert, Petch, and Shakespear, is dissolved as and from this 26th day of November, 1888.

*Richard Petch.  
Hy. Hope Shakespear.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Frederick Lawrence and Edward Gayler Lawrence, carrying on business as Dyers, Cleaners, and Upholsterers, at No. 58, Haymarket, in the county of Middlesex, under the style or firm of W. B. Lawrence and Sons, has been dissolved, by mutual consent, as from the 31st day of March, 1888. All debts due to and owing by the said late firm will be received and paid by the said Edward Gayler Lawrence.—Dated 8th day of November, 1888.

*George F. Lawrence.  
Edward G. Lawrence.*

**NOTICE** is hereby given, that the Partnership which has for some time past been carried on by Henry Charles Rouch and Alfred Rouch, under the firm of H. and A. Rouch, at No. 130, Fortess-road, Kentish Town, in the county of Middlesex, in the trade or business of Cheesemongers and Provision Dealers, was this day dissolved by mutual consent, and such business will henceforth be carried on at the same place by the said Henry Charles Rouch alone, who will receive and pay all debts owing to and by the late firm.—Dated the 21st day of November, 1888.

*Alfred Rouch.  
H. C. Rouch.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Louis Marks and Simon Marks, carrying on business as Fruiterers and Greengrocers, at No. 60 and No. 302, High-road, Kilburn, Middlesex, under the firm or style of L. Marks and Co., has been dissolved, by mutual consent, as and from the 6th day of October, 1888.—As witness our hands this 23rd day of November, 1888.

*Louis Marks.  
Simon Marks.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Dodgshun, of Leeds, in the county of York, and Joseph Dodgshun and James Dodgshun, both of Melbourne, Australia, carrying on business as General Merchants, at Leeds, and 115, Fore-street, London, under the style or firm of Dodgshun, Dickinson, and Co., and at Melbourne aforesaid, and Launceston, Tasmania, under the style or firm of James Dodgshun and Co., has been dissolved, by mutual consent, as and from the 1st day of August, 1888. The said business at Leeds and London will in future be carried on by the said William Dodgshun and his two sons, William Henry Dodgshun and John Edward Dodgshun, under the style or firm of Dodgshun, Dickinson, and Co., of Leeds and London, who will receive and pay all debts due to and owing from the firm of Dodgshun, Dickinson, and Co.; and the said business at Melbourne will be carried on by the said William Dodgshun, William Henry Dodgshun, and John Edward Dodgshun, under the style or firm of William Dodgshun and Sons, and they will receive and pay all debts due to and owing from the firm of James Dodgshun and Co., Melbourne. The Launceston business will be carried on by the said Joseph Dodgshun and his son, Charles Dodgshun, under the style or firm of Dodgshun, Sons, and Co., of Launceston, Leeds, and London, who will receive and pay all debts owing to and from the firm of James Dodgshun and Co., Launceston.—Dated this 1st day of August, 1888.

*James Dodgshun.  
Joseph Dodgshun.  
William Dodgshun.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Dunham and Cuthbert Collingwood, carrying on business as Tobacconists, Cigar Importers, and Cigarette Manufacturers, at No. 17, George-street, 13, Bedford-street, and the Promenade Pier, all in Plymouth, in the county of Devon, under the style or firm of Dunham and Collingwood, has been dissolved, by mutual consent, as from this date. All debts due to and owing by the late firm will be respectively received and paid by the said James Dunham, by whom the business will in future be carried on at the places of business before mentioned.—Dated this 21st day of November, 1888.

*James Dunham.  
Cuthbert Collingwood.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Odell and William Odell, carrying on the profession or practice of Surgeons, at Hertford, in the county of Hertford, has been dissolved, by mutual consent, as from the 20th day of October, 1888. All debts due to and owing by the said late firm will be received and paid by the said Thomas Odell.—Dated this 20th day of October, 1888.

*Thomas Odell.  
William Odell.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, Charlotte Hay and Frederick William Lee (executors of William Hay, deceased), and Alfred Charles Amy, at 4, Royal-terrace, Richmond, Surrey, in the business of Toy and Fancy Dealers, under the style or firm of Amy and Co., was this day dissolved by mutual consent; and that the business of the late firm will be carried on by the said Alfred Charles Amy alone.—Dated this 14th day of November, 1888.

*A. C. Amy.  
Charlotte Hay.  
Fred. W. L'e.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Alderson and Henry Sutcliffe, carrying on business at Ross Mill, Bradford, in the county of York, as Wool-combers, under the style or firm of James Alderson and Co., has been dissolved by mutual consent.—As witness our hands the 22nd day of November, 1888.

*James Alderson.  
Henry Sutcliffe.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter William Kent and David Sheppard, carrying on business as Farmers and Graziers, at Frinton, in the county of Essex, under the style or firm of Kent and Sheppard, has been dissolved, by mutual consent, as from the 29th day of September last. All debts due to and owing by the said late firm will be received and paid by the David Sheppard, who will in future carry on the said business in his own name.—Dated this 23rd day of November, 1888.

*Walter William Kent.  
David Sheppard.*

**NOTICE** is hereby given, that the Partnership heretofore existing between us the undersigned, James Clarke and John Brown, carrying on business as Sign Writers and General Decorators, at No. 54, Jenkinson-street, Chorlton-upon-Medlock, Manchester, in the county of Lancaster, under the style of Clarke and Brown, was this day dissolved by mutual consent.—As witness our hands this 23rd day of November, 1888.

*James Clarke.  
John Brown.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, Richard Robert Wood and George Henry Horton, carrying on business as Grocers and Confectioners, at 195, Victor-street, New Olce, in the county of Lincoln, under the style of Wood and Horton, was dissolved by mutual consent, on the 24th November instant. All debts due to and owing by the said late firm will be received and paid by Richard Robert Wood.—Dated 24th November 1888.

*Richard Robert Wood.  
George Henry Horton.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Mawson, Thomas Proctor Browne, and Edmund Watson Browne, in the trade or business of Booksellers, Stationers, Printers, and Artists' Colourmen, at No. 25, Fawcett-street, Sunderland, in the county of Durham, under the style of Mawson, Browne, and Browne, has been dissolved, by mutual consent, as from the 16th instant.—Dated the 21st day of November, 1888.

*Geo. Mawson.  
T. P. Browne.  
E. W. Browne.*

**NOTICE** is hereby given, that the Partnership which has for some time past been carried on by Daniel Walker Stanfield and John Walker Stanfield, under the firm of D. W. Stanfield and Son, in the trade or business of Engineers and Machinists, in the city of Carlisle, was this day dissolved by mutual consent. All debts due and owing to or by the said partnership will be received and paid by the said Daniel Walker Stanfield, by whom alone the said business will henceforth be carried on under the name of D. W. Stanfield.—Dated this 27th day of September, 1888.

*D. W. Stanfield.  
John Walker Stanfield.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Horace Quinton, Charles Burrows, and Arthur George Lindsay Lindsay-Simpson, carrying on business as the Sussex School of Shorthand and Training College, at 1, Pavilion-parade, Brighton, in the county of Sussex, has been dissolved, by mutual consent, so far as regards the said Charles Burrows.—Dated the 21st day of November, 1888.

*Horace Quinton.*

*Chas. Burrows.*

*A. G. L. Lindsay-Simpson.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Baxter and Joseph Beckwith, carrying on business as Wool Merchants, at Aire-street, Leeds, in the county of York, under the style or firm of Beckwith and Co., has been dissolved, by effluxion of time, as on and from the 1st day of November, 1888. All debts due to and owing by the said late firm will be received and paid by the said Joseph Beckwith, by whom the said business will in future be carried on.—Dated this 23rd day of November, 1888.

*Thomas Baxter.*

*Joseph Beckwith.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Frederick Hill and Walter Stevens Hill, carrying on business under the style or firm of Lees and Hill, at Nos. 78 and 79, New Canal-street, Birmingham, in the county of Warwick, as Malleable and General Iron Founders, has this day been dissolved by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Walter Stevens Hill, who will continue the business under the same style or firm.—Dated this 22nd day of November, 1888.

*Joseph F. Hill.*

*Walter Stevens Hill.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Alexander Corder and Edward James Hole, carrying on business as Consulting Engineers, Mill Furnishers, and Manufacturers' Agents at Ringwood, in the county of Southampton, under the style or firm of Corder and Hole, has been dissolved, by mutual consent, as and from the 16th day of September, 1888.—Dated this 17th day of November, 1888.

*Edward James Hole.*

*George A. Corder.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David John Thomas Carruthers and George Austin Fyson, carrying on business as Dyers and Bleachers, at premises situate in Park-street, Luton, in the county of Bedford, under the firm or style of Carruthers and Fyson, has been dissolved, by mutual consent, as and from the 17th day of November, 1888; and that all debts due and owing to or by the aforesaid late firm will be received and paid by the said David Carruthers, and that in future such business will be carried on by the said David Carruthers.—As witness our hands this 23rd day of November, 1888.

*David J. T. Carruthers.*

*George A. Fyson.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Jonathan Taylor, William James Winterbottom, and William Henry Crofton, in the business of Lithographic Printers and Stationers, and carried on by us at Back-lane, in the city of Wakefield, or elsewhere, under the style or firm of Taylor, Winterbottom, and Company, has been as and from this day dissolved by mutual consent. All debts due to or from the said late partnership will be received and paid by the said William Henry Crofton, who will henceforward carry on the said business alone on his own separate account, under the said style or firm of Taylor, Winterbottom, and Company.—Dated the 22nd day of November, 1888.

*Jonathan Taylor.*

*Wm. Jas. Winterbottom.*

*Wm. Hy. Crofton.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Clara von Tobel and Hans von Tobel, carrying on business as Drysalers, at Newton-avenue, Longsight, in the county of Lancaster, under the style or firm of H. and O. von Tobel, has been dissolved, by mutual consent, as and from the 3rd day of November, 1888. All debts due to and owing by the said late firm will be received and paid by the said Hans von Tobel.—Dated this 23rd day of November, 1888.

*Hans von Tobel.*

*Clara von Tobel.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Kirk the younger and George Kirk, as Printers, carrying on business in Chapel-lane, Hull, under the style of William Kirk and Sons, has been this day dissolved by mutual consent.—Dated this 13th day of November, 1888.

*William Kirk, jr.*

*George Kirk.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Loveitt and Frederick William King, carrying on business as Auctioneers, Estate Agents, Stock and Share Brokers, and General Valuers, at 69, Hertford-street, Coventry, in the county of Warwick, under the style or firm of Loveitt and King, was this day dissolved by mutual consent; and that all debts due to and owing by the said firm will be received and paid by the said George Loveitt, by whom the said business will in future be carried on.—Dated this 22nd day of November, 1888.

*Geo. Loveitt.*

*Frederick William King.*

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frederick William Deeley and Frank Deeley, practising as Solicitors, at Dudley, in the county of Worcester, and Sedgley, in the county of Stafford, under the style or firm of F. W. and F. Deeley, has been dissolved, by mutual consent, as from the 31st day of October, 1888. All debts due to and owing from the said partnership will be received and paid by the said Frank Deeley, by whom the said business will in future be carried on.—Dated this 22nd day of November, 1888.

*Fred. Wm. Deeley.*

*Frank Deeley.*

**MARGARET ROWLAND GRAND, Deceased.**

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Margaret Rowland Grand, formerly of Wrentham, but late of Lowestoft, in the county of Suffolk, Widow, deceased (who died on or about the 11th day of July, 1888, and whose will was proved by the undersigned, Robert Beattie Nicholson, the sole executor therein named, in the Ipswich District Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to the said Robert Beattie Nicholson, on or before the 22nd day of December, 1888; and notice is hereby also given, that after the last mentioned 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 had notice.—Dated this 22nd day of November, 1888.

*R. B. NICHOLSON, 1, Old Nelson-street, Lowestoft, Solicitor.*

**Re JOSEPH ELLISON, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Ellison, late of Beeston Hill and Brookefield-street, Leeds, in the county of York, Millwright and Engineer, deceased (who died on the 15th day of November, 1887, and whose will was proved in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 24th day of December, 1887, by John Wardle, Thomas Hudson, and William Ellison, three 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 executors, on or before the 31st day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 22nd day of November, 1888.

*JOSEPH SCOTT, 98, Albion-street, Leeds, Solicitor for the said Executors.*

**AMELIA ANN SHRAPNEL**, otherwise **AMELIA ANN BRACHER**, Deceased.

Pursuant to an Act of Parliament passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 **Amelia Ann Shrapnel**, otherwise **Amelia Ann Bracher**, late of No. 4, Marine-parade, Ventnor, in the Isle of Wight, in the county of Southampton (who died on the 22nd day of November, 1873, and whose will was proved on the 29th day of August, 1874, by **John Gustav**, of Ventnor, in the Isle aforesaid, Upholsterer, the surviving executor 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 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 that 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 23rd day of November, 1888.

**T. HAMILTON URRY**, St. John's-chambers, Ventnor.

Re **JOHN ROBSON**, Deceased.

Pursuant to the Act of Parliament 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 against the estate of **John Robson**, late of No. 131, High-street, in the town and county of the town of Southampton, Fishmonger (who died on the 22nd day of July, 1888, and whose will was proved on the 26th day of September, 1888, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by **Henry William Watling** and **Charles Saunders**, both of the town and county of the town of Southampton, two of the executors named therein), are required to send particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executors, at the undermentioned address, on or before the 31st day of December, 1888, after which day the said executors will proceed to distribute the assets of the said **John Robson**, having regard only to the claims and demands of which they may then have had notice.—Dated this 23rd day of November, 1888.

**PEAROE, PARIS, and SMITH**, Lansdowne House, Castle-lane, Southampton, Solicitors for the said Executors.

Re **THOMAS KING**, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of **Thomas King**, late of Clarence House, Clapham, in the county of Surrey, deceased (who died on the 4th day of October, 1888, and whose will was proved by his Widow, **Jane Elizabeth King**, and his Daughter, **Emily Standridge**, the Wife of **Thomas Henry Standridge**, a Lieutenant in Her Majesty's Regiment of Lancashire Fusiliers, the executrixes therein named, on the 3rd day of November following, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to us, the undersigned, Messrs. **Phillips and Cheesman**, 23, Havelock-road, Hastings, Solicitors for the said executrixes, on or before the 22nd day of December, 1888; and notice is hereby also given, that after that day the said executrixes 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 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 22nd day of November, 1888.

**PHILLIPS and CHEESMAN**, Solicitors for the said Executrixes.

**HENRIETTA BRISLEY**, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of **Henrietta Brisley**, late of 13, Claremont-road, Surbiton, in the county of Surrey, Widow

(who died on the 2nd day of September, 1888, and administration of whose personal estate and effects was granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 20th day of November, 1888, to **Anne Isabella Durdin** of No. 12, Weldeck-road, Kew Bridge, in the county of Middlesex, widow, and **Matilda Amelia Ogbourne**, of No. 7, Matheson-road, West Kensington, in the same county, Widow), are hereby required to send the particulars of their debts, claims, or demands to me, the undersigned, the Solicitor for the administratrixes, at my offices, Kingston-upon-Thames, in the county of Surrey, on or before the 15th day of January, 1889, after the expiration of which time the administratrixes will proceed to distribute the assets of the deceased amongst 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, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1888.

**JOHN DURHAM**, 55, Chancery-lane, London, and Kingston-on-Thames, Solicitor for the Administratrixes.

**WILLIAM POPE**, Deceased.

Pursuant to the 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 against the estate of **William Pope**, late of 89, Coldharbour-lane, Camberwell, in the county of Surrey, Gentleman, deceased (who died on the 24th day of January, 1888, and whose will was proved on the 13th day of June, 1888, in the Principal Registry of the Probate Division of the High Court of Justice, by **James John Pope** and **Peter Parsons**, the executors named in the said will), are hereby required to send in 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 January, 1889, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and 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.

**LAUNDY, SON, and KEDGE**, Argyll-chambers, 86 and 87, Strand, W.C., Solicitors for the said Executors.

**JOSEPH NIELD**, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35.

**NOTICE** is hereby given, that all persons having any claims or demands against the estate of **Joseph Nield**, late of Hughenden House, Barlow Moor-road, Didsbury, in the county of Lancaster, Gentleman, deceased (who died on the 6th day of September, 1885, and of whose personal estate letters of administration were granted by the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 5th day of January following, to **Jane Nield**, the lawful Widow and relict of the deceased), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said administratrix, on or before the 5th day of January next, after which date the said administratrix will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice.—Dated the 23rd day of November, 1888.

**JNO. WHITEHEAD**, 131, Stamford-street, Stalybridge, Solicitor for the Administratrix.

**MARY ANN NORFOLK**, Deceased.

Pursuant to 22 and 23 Victoria, cap. 35.

**NOTICE** is hereby given, that all persons having any claims against the estate of **Mary Ann Norfolk**, late of Hintlesham, Suffolk, Blacksmith, deceased (who died on the 28th February, 1888, and whose will was proved at Ipswich, on the 27th March, 1888, by **George Norfolk Whittell**, of Chatham, Retired Tailor, and **George Fiske**, of Creeting St. Mary, Farmer, the executors), are hereby required to send particulars thereof to the undersigned, on behalf of the said executors, on or before the 24th day of December next, after which date the estate of the deceased will be distributed, having regard only to the claims of which the executors shall then have had notice.—Dated this 21st day of November, 1888.

**JOSCELYN and SONS**, Ipswich, Solicitors for the Executors.

DAVID BAILIE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims upon the estate of David Bailie, formerly of Bally Halbert, county Down, Ireland, but late of Liverpool, in the county of Lancaster, Master Mariner, deceased (who died on the 1st day of April, 1888, and whose will and a codicil thereto were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 17th day of October, 1888, by John Bailie and Charles George Dunn, the executors therein named), are hereby required to send in the particulars of their claims to us, the undersigned, Solicitors for the said executors, on or before the 31st day of December next, after which day 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, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not then have had notice. Dated this 23rd day of November, 1888.

BATESON, BRIGHT, and WARR, 14, Castle-street, Liverpool, Solicitors for the said Executors.

JANE BACON, Widow, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35, NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Jane Bacon, late of the city of Lincoln, a Widow, deceased (who died on the 24th day of September, 1888, and whose will, with a codicil thereto, was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 17th day of November, 1888, by the Reverend Reginald Cazalet Bacon, Grandson of the deceased, Clerk, and Frederick Merryweather Burton, of Gainsborough, Lincolnshire, Solicitor, the executors therein mentioned), are hereby required to send the particulars, in writing, of their claims and demands to us, the undersigned, the Solicitors for the said executors, on or before the 1st day of January next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall have had notice. Dated this 22nd day of November, 1888.

GAYTON and HARE, Much Hadham, Herts, Solicitors for the said Executors.

The Reverend EDMUND TEW, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and others having any claims against the estate of the Reverend Edmund Tew, late of Patching Rectory, in the county of Sussex, (who died on the 29th day of March, 1888, and whose will was proved by the Reverend Edmund Lawrence Hemsted Tew, and the Reverend Charles Albert Greenland, the executors therein named, in the District Registry at Chichester of the Probate Division of the High Court of Justice, on the 5th day of May, 1888), are to send the particulars, in writing, of their claims to us, the undersigned, the Solicitors for such executors, on or before the 24th day of December, 1888, after which time the said executors will distribute the assets of the testator amongst the persons entitled thereto, having regard only to the claims of which such executors shall then have had notice. Dated this 22nd day of November, 1888.

FITZ-HUGH, WOOLLEY, and BAINES, 3, Pavilion-parade, Brighton.

JOHN LEWIS (formerly JOHN BONES), 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 John Lewis (formerly John Bones), late of Clarendon House, 6, Maida-vale, in the county of Middlesex, Esq., deceased (who died on the 16th 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 14th day of November, 1888, by the Reverend Henry Christopher Lewis, Alwyn Rustace Lewis, and Frances Margaret Lewis, 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 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 23rd day of November, 1888.

EDWIN ELLIS, 23, Birch-in-lane, London, E.C., Solicitor for the said Executors.

Mrs. JANET BARR, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, NOTICE is hereby given, that all creditors and others having claims against the estate of Janet Barr, late of Oak Villa, Riddlesdown Park-road, Kenley, in the county of Surrey, Widow, deceased (who died on the 5th day of August, 1888, and whose will, with three codicils, was proved in the Principal Probate Registry of the High Court of Justice, on the 10th day of September, 1888, by Edward Dadsell, George Vernez Hall, and Henry John Mead, the executors thereof), are hereby required to send the particulars, in writing, of their claims to the undersigned, the Solicitors for the said executors, on or before the 15th 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 of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice. Dated this 26th day of November, 1888.

MEAD and SONS, 6, Arundell-street, Piccadilly-circus, W., Solicitors for the said Executors.

Mr. WILLIAM PEARSON, Deceased.

Pursuant to the 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 persons having any claims or demands upon or against the estate of William Pearson, of Scarborough, in the county of York, Gentleman, deceased (who died on the 31st day of July, 1887, and of whose personal estate letters of administration, with the will annexed, were granted by the York District Registry of the Probate Division of the High Court of Justice, on the 29th day of November, 1887, to George Shepherd Pearson, of the Mount, in the city of York, Gentleman), are hereby required to send in the particulars of their claims to me, the undersigned, Francis William Calvert, the Solicitor for the said administrator, on or before the 21st day of December next, after which day the said administrator will proceed to distribute the assets of the said deceased to the parties legally entitled thereto, having regard to the claims only of which he shall then have had notice; and the said administrator 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; and all persons indebted to the said estate are hereby requested to pay their debts forthwith to me or the said administrator. Dated this 21st day of November, 1888.

FRAS. WM. CALVERT, 29, Huntress-row, Scarborough, Solicitor.

ROBERT HAMPSON, 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 Robert Hampson, late of Enville House, Bowdon, in the county of Chester, and of the Glassart, Aberfoyle, in the county of Perth, Esq., deceased (who died on the 26th day of August, 1888, and whose will was proved in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 1st day of October, 1888, by Richard Hampson Joynson, of Bowdon, aforesaid, Esq., Edward Walter Joynson, of Sale, Cheshire, Esq., and Richard Clifford Smith, of Ashford Hall, Bakewell, Derbyshire, Esq., the executors), 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 23rd day of November, 1888.

TAYLOR, KIRKMAN, and COLLEY, 8, John Dalton-street, Manchester, Solicitors for the Executors.

**CHARLES PERCIVAL, Deceased.**  
Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35.

**NOTICE** is hereby given, that all persons having any claims or demands against the estate of Charles Percival, late of Foxhill, West Haddon, in the county of Northampton, Esq., deceased (who died on the 21st April, 1888, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 12th June, 1888, by John Lovell Percival and Charles Ernest Percival, the executors therein named), are hereby required to send the particulars, in writing, of their claims to me, the undersigned, one of 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 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 15th day of November, 1888.

**CHAS. E. PERCIVAL, 5, Compton-road, Canonbury-road, London, N.**

**ANN WOOD, Deceased.**  
Pursuant to Statute 22nd and 23rd Victoria, cap. 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 Ann Wood, late of the North Tavern, North-street, Leeds, in the county of York, Widow and Innkeeper (who died on the 10th day of September last, and whose will was proved in the Wakefield District Registry of the Probate Division of the High Court of Justice, on the 15th day of October last, by Frederick John Liversidge, of 3, Aspley-villas, Manningham, in the county of York, Accountant, and Thomas Edmund Bale, of Leeds aforesaid, Leather Dresser, the executors therein named), are hereby required to send the particulars of their claims to us, the undersigned, Solicitors, or to the said executors, on or before the 10th day of January, 1889, and notice is hereby given, that after the last mentioned day the executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to those claims and demands of which they shall then have had notice, and they will not be answerable or liable for the assets distributed, or any part thereof, to any person of whose claim or demand they shall not then have had notice.—Dated this 23rd day of November, 1888.

**FORD and WARREN, 61, Albion-street, Leeds.**  
Solicitors for the said Executors.

**AMY MORGAN, Deceased.**  
**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Amy Morgan, late of Curzon, in the parish of Grevethin, in the county of Monmouth, Widow, deceased (who died on the 9th day of October, 1888, and whose will was proved by Richard Herbert, one of the executors therein named, in the Principal Registry of the Probate Division of the High Court of Justice, on the 16th day of November, 1888, are hereby required to send in the particulars of their claims and demands to us, the undersigned, as Solicitors for the said executor, on or before the 24th day of December next, after which date 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.—Dated this 22nd day of November, 1888.

**GREENWAY and BYTHWAY, Pontypool, Solicitors for the said Executor.**

**THOMAS HARRISON, Esq., Deceased.**  
Pursuant to the Act 22 and 23 Vic., c. 35.

**ALL** creditors and others having any claims against or to the estate of Thomas Harrison, late of West-hill, Stalybridge, in the county of Lancaster, Esq., deceased (who died on the 12th August, 1888, and whose will was proved by Tom Harrop Sidebottom, M.P., James Sidebottom, William Sidebottom, M.P., Adam Dugdale, and William Harrison, in the Manchester District Registry of the Probate Division of the High Court of Justice, on the 16th October, 1888), are hereby required to send particulars, in writing, of their claims to the undersigned, the Solicitors for the said executors, on or before the 8th January, 1889, after which date the said executors will proceed to distribute the assets of the said Thomas Harrison, Esq., amongst the persons entitled thereto, having regard to the claims of which they have then notice, and the said executors will not be liable for the assets, or any part thereof, so distributed to any

person of whose claim they shall not have had notice at the time of distribution.—Dated this 23rd day of November, 1888.

**LEAF and CO., 44, Mosley-street, Manchester, Solicitors.**

**WILLIAM HUMPHREY DAVIES, Deceased.**  
Pursuant to the Statute 22 and 23 Vic., cap. 35, **ALL** persons having claims against the estate of William Humphrey Davies, late of Zanzibar in Africa, Gentleman (who died on the 4th day of July, 1888, letters of administration, with the will annexed, of the personal estate of the deceased having been granted on the 3rd day of November, 1888, by Her Majesty's High Court of Justice, at the Principal Registry of the Probate Division thereof, to the Reverend William Matthews, Clerk, the lawful attorney of Frances Lisette Davies, Widow and relict of the said deceased, residing at Lisbon, and sole executrix named in the will, are hereby required to send, in writing, the particulars of their claims to me, the undersigned, Solicitor for the said administrator, on or before the 6th day of December, 1888, after which last mentioned day the said administrator will proceed to distribute the assets of the said deceased, without regard to any claim of which he shall not then have had notice.—Dated this 6th day of November, 1888.

**MORTIMER D. PROPERT, Haverfordwest, Solicitor for the said Administrator.**

**Mr. WILLIAM TURNER, Deceased.**  
Pursuant to Statute 22nd and 23rd Victoria, chapter 35.

**NOTICE** is hereby given, that all persons having any claims against the estate of William Turner, late of Woodbridge, in the county of Suffolk, Gentleman, deceased, who also carried on business as a Farmer at Waldingfield, in the said county (who died on the 8th day of May, 1888, and probate of whose will was granted by the Ipswich District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of July, 1888, to Charles Lennard Bantoft, of Wainberg, East Dereham, in the county of Norfolk, Farmer, and John Cand Flak, of Woodbridge aforesaid, Auctioneer and Valuer and Accountant, the executors named in the said will), are hereby requested to send written particulars of such claims to me, the undersigned, on or before the 3rd day of January, 1889, after which date the said executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated the 23rd day of November, 1888.

**WILLIAM W. WELTON, Woodbridge, Suffolk,**  
Solicitor for the said Executors.

**CHARLOTTE AMELIA PHILIP, Deceased.**  
Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35.

**NOTICE** is hereby given, that all persons having any claims against the estate of Charlotte Amelia Philip, late of 1, South 5th Avenue, New York City, in the United States of America, Spinster, deceased (who died on the 8th of September, 1888, and whose will was proved on the 15th of November, 1888, in the Principal Probate Registry in London, by Charles Henry Roope, of 20, King's Arms-yard, in the city of London, and Thomas Francis Main, of 1, South 5th Avenue, New York aforesaid, the executors named in the said will, are required to send in their claims to the executors at the offices of their Solicitors, Messrs. Freshfields and Williams, of 5, Bank-buildings, London, on or before the 24th day of December next, at the expiration of which time the executors will proceed to distribute the assets of the said testator among the parties entitled thereto.—Dated this 22nd day of November, 1888.

**FRESHFIELDS and WILLIAMS, 5, Bank-buildings, London, E.C., Solicitors for the said Executors.**

**FRANCES CRIBB JOHNSTON, Deceased.**  
Pursuant to Statute 22 and 23 Vic., cap. 35.

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Frances Cribb Johnston, late of 189, Brighton-road, in the county of Surrey, Spinster (who died on the 12th day of July, 1888), are required to send particulars of their claims or demands to me, the undersigned, on or before the 31st day of January, 1889, after which time I shall distribute the assets of the deceased, having regard only to the claims or demands of which I shall then have had notice.—Dated this 20th day of November, 1888.

**JOHN COVINTON BARR, 105, Borough High-street, Southwark, Surrey, Wholesale Haberdasher, sole Executor of the said Frances Cribb Johnston.**



**GEORGE VERNON GIDEON, Deceased.**

Pursuant to Statute 22 and 23 Victoria, cap. 35.

**N**OTICE is hereby given, that all persons having any claims against the estate of George Vernon Gideon, late of 101, Ledbury-road, Bayswater, in the county of Middlesex, and of Lloyd's, in the city of London, late a Captain, in the Merchant Service, deceased (who died on the 2nd day of November, 1888), are required to send particulars of their claims to the undersigned, as Solicitors for George Vernon Minchin Gideon, the administrator, on or before the 24th day of December next, after which date the administrator will distribute the estate among 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.

**WATNEY, TILBARD, and FREEMAN, 4, Lombard-court, London, E.C., Solicitors for the Administrator.**

**THOMAS WARD, Deceased.**

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35.

**C**REDITORS and others having any claim against the estate of Thomas Ward, late of Drayton Cottage, 32, Portman-street, Moss Side, and of Ward's-buildings, Deansgate, Manchester, in the county of Lancaster, Estate Agent (who died on the 25th August, 1888, and whose will was proved at Manchester, by William Henry Ward and Hannah Ward, both of Drayton Cottage aforesaid; two of the executors thereof), are to send particulars of such claim to the executors, at the offices of the undersigned, on or before the 31st December next, after which date the executors will proceed to distribute the testator's assets among the persons entitled.—Dated this 23rd day of November, 1888.

**EARLE, SONS, and CO., 54, Brown-street, Manchester, Solicitors.**

**T**O be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action of re Joseph Murch, deceased, *Graham v. Murch*, 1883, M. 1443; with the approbation of Mr. Justice Stirling, the Judge to whom the said action was attached, by Mr. William John Lamb; the person appointed by the said Judge, at the Sale Rooms, No. 65, Chapel-street, Devonport, in the county of Devon, on Friday, the 14th day of December, 1888, at seven o'clock in the evening, in one lot:—

A leasehold dwelling-house and premises, known as Benbow House, No. 15, Benbow-street, Stoke, near Devonport aforesaid.

Particulars and conditions of sale may be had (gratis) of Messrs. Sole and Gill, Solicitors, 3, St. Aubyn-street, Devonport; Mr. James Vaughan, Solicitor, 27, St. Aubyn-street, Devonport; Messrs. Gush, Phillips, Walters, and Williams, Solicitors, 3, Finsbury-circus, London, E.C.; Messrs. Bird and Moore, Solicitors, 5, Gray's-inn-square, London, W.C.; and of Mr. William John Lamb, Auctioneer, 65, Chapel-street, Devonport.

**P**URSUANT to an Order of the Chancery Division of the High Court of Justice, made in the action by James Garfit Chapman and another against Robert John Willson, the person claiming to be the heir or heirs according to the custom of gavel-kind of Catherine Chapman, otherwise Dunn, late of Periton Court, Westwill, in the county of Kent, who died on the 9th day of November, 1869, at Periton Court aforesaid, at the time of her decease, also the persons claiming by devise, bequest, descent, or otherwise of or through the heir or heirs according to the custom of gavel-kind of the said Catherine Chapman, otherwise Dunn, at the time of her decease as aforesaid who may be dead, and is or are entitled to the Bank Annuities, moneys on deposit, and cash in Court to the respective credits of Catherine Chapman, otherwise Dunn, a Lunatic, purchase-money for real estate, and Catherine Chapman, otherwise Dunn, a Lunatic, purchase-money for timber and underwood, are, by their Solicitors, on or before the 8th day of January, 1889, to come in and prove their claims at the chambers of Mr. Justice Stirling, at the Royal Courts of Justice, Strand, London, or in default thereof they will be peremptorily excluded from the benefits of the said Order. Tuesday, the 22nd day of January, 1889, at three o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1888.

**P**URSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of George Fothergill, deceased, and in an action *Marsh and others against Fothergill*, 1888, F. 1656, the creditors of George Fothergill, late of Beechwood, near

Newport, and High-street and Dock-street, Newport, in the county of Monmouth, Tobacco Manufacturer and Agricultural Implement Maker and Carriage Builder, who died in or about the month of September, 1888, are, on or before the 19th day of December, 1888, to send by post, prepaid, to Mr. Anthony-Phillips Williams, of Newport, Monmouthshire, a member of the firm of Williams and Co., of the same place, the Solicitors for the defendants, Elizabeth Anne Fothergill and George Hewetson Fothergill, the executrix and executor 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 holding any security is to produce the same before Mr. Justice North, at his chambers, the Royal Courts of Justice, London, on Thursday, the 10th day of January, 1889, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1888.

**CROWDY, SON, and TARRY, 17, Serjeants'-inn, Fleet-street, London, Plaintiffs Solicitors.**

**P**URSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of John Driver, and in an action *Dodsworth against Driver*, 1888, D. No. 1996, the creditors of John Driver, late of Morley, in the county of York, Cloth Manufacturer (who died on the 30th of August, 1884), are, on or before the 28th day of December, 1888, to send by post, prepaid, to Mr. John Harrison, of Leeds, a member of the firm of Harrison and Lupton, of the same place, the Solicitors of the defendants, Hannah Driver, John Thomas Driver, and Benjamin Briggs Driver, the executors 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 Order. Every creditor holding any security is to produce the same before Mr. Justice North, at his chambers, the Royal Courts of Justice, London, on Friday, the 11th day of January, 1889, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1888.

**PATERSON, SNOW, BLOXAM, and KINDER, 25, Lincoln's-inn-fields, London, Agents for HARRISON and LUPTON, 26 and 27, Bond-street, Leeds, Solicitors for the Defendants.**

**P**URSUANT to a Judgment of the Chancery Division of the High Court of Justice, made in the matter of the estate of Joseph Lambourne Smith, deceased, and in an action *Cliffe v. Smith*, the creditors of the said Joseph Lambourne Smith, deceased, late of Hawthorne Lodge, Ledbury, in the county of Hereford, who died on the 7th day of April, 1887, are, on or before the 20th day of December, 1888, to send by post, prepaid, to Messrs. Field and Dagg, of 15, Furnival's-inn, London, the Solicitors of the said defendants, the executors 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 holding any security is to produce the same before Mr. Justice Stirling, at his chambers, the Royal Courts of Justice, London, on Wednesday, the 9th day of January, 1889, at twelve o'clock noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1888.

**FIELD and DAGG, 15, Furnival's-inn, London, E.C., Solicitors for the said Executors.**

In the Matter of a Deed of Assignment, dated the 5th day of September, 1888, made between George Aspinall, of No. 5, Weymouth-street, Halifax, in the county of York, Wholesale Draper, and residing at No. 10, North-parade, in Halifax aforesaid, for the benefit of his Creditors.

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of the said George Aspinall are hereby required to send the particulars, in writing, of their claims or demands to William Stavert, of 1, Piccadilly, in the city of Manchester, Accountant, the Trustee under the said deed of assignment, on or before the 8th day of December next, after which date the Trustee under the said deed of assignment will proceed to distribute the assets of the said George Aspinall amongst the persons entitled thereto under the said deed of assignment, 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 George Aspinall; 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.

BERRY, ROBINSON, and SCOTT, Old Bank chambers, Bradford, Solicitors for the Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors by John Ogden, of the Blue Bell Inn, Warrington, in the county of Lancaster, Publican.

**N**OTICE is hereby given, that the Trustee under the above-mentioned deed is about to declare a First and Final Dividend amongst the creditors of the above-named debtor; and notice is hereby further given, that all persons having any claim against the said debtor, and who have not yet proved their debts, are required on or before the 18th day of December next, to send particulars thereof to us, the undersigned, the Solicitors for the Trustee, or they will be excluded from the benefit of the Dividend about to be declared.—Dated this 22nd day of November, 1888.

ROBERT DAVIES, SHARP, and KIRKCONNEL, Market-place, Warrington, Solicitors for the Trustee.

In the Matter of a Deed of Assignment, executed on the 22nd day of October, 1888, by Mary Phillips, of No. 12, Church-street, Saint Austell, in the county of Cornwall, Fancy Draper.

**N**OTICE is hereby given, that the Trustees under the above deed will, on the 5th day of December next, or as soon thereafter as conveniently may be, make a Dividend under the above deed of the estate of the said Mary Phillips amongst those creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 5th day of December next, send the same to Messrs. Collison and Viney, of No. 99, Cheapside, in the city of London, Chartered Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 26th day of November, 1888.

PHELPS, SIDGWICK, and BIDDLE, 18, Gresham-street, London, E.C., Solicitors for the Trustees.

In the Matter of a Deed of Assignment, executed on the 11th day of October, 1888, by John Agate, of No. 480, Harrow-road, in the county of Middlesex, Draper.

**N**OTICE is hereby given, that the Trustee under the above deed will, on the 5th day of December next, or as soon thereafter as conveniently may be, make a Dividend under the above deed of the estate of the said John Agate amongst those creditors whose debts have been then admitted. All creditors who have not sent in particulars of their debts must, before the said 5th day of December next, send the same to Messrs. John F. Lovering and Co., of No. 77, Gresham-street, in the city of London, Accountants, and be prepared to prove them, otherwise they will be excluded from the benefit of the Dividend.—Dated this 26th day of November, 1888.

PHELPS, SIDGWICK, and BIDDLE, 18, Gresham-street, London, E.C., Solicitors for the Trustee.

In the County Court of Lancashire, holden at Manchester. **S**ECOND and Final Dividend of 2s. 6d. in the pound, together with interest at the rate of £4 per centum per annum from the date of the order of adjudication, has been declared in the matter of Henry Washbourne Charleton, of 61, Ducie-grove, Chorlton-on-Medlock, Manchester, in the county of Lancaster, Drysalter, adjudicated bankrupt on the 3rd day of April, 1879, and will be paid by me, at Ogden's-chambers, Bridge-street, Manchester, on and after the 26th day of November, 1888.—Dated this 21st day of November, 1888.

CHR. J. DIBB, Official Receiver, Trustee.

#### The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Lake Holdsworth, of the city of Lincoln, Grocer.

**T**HE creditors of the above-named Lake Holdsworth who have not already proved their debts are required, on or before the 7th day of December, 1888, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Jay, of No. 8, Bank-street, Lincoln, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1888.

GEORGE JAY, Trustee.

In the County Court of Middlesex, holden at Brentford.

A Dividend is intended to be declared in the matter of Thomas Hull Terrell, of Sandown Villa, Ranelagh-road, Ealing, in the county of Middlesex, Gentleman, adjudicated bankrupt on the 8th day of July, 1878. Creditors who have not proved their debts by the 14th day of December, 1888, will be excluded.—Dated this 20th day of November, 1888.

Allen H. Stoneham, Official Receiver, Trustee

In the County Court of Sussex, holden at Brighton.

A Dividend is intended to be declared in the matter of James Fryer, of No. 27, Kemp-street, Brighton, in the county of Sussex, Butcher, adjudicated bankrupt on the 11th day of September, 1883. Creditors who have not proved their debts by the 8th day of December, 1888, will be excluded.—Dated this 24th day of November, 1888.

Adrian Young, Trustee.

#### The Bankruptcy Act, 1861.

##### Notice of Dividend Meeting.

A Meeting of the Creditors of the Bankrupt hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:—

At the County Court of Lancashire, holden at the Court-house, Government-buildings, Victoria-street, Liverpool, before a Registrar.

Thomas William Johnson, late of Lytham, in the county of Lancaster, Coal Agent, adjudicated a bankrupt on the 18th day of June, 1869. A Dividend Meeting will be held on the 10th day of December, 1888, at twelve o'clock at noon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit a statement of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

#### In the High Court of Justice, in Bankruptcy.

No. 2915 of 1888.

In the Matter of a Bankruptcy Notice issued the 26th day of October, 1888.

To George Shenton, late of 35, Craven-street, Strand, in the county of Middlesex.

**T**AKE notice, that a Bankruptcy Notice has been issued against you by this Court on the request of Messrs. Halling, Pearce, and Stone, of Waterloo House, Cockspur-street, S.W., and the Court has ordered that the publication of this notice in the London Gazette and in the Daily Telegraph newspaper, shall be deemed to be service of the said Bankruptcy Notice upon you. The Bankruptcy Notice can be inspected by you on application at this Court.—Dated this 10th day of November, 1888.

WILLIAM HAZLITT, Registrar.

#### In the High Court of Justice, in Bankruptcy.

In the Matter of a Bankruptcy Petition filed the 19th day of October, 1888.

To Sydney Pollard, trading as B. H. King and Co., late of No. 64, New Broad-street, in the city of London, but whose present residence is unknown to the Petitioner.

**T**AKE notice, that a Bankruptcy Petition has been presented against you to this Court by William Slingsby Ogle, the Trustee of the estate and effects of Edward Burgess Smith, a bankrupt, of No. 90, Cannon-street, in the city of London, Chartered Accountant, and the Court has ordered that the publication of this notice in the London Gazette and in the Times and Daily Telegraph newspapers and a Sheffield newspaper shall be deemed to be service of the petition upon you; and further take notice, that the said petition will be heard at this Court on the 7th day of December, 1888, at one o'clock in the afternoon, 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 23rd day of November, 1888.

WILLIAM HAZLITT, Registrar.

In the High Court of Justice, in Bankruptcy.  
In the Matter of a Bankruptcy Petition filed the 5th  
day of November, 1888.  
To G. De C. McCartie, late of 14, Regent-street, in the  
county of Middlesex, but whose present address the  
Petitioning Creditor is unable to ascertain.  
**T**AKE notice, that a Bankruptcy Petition has been  
presented against you to this Court by Herbert  
Sanguinetti, of 16, Old Bond-street, in the same county,  
and the Court has ordered that the publication of this  
notice in the London Gazette and in the Times news-  
paper shall be deemed to be service of the petition  
upon you; and further take notice, that the said petition  
will be heard at this Court on the 7th day of December,  
at eleven 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 2nd November, 1888.  
J. E. LINKLATER, Registrar.

In the County Court of Devonshire, holden at Exeter.  
 In Bankruptcy.  
 In the Matter of a Bankruptcy Notice, dated the 12th  
 day of November, 1888.  
 To F. Berry, of Spuddlescombe, near Modbury, in the  
 county of Devon, late of the Commercial Hotel, New-  
 ton Abbot, Licensed Victualler.  
**T**AKE notice, that a Bankruptcy Notice has been  
 issued against you in this Court by Bayley, Sel-  
 Kirk, and Company, of the Grove, Bristol Wine Mer-  
 chants; and the Court has ordered that the Publication

# THE BANKRUPTCY (DISCHARGE AND CLOSURE) ACT, 1887

## APPLICATIONS FOR DEBTORS' DISCHARGE.

| Debtor's Name.   | Address.  | Description.   | Court.                              | Date of Discharge. | Day and Hour of Discharge. |
|--|---|--|-------------------------------------|--------------------|----------------------------|
| Wagner, Henry Robert ... ..  | 74, James-street, Buckingham Gate, Middlesex  | Builder ... ..   | High Court of Justice in Bankruptcy | 18, 1888           | 18, 1888                   |
| Vince, Joseph Mann ... ..<br>and<br>Vince, Isaac Mann (trading as J. and I. Vince) | Formerly of Great Yarmouth, and now of 80, Beulah-road, Walthamstow, Essex<br>Formerly of Great Yarmouth, and now of Coburg-street, Norwich | Formerly a Fish Merchant and General Dealer, and now a Solicitor's Clerk<br>Formerly a Fish Merchant and General Dealer, and now a Fish Merchant's Assistant | Great Yarmouth                      | 14, 1888           | 14, 1888                   |

## ORDERS MADE ON APPLICATION FOR DISCHARGE.

| Debtor's Name.      | Address.                                  | Description.           | Court.                              | Date of Discharge. | Day and Hour of Discharge. |
|---------------------|---|------------------------|-------------------------------------|--------------------|----------------------------|
| Ooney, James ... .. | 477, Liverpool-road, Islington, N. ... .. | Builder and Contractor | High Court of Justice in Bankruptcy | 18, 1888           | 18, 1888                   |

## THE BANKRUPTCY ACT, 1883.

## RECEIVING ORDERS.

| No.  | Debtor's Name.                 | Address.   | Description.  | Court.                                    | Date of Filing<br>Petition. | No. of<br>Matter. | Date of<br>Receiving Order. | No. of<br>Receiving<br>Order. | Whether<br>Debtor's or<br>Creditor's<br>Petition. | Act or Acts of<br>Bankruptcy proved<br>in Creditor's<br>Petition. |
|------|--------------------------------|--|---|---|-----------------------------|-------------------|-----------------------------|-------------------------------|---|---|
| 4401 | Barber, John Harry<br>Blumberg | Baroda Lodge, Kew Gardens, Surrey  | Formerly a Lieutenant<br>in Her Majesty's Army,<br>now out of business or<br>occupation | High Court of<br>Justice in<br>Bankruptcy | ... ..                      | 1392<br>of 1888   | Nov. 3, 1888                | 798                           | Order made<br>under Sec.<br>103 of the<br>Act     |   |
| 4402 | Bash, Maurice ...              | 22, Brunswick-square, Middlesex, and 57D,<br>Hatton-garden, in the city of London  | Diamond Cutter and<br>Polisher  | High Court of<br>Justice in<br>Bankruptcy | Nov. 23, 1888               | 1388<br>of 1888   | Nov. 23, 1888               | 797                           | Debtor's  |   |
| 4403 | Colebrook, Joseph ...          | 1, The Exchange, Upper Tulse Hill, Brixton,<br>Surrey  | Grocer and Provision<br>Merchant  | High Court of<br>Justice in<br>Bankruptcy | Nov. 22, 1888               | 1381<br>of 1888   | Nov. 22, 1888               | 790                           | Debtor's  |   |
| 4404 | Dolby, James ...               | 19, Frithville-gardens, Uxbridge-road, Mid-<br>dlesex  | Horse Dealer ...  | High Court of<br>Justice in<br>Bankruptcy | Oct. 8, 1888                | 1201<br>of 1888   | Nov. 21, 1888               | 793                           | Creditor's...                                     | Sec. 4-1 (G.)   |
| 4405 | Golder, D. C. ...              | Carrying on business at the American and<br>Colonial Exchange, Northumberland-avenue,<br>Middlesex   | Newspaper Proprietor ...  | High Court of<br>Justice in<br>Bankruptcy | Oct. 1, 1888                | 1174<br>of 1888   | Nov. 21, 1888               | 788                           | Creditor's ...                                    | Sec. 4-1 (G.)   |
| 4406 | Kendle, John ...               | 9, Hamilton - terrace, High - road, Lower<br>Clapton, Middlesex, formerly 7, Five Elms-<br>terrace, Lower Clapton aforesaid  | Greengrocer ...   | High Court of<br>Justice in<br>Bankruptcy | Nov. 22, 1888               | 1383<br>of 1888   | Nov. 22, 1888               | 795                           | Debtor's  |   |
| 4407 | Paynter, Rowland Ed-<br>ward   | 55, Park-walk, late 3, Seaton-street, Cheyne-<br>walk, both in Chelsea, Middlesex, formerly<br>44, York-place, Newport, Monmouthshire                              | Engineer, out of employ-<br>ment  | High Court of<br>Justice in<br>Bankruptcy | Nov. 23, 1888               | 1386<br>of 1888   | Nov. 23, 1888               | 796                           | Debtor's  |   |
| 4408 | Roberts, Obed ...              | 38, Tottenham Court-road and 21, Percy-<br>street, both in Middlesex   | Draper ...  | High Court of<br>Justice in<br>Bankruptcy | Nov. 17, 1888               | 1362<br>of 1888   | Nov. 22, 1888               | 789                           | Creditor's ...                                    | Sec. 4-1 (H.)   |
| 4409 | Robinson, Richard Morton       | 1, 2, and 3, Red Lion-court, Cannon-street,<br>lately 29, Friday-street, and formerly 26,<br>Cannon-street, all in the city of London                              | Commercial Clerk ...  | High Court of<br>Justice in<br>Bankruptcy | Oct. 20, 1888               | 1254<br>of 1888   | Nov. 22, 1888               | 791                           | Creditor's ...                                    | Sec. 4-1 (G.)   |
| 4410 | Watson, John ...               | 189, Shoreditch, 35, Leather-lane, 34, Old-<br>street, 4, Morris-street, 29, Columbia-road,<br>92, Wellington-road, and 20, Wentworth-<br>street, all in Middlesex | Baker ...   | High Court of<br>Justice in<br>Bankruptcy | Nov. 22, 1888               | 1382<br>of 1888   | Nov. 22, 1888               | 794                           | Debtor's  |   |

## RECEIVING ORDERS—continued.

| No.  | Debtor's Name.  | Address.   | Description.                                 | Court.                                    | Date of Filing<br>Petition. | No. of<br>Matter. | Date of<br>Receiving Order. | No. of<br>Receiving<br>Order. | Whether<br>Debtor's or<br>Creditor's<br>Petition. | Act or Acts of<br>Bankruptcy proved<br>in Creditor's<br>Petition. |
|------|---|--|--|---|-----------------------------|-------------------|-----------------------------|-------------------------------|---|---|
| 4411 | Wiskemann, Heinrich<br>Odmar Hugo (trading<br>as H. Wiskemann)                  | Wool Exchange, Basinghall-street, in the<br>city of London   | ...  | High Court of<br>Justice in<br>Bankruptcy | Oct. 19, 1888               | 1246<br>of 1888   | Nov. 22, 1888               | 792                           | Creditor's...                                     | Sec. 4-1 (G.)   |
| 4412 | Hardy, James ...  | 10, Woodside Grange-road, North Finchley,<br>Middlesex   | Gentleman ...                                | Barnet ...                                | Nov. 23, 1888               | 7<br>of 1888      | Nov. 23, 1888               | 6                             | Debtor's  |   |
| 4413 | Pearsall, John ...  | Lifford-grove, King's Norton, Worcestershire   | Farmer, Haulier, and<br>Letter of Apartments | Birmingham ...                            | Nov. 21, 1888               | 98<br>of 1888     | Nov. 21, 1888               | 89                            | Debtor's  |   |
| 4414 | Critchley, William ...  | Residing at 5, Primrose-hill, Darwen, Lanca-<br>shire, and trading at 47, Market-street,<br>Darwen   | Draper ...                                   | Blackburn ...                             | Nov. 24, 1888               | 17<br>of 1888     | Nov. 24, 1888               | 15                            | Debtor's  |   |
| 4415 | Evans, David ...  | 41, Edward-street, Brighton, Sussex ...  | Butcher ...                                  | Brighton ...                              | Nov. 22, 1888               | 112<br>of 1888    | Nov. 22, 1888               | 76                            | Debtor's  |   |
| 4416 | Hartley, Thomas, and<br>Lonsdale, Ishmael<br>(trading as<br>Hartley and Co.)... | 23, Abel-street, Burnley<br>26, Cotton-street, late 10, Slater-terrace,<br>both in Burnley<br>Albion Mills, Whittlefield, Burnley, Lanca-<br>shire | Cotton Manufacturers ...                     | Burnley...                                | Nov. 23, 1888               | 23<br>of 1888     | Nov. 23, 1888               | 22                            | Debtor's  |   |
| 4417 | White, Henry Thomas ...   | Ednaston, Derbyshire ...   | Butcher and Cattle<br>Dealer                 | Burton-on-Trent                           | Nov. 21, 1888               | 16<br>of 1888     | Nov. 21, 1888               | 14                            | Debtor's  |   |
| 4418 | Studham, Thomas ...   | Mount Pleasant Farm, Blean, Kent ...   | Farmer ...                                   | Canterbury ...                            | Nov. 22, 1888               | 62<br>of 1888     | Nov. 22, 1888               | 58                            | Debtor's  |   |
| 4419 | Gage, George Frederick  | Great Clacton, Essex   | Licensed Victualler ...                      | Colchester ...                            | Nov. 24, 1888               | 30<br>of 1888     | Nov. 24, 1888               | 27                            | Debtor's  |   |
| 4420 | Moore, William ...  | Market-street and Springwell House, Dover-<br>court-road, both in Harwich, Essex   | Grocer and Provision<br>Merchant             | Colchester ...                            | Nov. 22, 1888               | 28<br>of 1888     | Nov. 22, 1888               | 25                            | Debtor's  |   |
| 4421 | Pettitt, Joseph ...   | Alphamstone, Essex ...   | Innkeeper...                                 | Colchester ...                            | Nov. 23, 1888               | 29<br>of 1888     | Nov. 23, 1888               | 26                            | Debtor's  |   |
| 4422 | Hulk, Abraham, jun. ...   | Tadworth Cottage, 1, Clifton-terrace, Dork-<br>ing, Surrey   | Artist ...                                   | Croydon ...                               | Nov. 22, 1888               | 49<br>of 1888     | Nov. 22, 1888               | 42                            | Debtor's  |   |
| 4423 | Lucas, William ...  | 100, Exeter-street, Plymouth ...   | Baker and Shipwright ...                     | East Stonehouse                           | Nov. 22, 1888               | 64<br>of 1888     | Nov. 22, 1888               | 50                            | Debtor's  |   |
| 4424 | Webber, Samuel...   | 3, Ebenezer-place, Paignton, Devonshire,<br>lately residing or trading at Paignton   | Builder...                                   | East Stonehouse                           | Nov. 22, 1888               | 63<br>of 1888     | Nov. 22, 1888               | 49                            | 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 proved in Creditor's Petition. |
|------|---------------------------|---|--|------------------|--------------------------|------------------|--------------------------|-------------------------|--|--|
| 4425 | Palmer, Michael ...       | 43, King-street West, Plymouth, and 35, East-street, East Stonehouse  | Bootmaker ...  | East Stonehouse  | Nov. 24, 1888            | 66 of 1888       | Nov. 24, 1888            | 51                      | Debtor's                                 |  |
| 4426 | Scott, Francis Cunningham | Bramford Hall, Ipswich ...  | Retired Colonel in Her Majesty's Service ...                   | Ipswich ...      | Nov. 22, 1888            | 36 of 1888       | Nov. 22, 1888            | 34                      | Debtor's                                 |  |
| 4427 | Foxton, John Dixon ...    | 193, Park-lane, Leeds, Yorkshire ...  | Cabinet Maker ...  | Leeds ...        | Nov. 24, 1888            | 93 of 1888       | Nov. 24, 1888            | 84                      | Debtor's                                 |  |
| 4428 | Osborn, John Rudrum ...   | 11, Bayswater-crescent, and late of Gladhow-road, both in Roundhay-road, Leeds, Yorkshire, formerly residing at 93, Joseph-street, Leeds-road, Bradford, Yorkshire, and trading at 95, Joseph-street, Leeds-road, Bradford  | Shopkeeper ...   | Leeds ...        | Nov. 23, 1888            | 92 of 1888       | Nov. 23, 1888            | 83                      | Debtor's                                 |  |
| 4429 | Edwards, Richard ...      | Residing at 173, Westminster-road, in the city of Liverpool, trading at 173, Westminster-road, 16, Brunswick-road, 142, London-road, and 196, Stanley-road, all in the city of Liverpool, and at 316, Derby-road, Bootle, Lancashire, also lately residing and trading at 32, Brunswick-road, Liverpool | Tripe Dealer and Furniture Broker                              | Liverpool ...    | Nov. 22, 1888            | 104 of 1888      | Nov. 22, 1888            | 81                      | Debtor's                                 |  |
| 4430 | Neal, John ...            | Residing at Moss Cottage, Gladstone-avenue, Luton, Bedfordshire, and trading at Barber's-lane, Luton  | Tea Dealer and Drysalter                                       | Luton ...        | Nov. 24, 1888            | 38 of 1888       | Nov. 24, 1888            | 35                      | Debtor's                                 |  |
| 4431 | Whita, Thomas George ...  | 91, High-street, Ventnor, Isle of Wight ...   | Shoosing and General Smith                                     | Newport and Ryde | Nov. 22, 1888            | 32 of 1888       | Nov. 22, 1888            | 22                      | Debtor's                                 |  |
| 4432 | Willetts, Mark ...        | Residing and trading at 49, Brasshouse-lane, Smethwick, Staffordshire, formerly trading at the White Swan Inn, Kate's-hill, Dudley, Worcestershire  | Beerhouse Keeper, formerly Licensed Victualler and Coal Dealer | Oldbury ...      | Nov. 22, 1888            | 14 of 1888       | Nov. 22, 1888            | 13                      | Debtor's                                 |  |
| 4433 | Carter, Harry Wyndham     | Her Majesty's Convict Prison, Chatham, Kent (undergoing sentence for a misdemeanour), lately residing at 5, Down-street, Piccadilly, Middlesex, and of the Kennington Hall Estate, near Ashford, Kent.  | Gentleman ...  | Rochester ...    | Oct. 6, 1888             | 18 of 1888       | Nov. 12, 1888            | 25                      | Creditor's                               | Sec. 4-1 (G.)  |
| 4434 | Tidy, Henry Joseph ...    | 1, Bell-road, Sittingbourne, Kent ...   | Builder and Undertaker   | Rochester ...    | Nov. 23, 1888            | 26 of 1888       | Nov. 23, 1888            | 26                      | 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 proved in Creditor's Petition. |
|------|--|--|---|-------------------------------------|--------------------------|----------------|--------------------------|-------------------------|--|--|
| 4435 | Leaper, William Adolphus (trading as Leaper and Co.)                   | Formerly of West-street, Havant, now trading in King-street, Emsworth, and residing at the Laurels, Emsworth, all in Hampshire           | Corn, Seed, and Manure Merchant   | Portsmouth ...                      | Nov. 23, 1888            | 47 of 1888     | Nov. 23, 1888            | 47                      | Debtor's                                 |  |
| 4436 | Johnson, James ...   | Irlam Moss, near Manchester, Lancashire ...  | Farmer and Market Gardener  | Salford ...                         | Nov. 23, 1888            | 25 of 1888     | Nov. 23, 1888            | 23                      | Debtor's                                 |  |
| 4437 | Johnson, Jeffrey ...   | Wooden Barn Farm, Chat Moss, near Manchester, Lancashire   | Farmer and Market Gardener  | Salford ...                         | Nov. 23, 1888            | 26 of 1888     | Nov. 23, 1888            | 24                      | Debtor's                                 |  |
| 4438 | Fletcher, Edward ...   | 214, High-street, Swansea, late 208, High-street, Swansea, Glamorganshire  | Late Showman, now out of business   | Swansea ...                         | Nov. 21, 1888            | 29 of 1888     | Nov. 21, 1888            | 23                      | Debtor's                                 |  |
| 4439 | Jones, Augustus Theophrastus (also trading as A. T. Jones and Company) | Bwlfa, Clydach, Glamorganshire ...   | Grocer, Ironmonger, and Commission Agent                                    | Swansea ...                         | Nov. 23, 1888            | 30 of 1888     | Nov. 23, 1888            | 24                      | Debtor's                                 |  |
| 4440 | Brooks, Thomas Henry ...   | Trelowarren-street, Camborne, Cornwall ...   | Cabinet Maker and Auctioneer  | Truro ...                           | Nov. 22, 1888            | 27 of 1888     | Nov. 22, 1888            | 24                      | Debtor's                                 |  |
| 4441 | Frederics, Arthur ...  | Merton Lodge, Merton-road, Tooting, Surrey   | Artists' Designer ...   | Wandsworth ...                      | Nov. 21, 1888            | 46 of 1888     | Nov. 21, 1888            | 36                      | Debtor's                                 |  |
| 4442 | Johnson, William ...   | Lately residing at 1, Market-street, Bilston, Staffordshire, now 26, Mount Pleasant, Bilston   | Manufacturers' Clerk ...  | Wolverhampton                       | Nov. 22, 1888            | 49 of 1888     | Nov. 22, 1888            | 42                      | Debtor's                                 |  |
| 4443 | Davies, William ...  | Plaskynaston Stores, Cefnawr, Ruabon, Denbighshire   | Draper and Grocer ...   | Wrexham ...                         | Nov. 23, 1888            | 23 of 1888     | Nov. 23, 1888            | 21                      | Debtor's                                 |  |
| 2820 | Gregory, Edward Townsend   | 21, Stockwell Park-crescent, Surrey, and 50, Old Broad-street, in the city of London   | Assistant Secretary to a Public Company                                     | High Court of Justice in Bankruptcy | June 1, 1888             | 650 of 1888    | June 16, 1888            | 414                     | Creditor's ...                           | Sec. 4-1 (G.)  |
| 4380 | Clarke, John Henry (trading as the West End Cycle Company)             | 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                                 |  |

## 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. |
|--|---|---|-------------------------------------|--------------|------------------------|-----------|--|-----------------------------|------------|--|--|
| Fisher, George, and...<br>Fisher, Stanley                    | Both of 112, Camberwell-road, Surrey  | Builders ... ..   | High Court of Justice in Bankruptcy | 997 of 1888  | Dec. 4, 1888           | 2.30 P.M. | 33, Carey-street, Lincoln's-inn, London                        | Dec. 21, 1888               | 12 noon    | 34, Lincoln's-inn-fields, London, W.C. |  |
| Heidenreich, Samuel<br>Behrens (trading as Brackman and Co.) | Lately carrying on business at 713, Commercial-road, Middlesex, now 7, Aldgate, in the city of London | ... ..  | High Court of Justice in Bankruptcy | 1182 of 1888 | Dec. 5, 1888           | 11 A.M.   | 33, Carey-street, Lincoln's-inn, London                        | Dec. 21, 1888               | 12 noon    | 34, Lincoln's-inn-fields, London, W.C. | Oct. 30, 1888                                      |
| Morgan, George<br>Joseph                                     | 121, Canterbury-road, Kilburn, Willesden  | Boot Dealer and Draper  | High Court of Justice in Bankruptcy | 1335 of 1888 | Dec. 6, 1888           | 11 A.M.   | 33, Carey-street, Lincoln's-inn, London                        | Dec. 20, 1888               | 12 noon    | 34, Lincoln's-inn-fields, London, W.C. | Nov. 13, 1888                                      |
| Read, Charles Hairby   | The Coal Exchange, in the city of London, and 45, High-street, Grays, Essex                           | Coal Agent ... ..   | High Court of Justice in Bankruptcy | 1295 of 1888 | Dec. 5, 1888           | 12 noon   | 33, Carey-street, Lincoln's-inn, London                        | Dec. 20, 1888               | 12 noon    | 34, Lincoln's-inn-fields, London, W.C. |  |
| Shiers, Michael<br>Robert                                    | 218, Uxbridge-road, Middlesex   | Tobacconist and Cigar Dealer                                      | High Court of Justice in Bankruptcy | 1235 of 1888 | Dec. 4, 1888           | 12 noon   | 33, Carey-street, Lincoln's-inn, London                        | Dec. 18, 1888               | 11.30 A.M. | 34, Lincoln's-inn-fields, London, W.C. | Nov. 6, 1888                                       |
| Turner, William<br>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 | Dec. 6, 1888           | 12 noon   | 33, Carey-street, Lincoln's-inn, London                        | Dec. 18, 1888               | 11.30 A.M. | 34, Lincoln's-inn-fields, London, W.C. | Nov. 13, 1888                                      |
| Williams, Evan ... ..  | 124 and 128, Rye-lane, Peckham, Surrey  | Draper ... ..   | High Court of Justice in Bankruptcy | 1330 of 1888 | Dec. 5, 1888           | 11 A.M.   | Bankruptcy - buildings, Portugal-street, Lincoln's-inn, London | Dec. 18, 1888               | 11.30 A.M. | 34, Lincoln's-inn-fields, London, W.C. |  |
| John, David ... ..   | 35, Wind-street, Aberdare, Glamorganshire   | Blacksmith ... ..   | Aberdare ... ..                     | 10 of 1888   | Dec. 4, 1888           | 12 noon   | Official Office, Tydfil  | Dec. 17, 1888               | 10.30 A.M. | Temperance Hall, Aberdare              | Nov. 14, 1888                                      |
| Thomas, Lewis ... ..   | 11, Fforchaman-road, Cwm-aman, Glamorganshire   | Tailor ... ..   | Aberdare ... ..                     | 11 of 1888   | Dec. 4, 1888           | 2 P.M.    | Official Office, Tydfil  | Dec. 17, 1888               | 10.30 A.M. | Temperance Hall, Aberdare              | Nov. 22, 1888                                      |
| Wallwork, James<br>Thomas                                    | Old-street, Ashton-under-Lyne, Lancashire   | Earthenware Dealer  | Ashton - under - Lyne               | 21 of 1888   | Dec. 4, 1888           | 11 A.M.   | Official Offices, Ogdens-chambers, Bridge-street, Manchester   | Dec. 6, 1888                | 1 P.M.     | Townhall, Ashton - under - Lyne        | Nov. 22, 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. |
|---|---|-------------------------|----------------|----------------|------------------------|------------|---|-----------------------------|------------|--|--|
| Huxtable, John ...  | Exford, Somersetshire ...   | Farmer and Builder      | Barnstaple ... | 18<br>of 1888  | Dec. 5, 1888           | 2 P.M.     | Office of Messrs. Sanders and Son, High-street, Barnstaple            | Dec. 17, 1888               | 2 P.M.     | Bridgehall, Barnstaple                     | Nov. 23, 1888                                      |
| Branson, Edwin<br>William   | 60, Dodworth-road, Barnsley, Yorkshire, late Victoria-road, West Melton, near Rotherham, Yorkshire  | Insurance Agent ...     | Barnsley ...   | 12<br>of 1888  | Dec. 5, 1888           | 10.30 A.M. | Offices of the Official Receiver, 1, Hanson-street, Barnsley          | Dec. 13, 1888               | 11.30 A.M. | County Court Hall, Regent-street, Barnsley | Nov. 22, 1888                                      |
| Burgess, Henry ...  | The Old Royal Oak Inn, Barnsley, Yorkshire  | Innkeeper ...           | Barnsley ...   | 11<br>of 1888  | Dec. 5, 1888           | 11 A.M.    | Offices of the Official Receiver, 1, Hanson-street, Barnsley          | Dec. 13, 1888               | 11.30 A.M. | County Court Hall, Regent-street, Barnsley | Nov. 22, 1888                                      |
| Goldthorpe, Alfred ...  | Staincross, near Barnsley, Yorkshire  | Farmer ...              | Barnsley ...   | 10<br>of 1888  | Dec. 5, 1888           | 10 A.M.    | Offices of the Official Receiver, 1, Hanson-street, Barnsley          | Dec. 13, 1888               | 11.30 A.M. | County Court Hall, Regent-street, Barnsley | Nov. 22, 1888                                      |
| Causar, William<br>George (trading as William Causar and Co.)                   | Worcester Works, Booth-street, Handsworth, Staffordshire, and residing at 14, Booth-street, Handsworth  | Engineer ...            | Birmingham ... | 96<br>of 1888  | Dec. 6, 1888           | 11 A.M.    | 25, Colmore - row, Birmingham   | Dec. 20, 1888               | 2 P.M.     | County Court, Birmingham                   |  |
| Cooper, Thomas, and<br>Cooper, John<br>(trading as<br>Thomas Cooper and<br>Son) | Aldergate - street, Tamworth, Staffordshire   | Corn Dealers ...        | Birmingham ... | 82<br>of 1888  | Dec. 5, 1888           | 11 A.M.    | 25, Colmore - row, Birmingham   | Dec. 20, 1888               | 2 P.M.     | County Court, Birmingham                   | Nov. 23, 1888                                      |
| Sills, John Saul ...  | Boston, Lincolnshire ...  | Solicitor and<br>Farmer | Boston ...     | 14<br>of 1888  | Dec. 6, 1888           | 12.15 P.M. | Office of the Official Receiver, 48, High-street, Boston              | Dec. 6, 1888                | 2 P.M.     | Sessions House, Boston                     | Nov. 21, 1888                                      |
| Delamare, Ernest ...  | 103, Blatchington - road, Hove, Sussex  | Bootmaker ...           | Brighton ...   | 111<br>of 1888 | Dec. 5, 1888           | 12 noon    | Bankruptcy - buildings, Portugal-street, Lincoln's-inn, London        | Dec. 20, 1888               | 11 A.M.    | Court - house, Church-street, Brighton     | Nov. 21, 1888                                      |
| Packer, Henry ...   | 20, Dean-street, St. George, Gloucestershire, lately residing and trading at 24, the Horsefair, before then at 98, Pennywell-road, in the out-parish of St. Philip and Jacob, and previously at 40, Lawrence-hill, in the out-parish of St. Philip and Jacob, all in the city and county of Bristol | Butcher ...             | Bristol ...    | 83<br>of 1888  | Dec. 6, 1888           | 3.30 P.M.  | Offices of the Official Receiver, Bank-chambers, Corn-street, Bristol | Dec. 7, 1888                | 12 noon    | Guildhall, Bristol                         |  |

## 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. |
|---|--|--|-------------------------------|------------|------------------------|------------|--|-----------------------------|-----------|--|--|
| Wood, John ...                            | Formerly Clough Head Farm, Barker House-road, and Seed Hill Wharf, Nelson, now Rose Cottage, Talbot-street, and Adlington-yard, Burnley, all in Lancashire | Farmer, Carting Agent, and Blacksmith    | Burnley ...                   | 22 of 1888 | Dec. 4, 1888           | 2.30 P.M.  | Exchange Hotel, Nicholas - street, Burnley               | Dec. 20, 1888               | 11 A.M.   | Court - house, Burnley                             |  |
| White, Henry Thomas                       | Ednaston, Derbyshire ...   | Butcher and Cattle Dealer                | Burton - on - Trent           | 16 of 1888 | Dec. 5, 1888           | 2.30 P.M.  | Official Receiver's Offices, St. James's-chambers, Derby | Dec. 19, 1888               | 12 noon   | Court - house, Station-street, Burton - on - Trent |  |
| Mason, Edward ...                         | Sudbury, Suffolk ...   | Ostler and Inn-keeper                    | Colchester ...                | 27 of 1888 | Dec. 5, 1888 ...       | 10.30 A.M. | Townhall, Colchester                                     | Dec. 5, 1888 ...            | 11 A.M.   | Townhall, Colchester                               | Nov. 23, 1888                                      |
| Moore, William ...                        | Market-street and Springwell House, Dovercourt-road, both in Harwich, Essex  | Grocer and Provision Merchant            | Colchester ...                | 28 of 1888 | Dec. 8, 1888 ...       | 10 A.M.    | Townhall, Colchester                                     | Dec. 8, 1888 ...            | 11 A.M.   | Townhall, Colchester                               | Nov. 23, 1888                                      |
| Pettitt, Joseph ...                       | Alphamstone, Essex ...   | Innkeeper...                             | Colchester ...                | 29 of 1888 | Dec. 8, 1888 ...       | 10.30 A.M. | Townhall, Colchester                                     | Dec. 8, 1888 ...            | 11 A.M.   | Townhall, Colchester                               | Nov. 23, 1888                                      |
| Wright, Lester ...                        | Alpha House, Anerley Park, Anerley, Surrey   | Draper ...                               | Croydon ...                   | 45 of 1888 | Dec. 5, 1888           | 3 P.M.     | 109, Victoria-street, Westminster                        | Dec. 6, 1888 ...            | 11 A.M.   | Townhall, Croydon                                  | Nov. 21, 1888                                      |
| Court, Edward (trading as Court Brothers) | 5, Dean's-terrace, Ploughcroft-lane, and Iona-street, Boothtown, both in Halifax, Yorkshire  | Cooper ...                               | Halifax ...                   | 31 of 1888 | Dec. 5, 1888 ...       | 11 A.M.    | Official Receiver's Offices, Halifax                     | Dec. 10, 1888               | 11 A.M.   | County Court-house, Halifax                        | Nov. 23, 1888                                      |
| Cliff, Joseph ...                         | 50, Stanley-street, Burslem, Staffordshire, and trading at Wharf-street, Burslem   | Carter ...                               | Hanley, Burslem, and Tunstall | 31 of 1888 | Dec. 7, 1888 ...       | 12 noon    | Official Receiver's Offices, Newcastle-under-Lyme        | Dec. 11, 1888               | 11 A.M.   | Townhall, Hanley                                   | Nov. 22, 1888                                      |
| Scott, Francis Cunningham                 | Bramford Hall, near Ipswich, Suffolk   | Retired Colonel in Her Majesty's Service | Ipswich...                    | 36 of 1888 | Dec. 6, 1888 ...       | 12.15 P.M. | Golden Lion Hotel, Ipswich                               | Dec. 20, 1888               | 11 A.M.   | Shirehall, Ipswich                                 |  |
| Sidney, Charles William Henry Humphrey    | The Vicarage, Gooderstone, Norfolk   | Clerk in Holy Orders                     | King's Lynn ...               | 17 of 1888 | Dec. 12, 1888          | 10.15 A.M. | Office of Mr. W. B. Whall, Market-square, King's Lynn    | Dec. 12, 1888               | 11 A.M.   | Court - house, King's Lynn                         | Nov. 23, 1888                                      |
| Cornick, Samuel, Charles Churchil         | The Vineries, Ashford, Middlesex   | Hothouse Fruit Grower                    | Kingston, Surrey              | 29 of 1888 | Dec. 4, 1888 ...       | 11 A.M.    | No. 16 Room, 30 and 31, St. Swithin's-lane, London, E.C. | Jan. 11, 1889...            | 3.30 P.M. | Court - house, Kingston, Surrey                    | Nov. 21, 1888                                      |

**FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.**

| Debtor's Name.  | Address.  | Description.   | Court.          | No.            | Date of First Meeting. | Hour.      | Place  | Date of Public Examination. | Time Hour. | Place.                    | Date of Order, if any, for Summary Administration. |
|---|---|--|-----------------|----------------|------------------------|------------|--|-----------------------------|------------|---------------------------|--|
| 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, all in Leeds, Yorkshire | Commission Agent   | Leeds ...       | 91<br>of 1888  | Dec. 5, 1888 ...       | 11 A.M.    | Official Receiver's Offices, 22, Park-row, Leeds                                       | Dec. 18, 1888               | 11 A.M.    | County Court-house, Leeds | Nov. 21, 1888                                      |
| Hulbert, Edward William   | 74, Northampton-square Leicester, Leicestershire  | Grocer and Provision Dealer                                  | Leicester ...   | 118<br>of 1888 | Dec. 4, 1888 ...       | 3 P.M.     | Offices of the Official Receiver, 28, Friar-lane, Leicester                            | Dec. 5, 1888 ...            | 10 A.M.    | The Castle, Leicester     | Nov. 24, 1888                                      |
| Hanscomb, Alfred James  | Aspley Guise, Bedfordshire  | Nurseryman ...   | Luton ...       | 36<br>of 1888  | Dec. 11, 1888          | 10.30 A.M. | Office of the Official Receiver, Park-street West, Luton                               | Dec. 11, 1888               | 11 A.M.    | Court - house, Luton      |  |
| Neal, John ...  | Residing at Moss Cottage, Gladstone-avenue, Luton, and trading at Barber's-lane, Luton, Bedfordshire  | Tea Dealer and Drysalter                                     | Luton ...       | 38<br>of 1888  | Dec. 6, 1888           | 12.30 P.M. | Office of Messrs. Ewen and Roberts, Solicitors, the Outer Temple, Strand, London, W.C. | Dec. 11, 1888               | 11 A.M.    | Court - house, Luton      |  |
| Stevens, William ...  | 2 and 4, Queen's-square, Luton, Bedfordshire  | Butcher ...  | Luton ...       | 37<br>of 1888  | Dec. 5, 1888           | 11 A.M.    | Office of Official Receiver, Park-street West, Luton                                   | Dec. 11, 1888               | 11 A.M.    | Court - house, Luton      |  |
| Garbett, Jane ...   | The Golden Lion Inn, High-street, Bridgnorth, Salop   | Licensed Victualler  | Madeley ...     | 13<br>of 1888  | Dec. 5, 1888 ...       | 2.30 P.M.  | County Court Office, Madeley   | Dec. 5, 1888                | 11.30 A.M. | County Court, Madeley     | Nov. 23, 1888                                      |
| Everett, Edward ...   | Brixworth, Northamptonshire   | Saddler ...  | Northampton ... | 39<br>of 1888  | Dec. 5, 1888 ...       | 3 P.M.     | County Court-buildings, Northampton  | Dec. 18, 1888               | 12 noon    | County Hall, Northampton  | Nov. 24, 1888                                      |
| Payne, Charles Henry, and<br>Cartwright, Norman Edward (lately trading as Cartwright and Co.) ... | Colwell - road, Wellingborough, Northamptonshire<br>Brook - road, Bootle - cum - Linacre, Lancashire<br>29, Gold-street, Kettering, Northamptonshire  | Brick, Sand, and Stone Merchants, and Hawlers by Steam Power | Northampton ... | 37<br>of 1888  | Dec. 6, 1888 ...       | 3 P.M.     | Royal Hotel, Kettering   | Dec. 18, 1888               | 12 noon    | County Hall, Northampton  |  |

## 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. |
|--|---|--|-------------------------------------|----------------|------------------------|------------|--|-----------------------------|------------|--|--|
| Leaper, William Adolphus (trading as Leaper and Co.)   | Formerly of West - street, Havant, now trading in King-street, Emsworth, and residing at the Laurels, Emsworth, Hampshire | Corn, Seed, Cake, and Manure Merchant      | Portsmouth                          | ... 47 of 1888 | Dec. 10, 1888...       | 3 P.M.     | 166, Queen-street, Portsea   | Dec. 10, 1888               | 12 noon    | 166, Queen-street, Portsea                   |  |
| Tidy, Henry Joseph...  | 1, Bell-road, Sittingbourne, Kent   | Builder and Undertaker                     | Rochester                           | ... 26 of 1888 | Dec. 7, 1888 ...       | 11.30 A.M. | Official Receiver's Office, High-street, Rochester                     | Dec. 17, 1888               | 2 P.M.     | Court - house, Eastgate, Rochester           |  |
| Fletcher, Edward ...   | 214, High-street, Swansea, Glamorganshire, late 208, High-street, Swansea   | Late Showman, now out of business          | Swansea                             | ... 29 of 1888 | Dec. 6, 1888...        | 12 noon    | Official Receiver's Office, 6, Rutland-street, Swansea                 | Dec. 20, 1888               | 11 A.M.    | Townhall, Swansea                            | Nov. 23, 1888                                      |
| Morgan, Morgan ...   | Blackwood, Monmouthshire  | Haulier and Coal Merchant                  | Tredegar                            | ... 9 of 1888  | Dec. 4, 1888...        | 11 A.M.    | Official Receiver's Office, Merthyr Tydfil                             | Dec. 7, 1888                | 10.30 A.M. | County Court Office, Church-street, Tredegar | Nov. 14, 1888                                      |
| 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                           | ... 31 of 1888 | Dec. 4, 1888...        | 11.30 A.M. | Official Receiver's Office, Bond - terrace, Wakefield                  | Dec. 6, 1888                | 11 A.M.    | Court - house, Wakefield                     |  |
| Sedgley, Joseph (trading as J. Sedgley and Co.)  | 3, Mill-street, Diglis, Worcester, and trading at Quay-street, Worcester  | Iron Merchant ...                          | Worcester                           | ... 44 of 1888 | Dec. 4, 1888...        | 11 A.M.    | Official Receiver's Office, Worcester                                  | Dec. 8, 1888                | 11.15 A.M. | Guildhall, Worcester                         |  |
| The following Amended Notice is substituted for that published in the London Gazette of the 23rd November, 1888. |   |  |                                     |                |                        |            |  |                             |            |  |  |
| Nathall, William Frost   | 10, Edith - terrace, West Brompton, Middlesex   | Retired General, Her Majesty's Indian Army | High Court of Justice in Bankruptcy | 755 of 1888    | Dec. 4, 1888...        | 11 A.M.    | Bankruptcy - buildings, Portugal-street, Lincoln's-inn-fields, London] | ... ..                      | ... ..     | ... ..                                       | Aug. 20, 1888                                      |



# ADJUDICATIONS.

No. 25878.

P

| Debtor's Name.   | Address.  | Description.   | Court.                              | No.          | Date of Order.     | Date of Petition. |
|--|---|--|-------------------------------------|--------------|--------------------|-------------------|
| Appleby, Walter ... ..   | 4, George-yard, Aldermanbury, lately trading at 26, Aldermanbury, both in the city of London  | Traveller, lately Trimming Manufacturer                      | High Court of Justice in Bankruptcy | 1337 of 1888 | Nov. 23, 1888 ...  | Nov. 9, 1888      |
| Boyce, Charles ... ..  | 4, Oxford-terrace, Green-street, Upton Park, Essex ... ..   | Provision Dealer ... ..                                      | High Court of Justice in Bankruptcy | 1316 of 1888 | Nov. 21, 1888, ... | Nov. 6, 1888      |
| Brown, Harry ... ..  | 1A, Limerston-street, Chelsea, Middlesex ... ..   | Bottle Dealer and General Merchant                           | High Court of Justice in Bankruptcy | 1363 of 1888 | Nov. 21, 1888 ...  | Nov. 19, 1888     |
| Frankcom, Edward James, and Hickman, John William (trading as E. J. Frankcom and Co.) ... .. | 515, Holloway-road, Middlesex<br>35, Fairmead-road, Upper Holloway, Middlesex<br>642A, Holloway-road, Middlesex ... ..  | Timber Merchants ... ..                                      | High Court of Justice in Bankruptcy | 1323 of 1888 | Nov. 23, 1888 ...  | Nov. 7, 1888      |
| Gregory, Edward Townsend ... ..  | 21, Stockwell Park-crescent, Surrey, and 50, Old Broad-street, in the city of London  | Assistant Secretary of a Public Company                      | High Court of Justice in Bankruptcy | 650 of 1888  | Nov. 21, 1888 ...  | June 1, 1888      |
| Harding, H. W. ... ..  | The Constitutional Club, Charing Cross, Middlesex, and lately of 55, Linden-gardens, Bayswater, Middlesex, present residence the petitioners are unable to ascertain  | Clerk in Holy Orders and a Member of the Constitutional Club | High Court of Justice in Bankruptcy | 1218 of 1888 | Nov. 21, 1888 ...  | Oct. 11, 1888     |
| Kemp, John ... ..  | Lately residing at the Beaconsfield Hotel, Green-lanes, and 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 | 1365 of 1888 | Nov. 24, 1888 ...  | Nov. 19, 1888     |
| Kendle, John... ..   | 9, Hamilton-terrace, High-road, Lower Clapton, Middlesex, formerly 7, Five Elms-terrace, Lower Clapton aforesaid  | Greengrocer ... ..   | High Court of Justice in Bankruptcy | 1363 of 1888 | Nov. 22, 1888 ...  | Nov. 22, 1888     |
| King, Franklin Sydney ... ..   | Billiter-square-buildings, Billiter-square, and 62, Mark-lane, both in the city of London, and Goulston-street, White-chapel, Middlesex, and Highfield, Addiscombe-road, Croydon, Surrey  | Builder and Contractor ... ..                                | High Court of Justice in Bankruptcy | 1123 of 1888 | Nov. 24, 1888 ...  | Sept. 17, 1888    |
| Pilgrim, Abel... ..  | The Lamb Tavern, Plaistow, Essex ... ..   | Builder and Publican ... ..                                  | High Court of Justice in Bankruptcy | 1214 of 1888 | Nov. 24, 1888 ...  | Oct. 10, 1888     |
| 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 | 1364 of 1888 | Nov. 23, 1888 ...  | Nov. 19, 1888     |
| Richards, Albert John ... ..   | 73, Sherbrooke-road, lately trading at 164, North End-road, both in Fulham, Middlesex   | Corn and Forage Merchant ... ..                              | High Court of Justice in Bankruptcy | 1130 of 1888 | Nov. 24, 1888 ...  | Sept. 20, 1888    |
| Terry, John ... ..   | 85, Farringdon-street, in the city of London, and Nelson House, 27, Medina-villas, Brighton, Sussex   | Accountant ... ..  | High Court of Justice in Bankruptcy | 1080 of 1888 | Nov. 22, 1888 ...  | Sept. 5, 1888     |

# ADJUDICATIONS—continued.

| Debtor's Name.   | Address.  | Description.   | Court.                              | No.          | Date of Order.    | Date of Petition. |
|--|---|--|-------------------------------------|--------------|-------------------|-------------------|
| Watson, Frederick Faircy ... ..  | 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 | 1369 of 1888 | Nov. 21, 1888 ... | Nov. 20, 1888     |
| Watson, John ... ..  | 189, Shoreditch, Middlesex, 35, Leather-lane, 34, Old-street, 4, Morris-street, 29, Columbia-road, 92, Wellington-road, and 20, Wentworth-street, all in Middlesex  | Baker ... ..   | High Court of Justice in Bankruptcy | 1382 of 1888 | Nov. 22, 1888 ... | Nov. 22, 1888     |
| Hardy, James ... ..  | 10, Woodside Grange-road, North Finchley, Middlesex   | Gentleman ... ..   | Barnet ... ..                       | 7 of 1888    | Nov. 23, 1888 ... | Nov. 20, 1888     |
| Huxtable, John ... ..  | Exford, Somersetshire ... ..  | Farmer and Builder ... ..  | Barnstaple ... ..                   | 18 of 1888   | Nov. 22, 1888 ... | Nov. 19, 1888     |
| Townsend, John Wood ... ..   | Old House Farm, Batheaston, Somersetshire ... ..  | Dairyman and Farmer ... ..   | Bath ... ..                         | 23 of 1888   | Nov. 22, 1888 ... | Oct. 16, 1888     |
| Icke, Samuel Bickley (trading as Samuel B. Icke and Coy.)                  | The Atlas Leather and Belting Works, Lionel-street, Birmingham, Warwickshire, and Kidderminster-street, Stour-bridge, Worcestershire, lately residing at 812, Hagley-road, Birmingham, and now residing in apartments at 53, Soho-hill, Handsworth, Staffordshire | Carrier and Leather Merchant ...   | Birmingham ...                      | 73 of 1888   | Nov. 22, 1888 ... | Sept. 18, 1888    |
| Newall, Benjamin (trading as Newall and Co.)                               | Residing and trading at 27, Edgbaston-street, Birmingham, Warwickshire  | Dealer in Tobacconists' Fancy Goods  | Birmingham ...                      | 89 of 1888   | Nov. 24, 1888 ... | Oct. 24, 1888     |
| Evans, David... ..   | 41, Edward-street, Brighton, Sussex ... ..  | Butcher ... ..   | Brighton ... ..                     | 112 of 1888  | Nov. 22, 1888 ... | Nov. 22, 1888     |
| Hartley, Thomas, and Lonsdale, Ishmael (trading as Hartley and Co.) ... .. | 23, Abel-street<br>26, Cotton-street, late 10, Slater-street, both in Burnley<br>Albion Mills, Whittlefield, all in Burnley, Lancashire ...   | Cotton Manufacturers ... ..  | Burnley ... ..                      | 23 of 1888   | Nov. 23, 1888 ... | Nov. 23, 1888     |
| White, Henry Thomas ... ..   | Ednaston, Derbyshire ... ..   | Butcher and Cattle Dealer ... ..   | Burton-on-Trent ...                 | 16 of 1888   | Nov. 21, 1888 ... | Nov. 21, 1888     |
| Studham, Thomas ... ..   | Mount Pleasant Farm, Blean, Kent ... ..   | Farmer ... ..  | Canterbury ... ..                   | 62 of 1888   | Nov. 22, 1888 ... | Nov. 22, 1888     |
| Gage, George Frederick ... ..  | Great Clacton, Essex ... ..   | Licensed Victualler ... ..   | Colchester ... ..                   | 30 of 1888   | Nov. 24, 1888 ... | Nov. 24, 1888     |
| Moore, William ... ..  | Market-street and Springwell House, Dovercourt-road, both in Harwich, Essex   | Grocer and Provision Merchant ...  | Colchester ... ..                   | 28 of 1888   | Nov. 22, 1888 ... | Nov. 22, 1888     |

# ADJUDICATIONS—continued.

| Debtor's Name.   | Address.  | Description.                                | Court.                 | No.            | Date of Order.    | Date of Petition. |
|--|---|---|------------------------|----------------|-------------------|-------------------|
| Wright, Lester ... ..  | Alpha House, Anerley Park, Anerley, Surrey ... ..   | Draper ... ..                               | Croydon ... ..         | 45<br>of 1888  | Nov. 21, 1888 ... | Oct. 15, 1888     |
| Wildgoose, John ... ..   | Wint House, Matlock Bath, Derbyshire ... ..   | Cab Proprietor and Livery Stables<br>Keeper | Derby ... ..           | 47<br>of 1888  | Nov. 21, 1888 ... | Nov. 1, 1888      |
| Lucas, William ... ..  | 100, Eketer-street, Plymouth ... ..   | Baker and Shipwright ... ..                 | East Stonehouse ... .. | 64<br>of 1888  | Nov. 23, 1888 ... | Nov. 22, 1888     |
| Webber, Samuel ... ..  | Ebenezer-place, Paignton, Devonshire, lately residing or<br>trading at Paignton   | Builder ... ..                              | East Stonehouse ... .. | 63<br>of 1888  | Nov. 22, 1888 ... | Nov. 21, 1888     |
| Sidney, Charles William Henry Humphrey                           | The Vicarage, Gooderstone, Norfolk ... ..   | Clerk in Holy Orders... ..                  | King's Lynn... ..      | 17<br>of 1888  | Nov. 23, 1888 ... | Nov. 19, 1888     |
| P Foxton, John Dixon ... ..                                      | 193, Park-lane, Leeds, Yorkshire ... ..   | Cabinet Maker ... ..                        | Leeds ... ..           | 93<br>of 1888  | Nov. 24, 1888 ... | Nov. 24, 1888     |
| Osborn, John Radrum ... ..                                       | 11, Bayswater-crescent, and late of Gledhow-road, both in<br>Roundhay-road, Leeds, Yorkshire, formerly residing at 93,<br>Joseph-street, Leeds-road, Bradford, Yorkshire, and trad-<br>ing at 95, Joseph-street, Leeds-road, Bradford   | Shop Keeper ... ..                          | Leeds ... ..           | 92<br>of 1888  | Nov. 23, 1888 ... | Nov. 23, 1888     |
| Neal, George Percival ... ..                                     | Filey House, Melton-road, Belgrave, Leicestershire ... ..   | Potato Merchant ... ..                      | Leicester ... ..       | 116<br>of 1888 | Nov. 15, 1888 ... | Nov. 6, 1888      |
| North, Sam ... ..  | Queniborough, Leicestershire, and 21, Belvoir-street, Leices-<br>ter  | Butcher and Farmer ... ..                   | Leicester ... ..       | 113<br>of 1888 | Nov. 15, 1888 ... | Nov. 2, 1888      |
| Smedley, James ... ..  | Orange-street, South Wigston, Leicestershire ... ..   | Ironfounders ... ..                         | Leicester ... ..       | 112<br>of 1888 | Nov. 23, 1888 ... | Oct. 29, 1888     |
| Smedley, Arthur Ebenezer, and ... ..                             | Station-street, South Wigston, Leicestershire   |   |                        |                |                   |                   |
| Smedley, Edwin James (trading as the<br>Wigston Foundry Company) | Orange-street, South Wigston, Leicestershire  |   |                        |                |                   |                   |
| Walker, Richard ... ..   | Rothley, Leicestershire ... ..  | Farmer and Blacksmith ... ..                | Leicester ... ..       | 114<br>of 1888 | Nov. 20, 1888 ... | Nov. 2, 1888      |
| Edwards, Richard ... ..  | 173, Westminster-road, in the city of Liverpool, and trading<br>at 173, Westminster-road, 16, Brunswick-road, 142, London-<br>road, 196, Stanley-road, all in the city of Liverpool, and<br>316, Derby-road, Bootle, Lancashire, and also lately residing<br>and trading at 32, Brunswick-road, Liverpool | Tripe Dealer and Furniture Broker...        | Liverpool ... ..       | 104<br>of 1888 | Nov. 22, 1888 ... | Nov. 22, 1888     |
| Stacey, Eliza Willmott ... ..                                    | Lately trading at the Harrington Restaurant, Harrington<br>Dock, Liverpool  | Lately Eating-house Keeper, Widow           | Liverpool ... ..       | 92<br>of 1888  | Nov. 24, 1888 ... | Oct. 8, 1888      |
| Neal, John ... ..  | Residing at Moss Cottage, Gladstone-avenue, Luton, Bed-<br>fordshire, and trading at Barber's-lane, Luton   | Tea Dealer and Drysalter ... ..             | Luton ... ..           | 38<br>of 1888  | Nov. 24, 1888 ... | Nov. 24, 1888     |

## ADJUDICATIONS—continued.

| Debtor's Name.  | Address.  | Description.   | Court.               | No.            | Date of Order.      | Date of Petition. |
|---|---|--|----------------------|----------------|---------------------|-------------------|
| Marsh, Charles Albert ... ..  | Hungerford, Berkshire ... ..  | Schoolmaster ... ..  | Newbury ... ..       | 7<br>of 1888   | Nov. 21, 1888 ...   | Oct. 26, 1888     |
| Wilson, James ... ..  | 2, St. Nicholas-buildings, Newcastle-on-Tyne ... ..   | Commission Agent ... ..  | Newcastle-on-Tyne... | 88<br>of 1888  | Nov. 23, 1888 [...] | Nov. 19, 1888     |
| Seager, Charles ... ..  | Thorness Farm, Northwood, Isle of Wight ... ..  | Farmer ... ..  | Newport and Ryde...  | 31<br>of 1888  | Nov. 16, 1888 ...   | Nov. 15, 1888     |
| Wareham, John Taylor, and<br>Secker, Richard (trading as<br>J. T. Wareham and Co.) ... .. | 7, Clytha Park-road, Newport, Monmouthshire<br>Vesey House, York-place, Newport<br>27, High-street, Newport ... ..  | Drapers... ..  | Newport, Mon. ... .. | 35<br>of 1888  | Nov. 23, 1888 ...   | Oct. 30, 1888     |
| Everett, Edward ... ..  | Brixworth, Northamptonshire ... ..  | Saddler... ..  | Northampton ... ..   | 39<br>of 1888  | Nov. 24, 1888 ...   | Oct. 16, 1888     |
| Gaskin, Charles ... ..  | East Dereham, Norfolk ... ..  | Seedsman ... ..  | Norwich ... ..       | 54<br>of 1888  | Nov. 22, 1888 ...   | Nov. 17, 1888     |
| Macmillan, Colin ... ..   | Residing and carrying on business at 53, Southey-street,<br>Nottingham, lately residing and carrying on business at<br>6, Radford-road, Nottingham  | Surgeon ... ..   | Nottingham... ..     | 120<br>of 1888 | Nov. 22, 1888 ...   | Nov. 14, 1888     |
| Slate, Arthur ... ..  | 170, Dame Agnes-street, Nottingham ... ..   | Baker ... ..   | Nottingham... ..     | 117<br>of 1888 | Nov. 22, 1888 ...   | Nov. 10, 1888     |
| Young, Charles ... ..   | 15, Alberta-terrace, Sherwood-rise, Nottingham ... ..   | Formerly Brewers' Traveller, now<br>out of business                                      | Nottingham... ..     | 116<br>of 1888 | Nov. 23, 1888 ...   | Nov. 9, 1888      |
| Tucker, Elisha Frederick ... ..   | Deddington, Oxfordshire ... ..  | Grocer and Provision Merchant ...  | Oxford ... ..        | 16<br>of 1888  | Nov. 24, 1888 ...   | Oct. 30, 1888     |
| Johnson, James ... ..   | Irlam Moss, near Manchester, Lancashire ... ..  | Farmer and Market Gardener ...   | Salford ... ..       | 25<br>of 1888  | Nov. 23, 1888 ...   | Nov. 23, 1888     |
| Johnson, Jeffrey ... ..   | Wooden Barn Farm, Chat Moss, near Manchester, Lancashire  | Farmer and Market Gardener ...   | Salford ... ..       | 26<br>of 1888  | Nov. 23, 1888 ...   | Nov. 23, 1888     |
| Dickinson, Sarah ... ..   | 147, Rock-street, Pitsmoor, Sheffield, Yorkshire, formerly<br>trading at 102, Westbar, Sheffield, now trading at 130,<br>Westbar, Sheffield   | Confectioner, Widow... ..  | Sheffield ... ..     | 73<br>of 1888  | Nov. 22, 1888 ...   | Nov. 5, 1888      |
| Gibson, William ... ..  | Now residing and trading at 158, Grimesthorpe-road, Shef-<br>field, Yorkshire, lately residing and trading at 44, Grimes-<br>thorpe-road aforesaid, and also lately trading at 30,<br>Hunsley-street, Grimesthorpe, Sheffield | New Boot and Shoe Maker, lately<br>Boot and Shoe Maker and Aërated<br>Water Manufacturer | Sheffield ... ..     | 77<br>of 1888  | Nov. 23, 1888 ...   | Nov. 13, 1888     |

ADJUDICATIONS—continued.

| Debtor's Name.   | Address.   | Description.   | Court.                                  | No.        | Date of Order.    | Date of Petition. |
|--|--|--|---|------------|-------------------|-------------------|
| Nattrass, Thomas ... ..  | Spring-street, Stockton-on-Tees, county of Durham ... ..   | Commercial Traveller ... ..  | Stockton - on - Tees and Middlesborough | 56 of 1888 | Nov. 21, 1888 ... | Oct. 15, 1888     |
| Deakin, William Oswald (trading as W. O. Deakin and Co.)   | Residing at Lightwood, in the borough of Longton, Staffordshire, and trading at the Folly, Fenton, Staffordshire   | Earthenware Manufacturer and Potters' Miller                               | Stoke-upon-Trent ...                    | 13 of 1888 | Nov. 22, 1888 ... | Nov. 6, 1888      |
| Fletcher, Edward ... ..  | 214, High-street, Swansea, late 208, High-street, Swansea, Glamorganshire  | Late Showman, now out of business  | Swansea ... ..                          | 29 of 1888 | Nov. 21, 1888 ... | Nov. 21, 1888     |
| Snow, Anna ... ..  | The Castle Inn, Porlock, Somersetshire ... ..  | Innkeeper ... ..   | Taunton ... ..                          | 17 of 1888 | Nov. 21, 1888 ... | Nov. 2, 1888      |
| Brooks, Thomas Henry ... ..  | Trelowarren-street, Camborne, Cornwall ... ..  | Cabinet Maker and Auctioneer ...   | Truro... ..                             | 27 of 1888 | Nov. 22, 1888 ... | Nov. 22, 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 | Nov. 23, 1888 ... | Nov. 12, 1888     |
| Jevon, William Dangerfield ... ..  | 1, Market-street, Bilston, Staffordshire ... ..  | Pawnbroker and Bootmaker ... ..  | Wolverhampton ... ..                    | 48 of 1888 | Nov. 23, 1888 ... | Nov. 20, 1888     |
| Davies, William ... ..   | Plaskynaston Stores, Cefnmawr, Ruabon, Denbighshire ...  | Draper and Grocer ... ..   | Wrexham ... ..                          | 23 of 1888 | Nov. 23, 1888 ... | Nov. 22, 1888     |
| <p><i>The following Amended Notice is substituted for that published in the London Gazette of the 23rd November, 1888.</i></p> |  |  |   |            |                   |                   |
| Larkman, Henry, the younger ... ..   | Thorpe Saint Andrew, Norfolk ... ..  | Builder and Contractor ... ..  | Norwich ... ..                          | 50 of 1888 | Nov. 20, 1888 ... | Oct. 30, 1888     |

## ORDERS ON APPLICATION TO APPROVE COMPOSITION OR SCHEME.

| Debtor's Name.  | Address.   | Description.                               | Court.                                 | No. of Matter. | Date of Order.    | Nature of Scheme or Composition sanctioned or Order made.   |
|---|--|--|--|----------------|-------------------|---|
| Alleyne, Edward Wentworth<br>Fisher Holder  | 75, Wellington-road, Bush Hill Park,<br>Enfield, Middlesex, lately carrying<br>on business at 83, Billiter-square-<br>buildings, in the city of London, and<br>also at Tilbury Docks, Tilbury, Essex,<br>as a member of the firm of J. A.<br>Wardell and Company | Ship and Insurance Agent<br>and Broker     | High Court of Justice<br>in Bankruptcy | 760<br>of 1888 | Nov. 21, 1888 ... | To pay in full forthwith, on the approval by the Court of<br>this Composition arrangement, all preferential debts as<br>directed by the Bankruptcy Act, 1883, and all preferential<br>debts of the late firm of J. A. Wardell and Co., in respect<br>of which the debtor's estate is liable, and proper fees,<br>costs, charges, and expenses. To pay to all the debtor's<br>separate unsecured creditors, in full discharge of all<br>debts provable under the Receiving Order, a Composition<br>of 4s. in the pound, and also to pay to the unsecured<br>creditors of the late firm of J. A. Wardell and Co. a<br>Composition of 1s. in the pound, such Compositions to<br>be respectively payable within one month after the date<br>of the Order of the Court approving this Composition<br>arrangement. Payment of the aforesaid preferential<br>debts, fees, costs, charges, and expenses, and the said<br>Compositions secured by depositing the amount thereof<br>with the Official Receiver. The Receiving Order is<br>rescinded |
| McMaster, James, and ...<br>McMaster, William John ...<br>(trading as ...<br>J. and W. J. McMaster, and as ...<br>W. J. McMaster and Co.) ... | 1, Stanhope-gardens, Middlesex<br>Toronto, Dominion of Canada<br><br>30 and 31, St. Swithin's-lane, London<br>Front-street, Toronto  | Warehousemen; ... ..                       | High Court of Justice<br>in Bankruptcy | 109<br>of 1888 | Nov. 22, 1888 ... | To pay in full forthwith, on the approval by the Court of<br>this Composition arrangement, all preferential debts as<br>directed by the Bankruptcy Act, 1883, and proper fees,<br>costs, changes, and expenses. To pay to all unsecured<br>creditors, in full discharge of all debts provable under the<br>Receiving Order, a Composition of 4s. 6d. in the pound,<br>payable in cash, within seven days from the confirmation<br>by the Court of the proposed Composition arrangement.<br>Payment of the preferential debts, fees, costs, charges,<br>and expenses and the Composition secured by the deposit<br>of the necessary amount with the Official Receiver. Mr.<br>Edward Scott, of 32, Gresham-street, E.C., is to receive<br>and distribute the Composition. The Receiving Order is<br>rescinded so far as regards the joint estate herein  |
| Fry, Henry Augustus (trading<br>as Arthur Lake Fry and<br>Son)  | Residing at 3, Bloomfield-place, Bath,<br>and trading at Dorchester-street and<br>Newark-street, Bath  | Timber Merchant and Saw<br>Mill Proprietor | Bath ... ..                            | 16<br>of 1888  | Nov. 8, 1888 ...  | Debtor's property to vest in a Trustee for sale, proceeds to<br>be held to pay (a) expenses of proceedings and sale; (b)<br>priority debts; (c) six shillings in the pound, in satisfaction<br>of other debts. Henry Butcher, 9, Broad-street, Bath,<br>Accountant, to be Trustee. G. C. Gobay, of Gloucester,<br>Henry Arthur Fry, of Bath, and James Edward Henshaw,<br>of Bath, to be Committee of Inspection. Sec. 22, of<br>Bankruptcy Act, 1883, to apply to Committee of Inspection.<br>Receiving Order rescinded  |



# 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.   |
|---------------------------|--|----------------------------|-----------------|----------------|-------------------|---|
| Danes, Parker ... ..      | Everton, Bedfordshire ... ..           | Farmer and Market Gardener | Bedford ... ..  | 14<br>of 1888  | Nov. 15, 1888 ... | To pay in full all preferential debts, and proper costs, charges, and expenses of, and incidental, to the proceedings, and all fees and percentages payable to the Official Receiver and the Board of Trade under the scale of fees and percentages in force for the time being; and to pay, to all unsecured creditors, in full discharge of all debts provable under the Receiving Order, a Composition of 2s. 6d. in the pound, to be secured to the satisfaction of the Official Receiver, and payable at the expiration of three months from the final acceptance of this offer. Receiving Order to be rescinded                       |
| Good, Harry Daniel ... .. | New Hall, Dymchurch, Kent ... ..       | Expenditor ... ..          | Hastings ... .. | 4<br>of 1888   | Nov. 19, 1888 ... | Composition of 6s. in the pound (making, with the Dividend already distributed, 10s. in the pound). The said Composition of 6s. in the pound to be paid within one month from the date of the Order. The Composition to be guaranteed to the satisfaction of the Official Receiver, and to be distributed by him. The order of adjudication made against the bankrupt on the 4th day of February, 1888, is hereby annulled  |
| Allen, Alfred ... ..      | West-street, Newbury, Berkshire ... .. | Painter ... ..             | Newbury ... ..  | 2<br>of 1888   | Nov. 14, 1888 ... | A Composition of 7s. 2d. in the pound to be paid within one month from the date of approval by the Court to all creditors who prove their debts. Composition and the costs of the bankruptcy to be guaranteed to the satisfaction of the Official Receiver. Preferential debts, fees, costs, charges, and expenses, and all debts directed by the Bankruptcy Act, 1883, to be paid in priority to other debts shall be so paid, and the amount thereof shall be lodged with the Official Receiver before the application to approve the Composition is made to the Court. The Receiving Order is rescinded, and the bankruptcy is annulled. |

## NOTICES OF INTENDED DIVIDENDS.

| Debtor's Name.   | Address.  | Description.   | Court.                              | No.          | Last Day for Receiving Proofs. | Name of Trustee.                                 | Address.  |
|--|---|--|-------------------------------------|--------------|--------------------------------|--|---|
| Atwell, Henry George<br>(trading as Atwell Brothers)                                   | 36, High-street, Kingsland, and 132 and 134, High-street, Homerton, both in Middlesex   | Draper ... ..  | High Court of Justice in Bankruptcy | 687 of 1888  | Dec. 14, 1888 ...              | Alfred Lister Blow ...                           | 28, King-street, Cheapside, London, E.C.                      |
| Covington, Joseph Richard  | 11, Collingwood-street, Blackfriars, Surrey, and residing at 194, Blackfriars-road, Surrey  | Omnibus Proprietor ... ..  | High Court of Justice in Bankruptcy | 1239 of 1888 | Dec. 12, 1888 ...              | R. P. Harding, Chief Official Receiver           | 33, Carey-street, Lincoln's-inn, London, W.C.                 |
| Dards, Joseph ... ..   | 485, Old Kent-road, Surrey, and 71, London-road, Surrey   | Mineral Water Manufacturer   | High Court of Justice in Bankruptcy | 790 of 1888  | Dec. 12, 1888 ...              | Eli Marsh Mullins ...                            | 128, Newington-causeway, S.E.                                 |
| De Gruchy, James Edward<br>(trading as De Gruchy and Company)                          | 10, Crescent-road, South Norwood Park, Surrey, trading at the Reliance Paper Works, 90, Clerkenwell-road, Middlesex   | Printer, Stationer, and Photographic Material Dealer                           | High Court of Justice in Bankruptcy | 376 of 1887  | Dec. 12, 1888 ...              | Richard Warner ...                               | 29, New Bridge-street, E.C.                                   |
| Emery, Henry ... ..  | Lynn Regis, Lausanne-road, Hornsey, Middlesex, and lately residing at 3, Westrop-villas, Canonbury, Middlesex   | Travelling Rug Manufacturer  | High Court of Justice in Bankruptcy | 1342 of 1887 | Dec. 12, 1888 ...              | R. P. Harding, Chief Official Receiver           | 33, Carey-street, Lincoln's-inn, London, W.C.                 |
| Heighton, William, and ...<br>Heighton, James ... ..<br>(trading as Heighton Brothers) | 18, High-road, Kilburn, Middlesex<br>11 and 12, Chapel-street, Edgware-road<br>18, High-road, Kilburn, 11 and 12, Chapel-street, Edgware-road, and Burne-street, Edgware-road, all in Middlesex | Ironmongers ... ..   | High Court of Justice in Bankruptcy | 627 of 1885  | Dec. 17, 1888 ...              | Ernest Foreman, and...<br>Henry William Figg ... | 57, Gracechurch-street, E.C.<br>37, Upper Thames-street, E.C. |
| Hicklin, Alfred ... ..   | Newington Green-road, Middlesex ... ..  | Timber Merchant ... ..   | High Court of Justice in Bankruptcy | 1112 of 1887 | Dec. 10, 1888 ...              | Daniel Norton ...                                | 22 and 25, Wharf-road, City-road, N.                          |
| Jones, John ... ..   | 298 and 300, Edgware-road, Middlesex, formerly trading at 44, St. George's-place, Knightsbridge, and lately residing at 20, Randolph-road, Maida Vale, both in Middlesex                        | Hosier, Hatter, and Tailor ...   | High Court of Justice in Bankruptcy | 792 of 1888  | Dec. 12, 1888 ...              | John Daniel Viney ...                            | 99, Cheapside, London, E.C.                                   |
| Norris, Alfred ... ..<br>(Separate Estate)   | 54, Bishopsgate-street Within, London ... ..  | Wholesale Stationer and Printer, trading with Henry Norris, as Norris and Son  | High Court of Justice in Bankruptcy | 298 of 1887  | Dec. 15, 1888 ...              | W. Keith ... ..                                  | 21, Lime-street, Fenchurch-street, E.C.                       |
| Norris, Henry ... ..<br>(Separate Estate)  | 54, Bishopsgate-street Within, London ... ..  | Wholesale Stationer and Printer, trading with Alfred Norris, as Norris and Son | High Court of Justice in Bankruptcy | 298 of 1887  | Dec. 15, 1888 ...              | W. Keith ... ..                                  | 21, Lime-street, Fenchurch-street, E.C.                       |
| O'Connor, Cornelius ...  | Late 4, Prince's-street, Hanover-square, Middlesex, now 4, Kellott-road, Brixton, Surrey  | Tailor ... ..  | High Court of Justice in Bankruptcy | 690 of 1885  | Dec. 12, 1888 ...              | F. H. Collison ...                               | 99, Cheapside, London, E.C.                                   |

NOTICES OF INTENDED DIVIDENDS—continued.

No. 25878.

Q

| Debtor's Name  | Address.  | Description.  | Court.                              | No.          | Last Day for<br>Receiving Proofs. | Name of Trustee.                             | Address.  |
|--|---|---|-------------------------------------|--------------|-----------------------------------|--|---|
| Rutherford, Patrick (trading as Rutherford and Son)                    | Lately trading at 7, Great Marlborough-street, Middlesex, present residence the Petitioning Creditors are unable to ascertain   | Tailor ... ..   | High Court of Justice in Bankruptcy | 631 of 1888  | Dec. 14, 1888 ...                 | C. J. Singleton ...                          | 8, Staple-inn, W.C.   |
| Sharp, Joseph (trading as J. Sharp and Co. and also as Davies and Co.) | 48, Barbican, London, and 1, Kemble-road, Forest Hill, Surrey   | Packing Case Manufacturer, and Manufacturer of Day Light Reflectors | High Court of Justice in Bankruptcy | 126 of 1886  | Dec. 17, 1888 ...                 | Ernest Foreman ...                           | 57, Gracechurch-street, London, E.C.  |
| Van Walwyk, William ...  | 16, Clerkenwell-road, Middlesex ... ..  | Diamond Mounter ... ..  | High Court of Justice in Bankruptcy | 631 of 1887  | Dec. 12, 1888 ...                 | R. P. Harding, Chief Official Receiver       | 33, Carey-street, Lincoln's-inn, London, W.C.                               |
| Watkins, Theophilus ...  | 47 and 49, Lamb's Conduit-street, and Woodside, North Finchley, both in Middlesex   | Upholsterer ... ..  | High Court of Justice in Bankruptcy | 1436 of 1887 | Dec. 14, 1888 ...                 | James L. Fiedler ...                         | Baker, Gibson, and Fiedler, 19, and 21, Queen Victoria-street, London, E.C. |
| Wood, Roderick W. ...  | 7E, Cornwall-residences, Clarence Gate, Regent's Park, Middlesex  | Gentleman ... ..  | High Court of Justice in Bankruptcy | 542 of 1886  | Dec. 15, 1888 ...                 | P. Paget, Trustee ...                        | 34, Lincoln's-inn-fields, London, W.C.                                      |
| Baron, Joseph ... ..   | 17, Market-place, Hyde, Cheshire, and residing at 58, Edna-street, Hyde   | Grocer and Provision Dealer   | Ashton-under-Lyne and Stalybridge   | 16 of 1888   | Dec. 12, 1888 ...                 | Samuel Tilzey ... ..                         | 79, Mosley-street, Manchester   |
| Marshall, Louisa ... ..  | 29, Lansdowne-place, Hove, Sussex ... ..  | Boarding-house Keeper ...   | Brighton ... ..                     | 104 of 1885  | Dec. 12, 1888 ...                 | A. Mackintosh, Official Receiver             | 4, Pavilion-buildings, Brighton   |
| Worsley, George ... ..   | 37, West-street and 37 and 38, Russell-street, Brighton, Sussex   | China, Glass, and General Dealer                                    | Brighton ... ..                     | 53 of 1888   | Dec. 23, 1888 ...                 | Frederick George Clark, Chartered Accountant | 56, Ship-street, Brighton   |
| Wyborn, John William ...   | 2, Queen's-place, Shoreham, Sussex ... ..   | Grocer ... ..   | Brighton ... ..                     | 14 of 1886   | Dec. 12, 1888 ...                 | A. Mackintosh, Official Receiver             | 4, Pavilion-buildings, Brighton   |
| Briggs, George ... ..  | 3, Tressillian-terrace, Cardiff, Glamorganshire, and trading at 2, Tressillian-terrace, and at 6, St. John's-square, Cardiff  | Confectioner ... ..   | Cardiff ... ..                      | 3 of 1888    | Dec. 12, 1888 ...                 | T. H. Stephens, Official Receiver            | 29, Queen-street, Cardiff   |
| Carter, Richard ... ..   | Saint Mary-street, Cardiff, Glamorganshire ...  | Fishmonger and Fruiterer ...  | Cardiff ... ..                      | 29 of 1887   | Dec. 12, 1888 ...                 | T. H. Stephens, Official Receiver            | 29, Queen-street, Cardiff   |
| Sweeting, Charles Lawrence   | 96, High-street and Buckingham House, both in Cheltenham, Gloucestershire   | Auctioneer and House Agent  | Cheltenham ... ..                   | 9 of 1888    | Dec. 6, 1888 ...                  | George Norman ... ..                         | 9, Clarence-street, Cheltenham  |
| Schofield, Edward ... ..   | 18, Compton-street, Chesterfield, Derbyshire, lately residing in Sheffield-road, Chesterfield, afterwards in Queen-street, Chesterfield, and afterwards at 11, Compton-street, Chesterfield | Late Solicitor's Clerk, now out of employment                       | Chesterfield ... ..                 | 5 of 1888    | Dec. 11, 1888 ...                 | Official Receiver ...                        | St. James's-chambers, Derby   |

NOTICES OF INTENDED DIVIDENDS—*continued.*

| Debtor's Name.   | Address.   | Description.  | Court.               | No.           | Last Day for<br>Receiving Proofs. | Name of Trustee.                          | Address.                          |
|--|--|---|----------------------|---------------|-----------------------------------|---|-----------------------------------|
| Stovell, Thomas ...  | The Black Swan Inn, Cobham, Surrey ...   | Licensed Victualler ...   | Croydon ...          | 29<br>of 1888 | Dec. 10, 1888 ...                 | Cecil Mercer ...                          | 109, Victoria-street, Westminster |
| Broomhead, Robert ...  | Mill-street, Bakewell, Derbyshire ...  | Plumber and Glazier ...   | Derby ...            | 6<br>of 1888  | Dec. 11, 1888 ...                 | Official Receiver ...                     | St. James'-chambers, Derby        |
| Gaskin, Seth ...   | Willington, Derbyshire ...   | Builder ...   | Derby ...            | 36<br>of 1888 | Dec. 11, 1888 ...                 | Official Receiver ...                     | St. James'-chambers, Derby        |
| Hart, Jonathan, and<br>Brier, Charles William ...  | Crackenedge-square, Dewsbury, Yorkshire ...<br>35, Hartington-street, Barrow-in-Furness, Lancashire, trading at Dewsbury and Barrow-in-Furness | Contractors ...   | Dewsbury ...         | 43<br>of 1886 | Dec. 12, 1888 ...                 | William Whiteley ...                      | Market-place, Dewsbury            |
| Hardingham, Thomas<br>Hopwood and<br>Hardingham, Charles<br>Stephen (trading as<br>Hardingham and Son) ...               | Wellesley-road, Great Yarmouth, Norfolk<br>Wellesley-road, Great Yarmouth<br>Regent-street, Great Yarmouth, Norfolk ...                        | Factors ...   | Great Yarmouth ...   | 16<br>of 1888 | Dec. 10, 1888 ...                 | Alfred Horace Bateman                     | 2A, South-quay, Great Yarmouth    |
| Burn, Richard (trading<br>as Richard Burn and<br>Co.)  | Batavia-buildings, Hackins Hey, Liverpool, Lancashire  | Shipbroker ...  | Liverpool ...        | 80<br>of 1887 | Dec. 10, 1888 ...                 | George Nicholson ...                      | 24, North John-street, Liverpool  |
| Child, William, and<br>Binning, Joseph ...<br>(trading as<br>Child, Binning and Co. ...<br>and as<br>J. Binning and Co.) | 47, Monton-street, Greenhays, Manchester ...<br>Calcutta, India<br>68, Major-street, Manchester<br>Calcutta, India                             | Merchants and Commission<br>Agents.   | Manchester ...       | 34<br>of 1886 | Jan. 22, 1889 ...                 | David Smith, Chartered Accountant         | 22, Booth-street, Manchester      |
| Child, William ...<br>(Separate Estate)  | 47, Monton-street, Greenhays, Manchester ...   | Merchant and Commission<br>Agent, trading with Joseph<br>Binning as Child, Binning,<br>and Co., and as J. Binning,<br>and Co. | Manchester ...       | 34<br>of 1886 | Dec. 10, 1888 ...                 | David Smith, Chartered Accountant         | 22, Booth-street, Manchester      |
| Brown, James (trading as<br>James Brown and Son)   | 7, Saint John-street, Percy Main, Tynemouth, Northumberland, and 10, Bull-Ring, North Shields.   | Tailors' Cutter, Grocer and<br>Provision Dealer   | Newcastle-on-Tyne... | 13<br>of 1888 | Dec. 11, 1888 ...                 | Arthur S. Maples<br>Official Receiver     | Pink-lane, Newcastle-on-Tyne      |
| Jones, William ...   | Forge Hammer Inn, Cwmbran, Monmouthshire   | Licensed Victualler ...   | Newport, Mon. ...    | 16<br>of 1886 | Dec. 7, 1888 ...                  | John Young ...                            | 7, Tredegar-place, Newport, Mon.  |
| Weatherhead, Henry ...   | Thirsk, Yorkshire ...  | Stationer, Bookseller, and<br>Newsagent   | Northallerton ...    | 14<br>of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs,<br>Official Receiver | 8, Albert-road, Middlesborough    |

## NOTICES OF INTENDED DIVIDENDS—continued.

| Debtor's Name.  | Address.  | Description.   | Court.                                  | No.        | Last Day for Receiving Proofs. | Name of Trustee.                       | Address.  |
|---|---|--|---|------------|--------------------------------|--|---|
| Blatherwick, Thomas ...                               | Residing and trading at 12, Wright-street, and lately residing and trading at 44, Birkin-terrace, Saint Ann's Well-road, both in Nottingham                         | Painter and Paper Hanger, lately trading with Henry, Brown, as Blatherwick and Brown | Nottingham...                           | 74 of 1887 | Dec. 11, 1888 ...              | Henry R. Thorpe, Official Receiver     | 1, High-pavement, Nottingham                      |
| Wilkie, Robert Ivo ...                                | 81, Sherwood-street and Mornington-street, both in Nottingham   | Builder ... ..   | Nottingham...                           | 32 of 1887 | Dec. 11, 1888 ...              | Henry R. Thorpe, Official Receiver     | 1, High-pavement, Nottingham                      |
| Palmer, William ...                                   | Sweeney's-buildings, 30, Corbett-street, Smethwick, Staffordshire   | Journeyman Brassworker ...   | Oldbury ...                             | 49 of 1887 | Dec. 14, 1888 ...              | Luke Jesson Sharp, Official Receiver   | Whitehall - chambers, 25, Colmore-row, Birmingham |
| Smith, Isaac Esau ...                                 | Sam's-lane, West Bromwich, Staffordshire ...  | Builder and Milk Seller ...  | Oldbury ...                             | 43 of 1886 | Dec. 14, 1888 ...              | Luke Jesson Sharp, Official Receiver.  | Whitehall - chambers, 25, Colmore-row, Birmingham |
| Thompson, William ...                                 | Bristnall Fields, Warley, near Oldbury, Worcestershire  | Maltster and Coal Dealer   | Oldbury ...                             | 10 of 1887 | Dec. 14, 1888 ...              | Luke Jesson Sharp, Official Receiver   | Whitehall - chambers, 25, Colmore-row, Birmingham |
| Morris, Peter ...                                     | 1, Glodwick, Oldham, Lancashire, formerly of 123, Pitt-street West, Oldham  | Coal Dealer ... ..   | Oldham ...                              | 20 of 1888 | Dec. 12, 1888 ...              | Hesketh Booth, Official Receiver.      | Priory - chambers, Union-street, Oldham           |
| Robinson, Edward (trading as Edward Robinson and Co.) | Moorside House, Wardle, near Rochdale, Lancashire, trading at Moorside Mill, Wardle   | Finisher of Woollen and Cotton Goods.  | Oldham ...                              | 3 of 1888  | Dec. 14, 1888 ...              | Hesketh Booth, Official Receiver       | Priory - chambers, Union-street, Oldham           |
| Siddall, George ...                                   | 102, Molesworth-street, Rochdale, Lancashire...   | Draper ... ..  | Oldham ...                              | 17 of 1888 | Dec. 12, 1888 ...              | Hesketh Booth, Official Receiver       | Priory - chambers, Union-street, Oldham           |
| Croom, Henry Lance ...                                | 11 and 12, Commercial-road, Bournemouth, Hampshire, residing at Sunnysdale, Lansdowne-road, Bournemouth, and lately trading at Market-place, Blandford, Dorsetshire | Auctioneer, Cabinet Maker, Undertaker, and Upholsterer                               | Poole...                                | 14 of 1888 | Dec. 18, 1888 ...              | Ernest Foreman ...                     | 57, Gracechurch-street, London, E.C.              |
| Blacow, Thomas ...                                    | Staining, near Poulton-le-Fylde, Lancashire ...   | Wheelwright ... ..   | Preston ...                             | 29 of 1888 | Dec. 11, 1888 ...              | Thomas Edelston, Official Receiver     | 14, Chapel-street, Preston                        |
| Hollway, Samuel ...                                   | 4, Queen's-buildings, Fishergate, Preston, Lancashire   | Draper ... ..  | Preston ...                             | 28 of 1888 | Dec. 11, 1888 ...              | Thomas Edelston, Official Receiver     | 14, Chapel-street, Preston                        |
| Arkell, Alexander Ror-danz                            | Late of Lloyd-street, now of 25, Marston-road, and trading at Browning-street, all in Stafford  | Leather Merchant ... ..  | Stafford ...                            | 12 of 1888 | Dec. 12, 1888 ...              | J. J. Sudbury ...                      | Official Receiver, Ludlow                         |
| Davison, William (trading as Davison and Son)         | Residing at Croft-road, Darlington, and trading at 37, Northgate, Darlington, in the county of Durham   | Paint, Varnish, and Brush Merchant, Painter and Paper Hanger                         | Stockton - on - Tees and Middlesborough | 44 of 1888 | Dec. 14, 1888 ...              | John Richard Stubbs, Official Receiver | 8, Albert - road, Middlesborough                  |
| Doughty, John ...                                     | Stockton-on-Tees, county of Durham ...  | Builders' Merchant ... ..  | Stockton - on - Tees and Middlesborough | 42 of 1888 | Dec. 14, 1888 ...              | John Richard Stubbs, Official Receiver | 8, Albert - road, Middlesborough                  |

## NOTICES OF INTENDED DIVIDENDS—continued.

| Debtor's Name.               | Address.   | Description.  | Court.                                  | No.        | Last Day for<br>Receiving Proofs. | Name of Trustee.                         | Address.                         |
|------------------------------|--|---|---|------------|-----------------------------------|--|----------------------------------|
| Dufour, Nicholas Joseph...   | Crown and Thistle Inn, Stockton-on-Tees, in the county of Durham   | Innkeeper, Bottled Ale and Porter Dealer and Mineral Water Manufacturer | Stockton - on - Tees and Middlesborough | 33 of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Knott, Thomas ... ..         | Residing at Glenhowe, Saltburn-by-the-Sea, in the North Riding of Yorkshire, and trading at 5, the Royal Exchange, Middlesborough, Yorkshire       | Merchant and Commission Agent   | Stockton - on - Tees and Middlesborough | 49 of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Mitchinson, William ... ..   | Potto, near Northallerton, Yorkshire ... ..  | Farmer ... ..   | Stockton - on - Tees and Middlesborough | 39 of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Pilkington, George ... ..    | 10, Wood-street, Stockton-on-Tees, county of Durham  | Surgeon ... ..  | Stockton - on - Tees and Middlesborough | 12 of 1886 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Spink, Thomas ... ..         | 6, Cobden-street, Stockton-on-Tees, in the county of Durham  | Soda Water Manufacturer ...   | Stockton - on - Tees and Middlesborough | 54 of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Walker, Thomas ... ..        | Pensbury-street, North Eastern-terrace, and Park-street Darlington, county of Durham, and of Moor House Farm, East Cowton, North Riding, Yorkshire | Furniture Agent, Milk Seller, Farmer and Butcher                        | Stockton - on - Tees and Middlesborough | 38 of 1888 | Dec. 14, 1888 ...                 | John Richard Stubbs, Official Receiver   | 8, Albert - road, Middlesborough |
| Tate, Joseph ... ..          | Wentbridge, near Pontefract, Yorkshire ... ..  | Farmer ... ..   | Wakefield ... ..                        | 24 of 1887 | Dec. 12, 1888 ...                 | Jas. Wm. Bentley ...                     | Knottingley, Auctioneer;         |
| Butler, Philip (the younger) | 41, High-street, Leamington Spa, Warwickshire  | Butcher ... ..  | Warwick ... ..                          | 11 of 1888 | Dec. 11, 1888 ...                 | Edward Thomas Peirson, Official Receiver | 17, Hertford-street, Coventry    |
| Knapton, Albert ... ..       | Station Bridge, and Benwell Cottage, both in Harrogate, Yorkshire  | Grocer, and Patent Medicine Vendor                                      | York ... ..                             | 36 of 1888 | Dec. 11, 1888 ...                 | Edward Towler Wilkinson                  | 28, Stonegate, York              |



# NOTICES OF DIVIDENDS.

| Debtor's Name.   | Address.  | Description.  | Court.                                 | No.             | Amount per Found.  | First, or Final, or Otherwise. | When Payable.                                    | Where Payable.  |
|--|---|---|--|-----------------|--------------------|--------------------------------|--|---|
| Cutler, Herbert L., and ...<br>Broad, Herbert Alderton<br>(lately trading as<br>H. A. Broad) | 174, Regent-street, Middlesex ... ..  | Glovers and General<br>Fancy Dealers                                  | High Court of Justice<br>in Bankruptcy | 1347<br>of 1887 | 1s.                | First and<br>Final             | Nov. 30, 1888 ...                                | Offices of Messrs. Josolyne,<br>Miles, and Blow, 28, King-<br>street, Cheapside, E.C. |
| Israel, Julius (trading as<br>Isidor Israel and Co.)   | Now or late 9A, Curtain-road, Shoreditch,<br>Middlesex, and 45, Finsbury Park-road,<br>Stoke Newington, Middlesex   | Wholesale Confectioner  | High Court of Justice<br>in Bankruptcy | 193<br>of 1885  | 0 $\frac{1}{2}$ d. | First and<br>Final             | Any day (except<br>Saturday) between<br>11 and 2 | Offices of the Trustee, 34,<br>Lincoln's-inn-fields, London                           |
| Selinger, Sidney (trading<br>as Selinger Brothers)   | 9, Manchester-avenue, Aldersgate-street,<br>and late 120, Fore-street, both in the city<br>of London, and residing at 108, Wilber-<br>force-road, Finsbury Park, Middlesex  | China, Glass, Earthen-<br>ware, and Fancy Goods<br>Importer and Agent | High Court of Justice<br>in Bankruptcy | 547<br>of 1888  | 4 $\frac{1}{2}$ d. | First and<br>Final             | Any day (except<br>Saturday) between<br>11 and 2 | Offices of the Chief Official<br>Receiver, 33, Carey-street,<br>Lincoln's-inn, London |
| Hayward, Robert ...  | 6, Stall-street, Bath, and Paradise Stables,<br>Wells-road, Bath  | Grocer and Provision<br>Dealer  | Bath ... ..                            | 6<br>of 1888    | 2s. 2d.            | First and<br>Final             | On and after Nov.<br>28, 1888                    | Office of E. T. Collins, 39,<br>Broad-street, Bristol                                 |
| Watson, Walter ...   | Grafton Villa, Golden Hillock-road, Small-<br>heath, Birmingham   |   |  |                 |                    |                                |  |   |
| Lidgley, William<br>and  | Highworth Lodge, Grove-road, Hounslow,<br>Middlesex   |   |  |                 |                    |                                |  |   |
| Watson, Frederick<br>(lately trading as<br>Lupino Brothers)                                  | Back of 104, Crooksmore-road, Sheffield,<br>Yorkshire   |   |  |                 |                    |                                |  |   |
| and also as  | Lately trading at 514, Kings-<br>land-road, and 431, Commercial-road,<br>Middlesex, 21, King-street, Reading,<br>Berkshire, 52, Fore-street, Devonport,<br>Devonshire, 5, Bedford-street, Plymouth,<br>Devonshire, High-street, Barnstaple,<br>Devonshire, 17, Custom-house-street,<br>Cardiff, Glamorganshire, 48, Snig-hill,<br>Sheffield, Yorkshire, Station - street,<br>Burton-on-Trent, Staffordshire, 4, South<br>Parade, Nottingham, 31, Boar-lane, Leeds,<br>Yorkshire, 1 and 2, Moor - street,<br>Birmingham, Warwickshire, 1, Cross-hill,<br>Luton, Bedfordshire, and 77, Cleethorpe-<br>road, Grimsby, Lincolnshire |   |  |                 |                    |                                |  |   |
| James Walters and<br>Lupino Brothers)  | Also at 125, Moor-street, Birmingham,<br>Warwickshire   | Fancy Dealers and<br>General Merchants                                | Birmingham ...                         | 30<br>of 1888   | 7 $\frac{1}{2}$ d. | First and<br>Final             | Dec. 13, 1888 ...                                | Office of Barnes, Attree, and<br>Co., 52, Gracechurch-street                          |
| Fleming, William Daniel<br>and   | Residing at Wood Bank, Bingley, Yorkshire   |   |  |                 |                    |                                |  |   |
| Fraser, John Williamson<br>(trading as<br>Fleming, Fraser, and Co.)                          | Residing at Bawdon, near Leeds, Yorkshire   |   |  |                 |                    |                                |  |   |
|  | Trading together at Hall Ings, Bradford,<br>Yorkshire   | Stuff Merchants ... ..  | Bradford ... ..                        | 34<br>of 1888   | 2s. 6d.            | First                          | Dec. 3, 1888... ..                               | Office of James C. Wright,<br>the Trustee, Market-street-<br>chambers, Bradford       |

## NOTICES OF DIVIDENDS—continued.

| Debtor's Name.   | Address.   | Description.                              | Court.         | No.           | Amount per Pound.                     | First, or Final, or Otherwise. | When Payable.  | Where Payable.  |
|--|--|---|----------------|---------------|---------------------------------------|--------------------------------|--|---|
| Whitehead, Smith ...<br>Whitehead, William Rennie<br>and<br>Whitehead, Virgil ...<br>(trading as<br>S. Whitehead and Sons) | Nelson, near Colne<br>Nelson, near Colne<br><br>Nelson, near Colne<br>Albert Mills, Nelson, and 6, Booth-street,<br>Bradford                                   | Manufacturers ...                         | Bradford ...   | 70<br>of 1887 | 2 <sup>11</sup> / <sub>16</sub> d.    | Final                          | Dec. 6, 1888...  | Offices of Messrs. P. and E. Musgrave, Public Accountants, 1, Bank-street, Bradford                               |
| Bartlett, Sarah Annie ...  | 60, Western-road, Brighton, heretofore trading with Redford, as Bartlett and Redford, and lately trading as Bartlett and Banham, at 60, Western-road, Brighton | Milliner, Spinster ...                    | Brighton ...   | 60<br>of 1887 | 8d.                                   | Second and Final               | Nov. 30, 1888  | Office of the Trustee, J. D. Viney, 99, Cheapside, London, E.C.   |
| Bacon, James Ion ...   | 16, Market-hill, Cambridge ...   | Tobacconist and Wine Merchant             | Cambridge ...  | 10<br>of 1888 | 4s.                                   | First                          | Dec. 5, 1888, or any subsequent Monday or Wednesday between 10 and 1 | Offices of Messrs. Francis Nicholls, White, and Coy., Chartered Accountants, 14, Old Jewry-chambers, London, E.C. |
| Preston, Amy Gardiner ...  | 34, James-street, Cambridge ...  | Milkwoman and Cow Keeper                  | Cambridge ...  | 12<br>of 1887 | 2s. 10 <sup>1</sup> / <sub>2</sub> d. | First and Final                | Nov. 27, 1888  | Official Receiver's Office, 5, Petty Cury, Cambridge  |
| Burden, Harold Nelson ...  | Hythe, Kent ...  | Grazier, Stock Dealer, and Dairyman       | Canterbury ... | 70<br>of 1886 | 1s. 8 <sup>1</sup> / <sub>2</sub> d.  | First and Final                | Nov. 24, 1888  | Office of Trustee, Hythe, Kent  |
| Jones, Margaret ...  | Llwyncekin Mawr, in the parish of Conwil Cayo, Carmarthenshire   | Farmer, Widow ...                         | Carmarthen ... | 18<br>of 1888 | 2s. 5d.                               | First and Final                | Dec. 5, 1888   | 11, Quay-street, Carmarthen   |
| Aldous, Francis James ...  | Mill-road and Railway Arches, Chelmsford, Essex  | Livery Stable Keeper and Furniture Dealer | Chelmsford ... | 9<br>of 1888  | 1s.                                   | First                          | Aug. 29, 1888  | Official Receiver's Office, Colchester  |
| Hinder, Henry ...  | Woburn Villa, Cheltenham, Gloucester ...   | Commission Agent ...                      | Cheltenham ... | 22<br>of 1888 | 5 <sup>11</sup> / <sub>16</sub> d.    | First and Final                | Dec. 1, 1888   | Official Receiver's Office, Albion-chambers, King-street, Gloucester  |
| White, William ...   | 4, George-street, Croydon, Surrey ...  | Provision Merchant ...                    | Croydon ...    | 42<br>of 1888 | 2s. 9d.                               | First and Final                | Nov. 28, 1888  | 109, Victoria-street, Westminster   |
| Flockton, Alice Jane ...   | Late Westgate, Dewsbury, now Hollingroyd-road, Dewsbury, Yorkshire   | Confectioner ...                          | Dewsbury ...   | 5<br>of 1887  | 9s. 6d.                               | First                          | Nov. 30, 1888  | Official Receiver's Offices, Bank-chambers, Batley  |
| Ogden, John ...  | Black Bull Hotel, Millbridge, Liversedge, Yorkshire  | Innkeeper...                              | Dewsbury ...   | 33<br>of 1888 | 2s. 8 <sup>1</sup> / <sub>2</sub> d.  | First and Final                | Nov. 30, 1888  | Official Receiver's Offices, Bank-chambers, Batley  |

NOTICES OF DIVIDENDS—continued.

| Debtor's Name.                                    | Address.   | Description.                                       | Court.                        | No.        | Amount per Pound. | First and Final or Otherwise. | When Payable.   | Where Payable.   |
|---|--|--|-------------------------------|------------|-------------------|-------------------------------|-----------------|--|
| Long, Henry Tom (trading as T. Long)              | 7, Pevensey-road, Eastbourne, Sussex ...   | Upholsterer, Cabinet Maker, and General Ironmonger | Eastbourne and Lewes          | 15 of 1888 | 2s.               | First                         | Dec. 5, 1888    | Official Receiver's Office, 4, Pavilion-buildings, Brighton                    |
| Carter, John Day                                  | Howard-street, Lowestoft, Suffolk ...  | Organist and Pianoforte Dealer                     | Great Yarmouth                | 10 of 1888 | 1s. 6½d.          | First and Final               | Nov. 28, 1888   | Official Receiver's Office, 8, King-street, Norwich                            |
| Murrey, Thomas...                                 | New Crown Dining Rooms, High-street, Hanley, Staffordshire   | Eating House Keeper and Beerseller                 | Hanley, Burslem, and Tunstall | 20 of 1888 | 5½d.              | First and Final               | Nov. 30, 1888   | Official Receiver's Office, Newcastle-under-Lyme                               |
| Wright, Samuel...                                 | 37, Tavern-street, Ipswich, Suffolk ...  | Hosier ... ..                                      | Ipswich ... ..                | 34 of 1888 | 10s.              | First                         | Nov. 30, 1888   | Offices of the Official Receiver, Ipswich                                      |
| Womack, William John...                           | King's Head Inn, North Lopham, Norfolk   | Wheelwright and Publican                           | Ipswich ... ..                | 13 of 1888 | 3d.               | Second and Final              | Nov. 30, 1888   | Office of the Official Receiver, Ipswich                                       |
| Taylor, George Herbert ...                        | Queen-street, King's Lynn, Norfolk   | Baker and General-shop Keeper                      | King's Lynn...                | 1 of 1888  | 7d.               | First and Final               | Nov. 28, 1888   | Official Receiver's Office, 8, King-street, Norwich                            |
| Bickley, Thomas Henry                             | Late the Welcome Inn, Canning-place, Leicester, Leicestershire, now in lodgings at 2, Morledge-street, Leicester | Lately Licensed Victualler, now out of business    | Leicester ... ..              | 55 of 1887 | 2s. 2d.           | First and Final               | Dec. 10, 1888   | Offices of the Official Receiver, 28, Friar-lane, Leicester                    |
| Garner, Thomas (deceased)                         | Late Thorpe Arnold, Leicestershire   | Farmer ... ..                                      | Leicester ... ..              | 22 of 1888 | 3d.               | First and Final               | Dec. 10, 1888   | Offices of the Official Receiver, 28, Friar-lane, Leicester                    |
| Hughes, Edward                                    | Grapes Shop, Commercial-street, and Chapel-road, both in Llanillwchaearn, Montgomeryshire                        | Grocer and Machine Broker                          | Newtown ... ..                | 3 of 1884  | 1s. 8½d.          | Fourth and Final              | Nov. 30, 1888   | Official Receiver's Office, Llanidloes   |
| Sturt, William ... ..                             | 17, St. Stephen's-street, Norwich, Norfolk   | Draper ... ..                                      | Norwich ... ..                | 1 of 1888  | 5s. 3d.           | First and Final               | Nov. 30, 1888   | Offices of Messrs. Josolyne, Miles, and Blow, 28, King-street, Cheapside, E.C. |
| Ward, John ... ..                                 | Fornsett St. Peter, Norfolk ... ..   | Farmer, Fowl Dealer, and Butter Seller             | Norwich ... ..                | 31 of 1887 | 1s. 4d.           | First and Final               | Nov. 28, 1888   | Official Receiver's Office, 8, King-street, Norwich                            |
| Laycock, Henry John                               | High-street, Hucknall Torkard, Nottinghamshire   | Jeweller ... ..                                    | Nottingham...                 | 39 of 1888 | 7s. 6d.           | First                         | Dec. 5, 1888... | Official Receiver's Offices, 1, High-pavement, Nottingham                      |
| Jenkinson, Charles                                | Fulbeck, Lincolnshire ... ..   | Shoemaker and Cow Keeper                           | Nottingham...                 | 47 of 1888 | 5s. 3d.           | First                         | Dec. 5, 1888... | Official Receiver's Offices, 1, High-pavement, Nottingham                      |
| Richmond, Amos (trading as John Richmond and Son) | 4, Radford-road, Hyson Green, Nottingham   | Military Tailor, Breeches and Ladies' Jacket Maker | Nottingham...                 | 49 of 1888 | 3s. 2d.           | First                         | Dec. 5, 1888... | Official Receiver's Offices, 1, High-pavement, Nottingham                      |
| Bodger, Robert, the younger                       | Peterborough, Northamptonshire ...   | Miller and Baker                                   | Peterborough                  | 35 of 1887 | 3s. 7d.           | First and Final               | Nov. 27, 1888   | Office of Official Receiver, 5, Petty Cury, Cambridge                          |

## NOTICES OF DIVIDENDS—continued.

| Debtor's Name.   | Address.   | Description.                                   | Court.              | No.        | Amount per Pound.                    | First, or Final, or Otherwise. | When Payable.     | Where Payable.   |
|--|--|--|---------------------|------------|--------------------------------------|--------------------------------|-------------------|--|
| Desbrow, Ezekiel Sculthorpe  | Woodnewton, Northamptonshire ...                         | Farmer and Market Gardener                     | Peterborough ...    | 4 of 1888  | 2s. 6 <sup>3</sup> / <sub>4</sub> d. | First and Final                | Nov. 28, 1888 ... | Official Receiver's Office, 5, Petty Cury, Cambridge         |
| Harris, Thomas ...   | New London-road, St. Albans, Hertfordshire               | Builder ...                                    | St. Albans ...      | 9 of 1887  | 2s. 7 <sup>1</sup> / <sub>2</sub> d. | Final                          | Nov. 30, 1888 ... | Office of Trustee, Alma-road, St. Albans                     |
| Michell, Joseph ...  | Saint Austell, Cornwall ...                              | Travelling Draper ...                          | Truro ...           | 8 of 1888  | 3s.                                  | First                          | Dec. 1, 1888 ...  | 26, River-street, Truro                                      |
| Blakemore, George Bernard  | 82, Church-street, Bilston, Staffordshire ...            | Grocer and Provision Dealer                    | Wolverhampton ...   | 2 of 1888  | 5s. 5 <sup>3</sup> / <sub>4</sub> d. | First and Final                | Nov. 30, 1888 ... | Official Receiver's Office, Wolverhampton                    |
| Corfield, Thomas...  | Eagle-street, Penn Fields, parish of Penn, Staffordshire | Butcher, Gardener, and Sexton                  | Wolverhampton ...   | 18 of 1888 | 8s. 2d.                              | First and Final                | Dec. 2, 1888 ...  | Official Receiver's Office, Wolverhampton                    |
| Bew, Lancelot ...  | Church Fenton and Little Fenton, Yorkshire               | Farmer ...                                     | York ...            | 30 of 1886 | 11d.                                 | First and Final                | Nov. 27, 1888 ... | Official Receiver's Office, York                             |
| Hewison, George Henry  | 23, Market-street and Trinity-lane, York ...             | Florist and Seedsman ...                       | York ...            | 56 of 1888 | 3s. 9d.                              | First and Final                | Nov. 29, 1888 ... | Official Receiver's Office, York                             |
| Lancaster, George ...  | Great Shambles, York ...                                 | Ham and Bacon and Provision Dealer, and Grocer | York ...            | 57 of 1888 | 10d.                                 | First and Final                | Nov. 29, 1888 ... | Official Receiver's Office 28, Stonegate, York               |
| <p><i>The following Amended Notice is substituted for that published in the London Gazette of the 20th November, 1888.</i></p> |  |  |                     |            |                                      |                                |                   |  |
| Gill, Robert Thomas ...  | Kirk Deighton Grange, Kirk Deighton, Yorkshire           | Farmer ...                                     | York ...            | 7 of 1888  | 5s. 1d.                              | First and Final                | Nov. 29, 1888 ... | Official Receiver's Office, 28, Stonegate, York              |
| <p><i>The following Amended Notice is substituted for that published in the London Gazette of the 23rd November, 1888.</i></p> |  |  |                     |            |                                      |                                |                   |  |
| Barden, Henry ...  | 2, Upper Saint John's-hill, Sevenoaks, Kent              | Ironmonger ...                                 | Tunbridge Wells ... | 7 of 1888  | 2s. 5d.                              | First and Final                | Nov. 30, 1888 ... | Office of Official Receiver, 4, Pavilion-buildings, Brighton |

# APPLICATIONS FOR DEBTORS' DISCHARGE.

No 25878.

R

| Debtor's Name.   | Address.  | Description.                         | Court.                              | No.         | Day fixed for Hearing.   |
|--|---|--------------------------------------|-------------------------------------|-------------|--|
| Dudgeon, John Hepburn (formerly trading as Bennett, Nichols, and Co., now trading as Bennett and Co., and as the Oil Stores) | 23, Rivercourt-road, Hammersmith, Middlesex, trading at 48, Fenchurch-street, in the city of London, and also at Sittingbourne, Kent  | Oil Merchant ... ..                  | High Court of Justice in Bankruptcy | 917 of 1888 | Dec. 21, 1888, 11 A.M.   |
| King, Walter Jesse ... ..  | 19, Snow-hill and 4, Park-road, Aston Cross, both in Birmingham, Warwickshire, and 43, West Bar, Sheffield, Yorkshire   | Tea Dealer ... ..                    | Birmingham ...                      | 9 of 1886   | Jan. 17, 1889, 10.30 A.M.  |
| Phillips, George Anderson ... ..   | Lately residing and trading at Stepney-street, Llanelly, Carmarthenshire, now residing at 73, Partridge-road, Cardiff, and trading at 18, Wyndham-arcade, Cardiff, Glamorganshire | Watchmaker and Jeweller ... ..       | Cardiff ... ..                      | 9 of 1888   | Jan. 11, 1889  |
| Imrie, Robert Carnegie ... ..  | Sandbach, Cheshire ... ..   | Schoolmaster ... ..                  | Macclesfield... ..                  | 12 of 1888  | Dec. 27, 1888  |
| Thomas, William ... ..   | Pontwalby, Glyn Neath, Glamorganshire ... ..  | Coal Merchant ... ..                 | Neath ... ..                        | 22 of 1887  | Jan. 8, 1889, 2 P.M., Townhall, Neath                                |
| Williams, David ... ..   | Peniel Green, Round Pit Foundry, and Velinfran Colliery, all in Llansamlet, Glamorganshire  | Colliery Manager and Engineer ... .. | Neath ... ..                        | 20 of 1886  | Jan. 8, 1889, 2 P.M., Townhall, Neath                                |
| Horner, Ernest Fred ... ..   | 149, South-street, Moor, Sheffield, Yorkshire ...   | Stationer and Picture Framer ... ..  | Sheffield ... ..                    | 34 of 1886  | Jan. 10, 1889, 11.30 A.M., County Court-hall, Bank-street, Sheffield |
| <i>The following Amended Notice is substituted for that published in the London Gazette of the 13th November, 1888.</i>      |   |                                      |                                     |             |  |
| Ivens, Alfred Thomas ... ..  | 45, Bell-street, Henley-on-Thames, Oxfordshire, Cross-street, Reading, and Wallingford, Berkshire   | Solicitor ... ..                     | Reading ... ..                      | 9 of 1888   | Dec. 14, 1888, 11 A.M., Assize Courts, Reading                       |

## 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.   |
|--|--|-----------------|-------------------------------------|--------------|-----------------|--|---|
| Arno, William Charles...                       | Residing at 14, Palmerston-road, Walthamstow, Essex, and trading at 266, Old Ford-road, Bethnal Green, Middlesex   | Gilder ... ..   | High Court of Justice in Bankruptcy | 86 of 1888   | Nov. 1, 1888... | Discharge suspended for three years. Bankrupt to be discharged as from the 1st November, 1891                  | Bankrupt had omitted to keep such books of account as are usual and proper in his business, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; had continued to trade after knowing himself to be insolvent; had brought on his bankruptcy by unjustifiable extravagance in living; and had within three months preceding the date of the Receiving Order, when unable to pay his debts as they became due, given an undue preference to some of his creditors. |
| Batt, Charles Joseph (trading as Batt and Son) | Lately residing at 4, Atney-road, Putney, Surrey, now Standon, Heslop-road, Balham, Surrey, and trading at 10, Lower Seymour-street, Portman-square, Middlesex | Tailors ... ..  | High Court of Justice in Bankruptcy | 1344 of 1887 | Nov. 1, 1888... | Discharge suspended for two months. Bankrupt to be discharged as and from 1st January, 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 continued to trade after knowing himself to be insolvent   |
| Blewitt, Byron ... ..                          | 120, Leadenhall-street, London, and 73, Adelaide-road, Hampstead, Middlesex  | Surgeon ... ..  | High Court of Justice in Bankruptcy | 640 of 1886  | Nov. 1, 1888... | Discharge suspended for two years from 8th August last. Bankrupt to be discharged as from the 8th August, 1890 | Bankrupt had brought on his bankruptcy by rash and hazardous speculations, and had on a previous occasion been adjudged bankrupt  |
| Dancocks, Vincent                              | 383, Goldhawk-road, Hammersmith, Middlesex   | Dairyman ... .. | High Court of Justice in Bankruptcy | 754 of 1888  | Nov. 1, 1888... | Discharge suspended for four months. Bankrupt to be discharged as from the 1st March, 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; had continued to trade after knowing himself to be insolvent; and had on a previous occasion made a statutory composition or arrangement with his creditors  |
| Edwards, John Edward                           | 61, Campbell - road, Bow, Middlesex  | Builder ... ..  | High Court of Justice in Bankruptcy | 803 of 1888  | Nov. 2, 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.  |
|---|---|--|---|--|---|---|--|
| Hawkins, Thomas John<br>(trading as Hawkins<br>and Ford)                | Lately trading at 18, Bishop's-road, 68, St. John's Wood - road, Hillington Heath Nursery, near Uxbridge, and at New Cottage Farm, Enfield, all in Middlesex, now residing at Hillington Heath Nursery, near Uxbridge | Florist, Seedsman, and<br>Bulb Importer    | High Court of<br>Justice in<br>Bankruptcy | 172<br>of 1887                               | Nov. 2, 1888  | Discharge suspended for one day.<br>Bankrupt discharged as from the<br>3rd November, 1888                       | Bankrupt had on a previous occasion (about<br>24 years since) made an arrangement with<br>his creditors  |
| Macdonald, James ...  | 39, Fifth-avenue, Queen's<br>Park, Harrow-road, lately<br>residing at 43, Marylands-<br>road, Harrow-road, both in<br>Middlesex   | Commercial Clerk ...                       | High Court of<br>Justice in<br>Bankruptcy | 67<br>of 1888                                | Nov. 1, 1888...   | Discharge granted   |  |
| Pick, Demeter ...   | Aldersgate-street, in the city<br>of London, and 147, Camber-<br>well-road, Surrey  | Furrier, trading with<br>T. V. Rogers      | High Court of<br>Justice in<br>Bankruptcy | 1002<br>of 1884<br>(Under<br>solida<br>April | Oct. 30, 1888<br>order of con-<br>dition, dated<br>15, 1887). | Discharge granted   |  |
| Pinch, Charles ...  | 97, Cambridge-road, Mile<br>End, and 50, Cudworth-<br>street, Three Colts - lane,<br>Bethnal Green, both in<br>Middlesex  | Easy Chair, Couch and<br>Sofa Manufacturer | High Court of<br>Justice in<br>Bankruptcy | 594<br>of 1887                               | Nov. 1, 1888  | Discharge suspended for three<br>months. Bankrupt to be dis-<br>charged as and from 1st February,<br>1889       | Bankrupt had on a previous occasion made<br>an arrangement with his creditors  |
| Smith, James Edwards<br>(trading as Thomas<br>Wontner Smith and<br>Son) | Isledon Works, 79, Essex-<br>road, Islington, and 105,<br>St. Paul's-road, Highbury<br>Corner, residing at Somerset<br>Lodge, Canonbury-place, all<br>in Middlesex  | Decorator, Builder, and<br>Contractor      | High Court of<br>Justice in<br>Bankruptcy | 283<br>of 1888                               | Oct. 30, 1888   | Discharged granted  |  |
| Steed, James, and<br>Steed, Thomas Dyer                                 | 2, Wedmore-gardens and 62<br>(late 59), Chalk Farm-road,<br>both in Middlesex, 51, Mi-<br>randa-road, Holloway, and<br>62 (late 59), Chalk Farm-<br>road, both in Middlesex   | Builders and Contractors                   | High Court of<br>Justice in<br>Bankruptcy | 886<br>of 1886                               | Oct. 30, 1888   | Discharge suspended for eighteen<br>months. Bankrupts to be dis-<br>charged as and from the 30th<br>April, 1890 | Bankrupts had omitted to keep such books of<br>account as are usual and proper in their<br>business, and as sufficiently disclose their<br>business transactions and financial position<br>within the three years immediately pre-<br>ceding their bankruptcy; and had on a pre-<br>vious occasion made an arrangement with<br>their creditors |



## 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.   |
|----------------------------|--|--------------------|-----------------|---------------|-----------------|---|---|
| Mansbridge, Edward ...     | 2, Charlton-villas, Twerton-on-Avon, Somersetshire, formerly the Auction Mart, Malvern Link, Worcester-shire | House Agent ... .. | Bath ... ..     | 1<br>of 1888  | July 5, 1888... | Discharge granted subject to condition that £40 be paid to Official Receiver by bankrupt out of future earnings at rate of 5s. per week for fifty-two weeks, and after at rate of 10s. per week. Payments to be made quarterly, and applied as part of bankrupt's estate  |   |
| Lemay, Frederick<br>Thomas | Late 14, Huntingdon-terrace, Green-lanes, Wood Green, Middlesex  | Grocer ... ..      | Edmonton ... .. | 5<br>of 1888  | Oct. 26, 1888   | Discharge granted subject to the following condition, viz., bankrupt to consent to a Judgment being entered against him for £67 19s. 6d., such amount being in respect of debts provable under the bankruptcy but not satisfied at the date of Order, together with £1 10s. for costs, the said Judgment to be satisfied upon payment of 10s. in the pound to the unsecured creditors | 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; had continued to trade after knowing himself to be insolvent; and had made a private arrangement with his creditors. |
| Crowe, Malteyard ...       | North Lopham, Norfolk ...  | Farmer ... ..      | Ipswich ... ..  | 15<br>of 1888 | Oct. 18, 1888   | Discharge suspended for three calendar months   | 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   |
| Rees, Owen John ...        | 15A, the Terrace, Penzance, Cornwall   | Clothier ... ..    | Truro ... ..    | 11<br>of 1887 | Oct. 18, 1888   | Discharge suspended for three months, and granted as from 18th January, 1889  | Bankrupt had omitted to keep his books of account in such a manner as sufficiently to 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   |
| Startridge, James ...      | Bodwen, Luxulyan, Cornwall   | Bootmaker ... ..   | Truro ... ..    | 1<br>of 1888  | Oct. 18, 1888   | Discharge granted as from 18th 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; had within three months preceding the date of  |

# 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.  |
|-------------------------|--|-----------------|----------------|---------------|----------------|--|--|
| Scattergood, Robert ... | Frances-street, Truro, and<br>Grampound-road, Cornwall | Engineer ... .. | Truro ... ..   | 12<br>of 1888 | Oct. 18, 1888  | Discharge suspended for two months,<br>and granted as from 18th Decem-<br>ber, 1888              | the Receiving Order, when unable to pay<br>his debts as they became due, given an<br>undue preference to several of his creditors;<br>and had on a previous occasion been<br>adjudged bankrupt<br><br>Bankrupt had within three months preceding<br>the date of the Receiving Order, when<br>unable to pay his debts as they became due,<br>given an undue preference to one of his<br>creditors |
| Goodale, Edward Jarvis  | 1, Siston-road, Grafton-square,<br>Clapham, Surrey     | Agent ... ..    | Wandsworth ... | 21<br>of 1888 | Oct. 30, 1888  | Discharge suspended for nine months.<br>Bankrupt to be discharged as from<br>the 30th July, 1889 | Bankrupt had omitted to keep such books of<br>account as are usual and proper in the busi-<br>ness carried on by him, and as sufficiently<br>disclose his business transactions within<br>three years immediately preceding his<br>bankruptcy  |

# ADJUDICATION ANNULLED.

| Debtor's Name.              | Address.   | Description.  | Court.              | No. of Matter. | Date of Adjudication. | Date of Annulment. | Grounds of Annulment.                                 |
|-----------------------------|--|---------------|---------------------|----------------|-----------------------|--------------------|---|
| Clarkson, George Richard... | Late Burton-on-Trent, Staffordshire, now residing at Carnarvon | Brewer ... .. | Burton-on-Trent ... | 6 of 1884      | Jan. 16, 1885 ...     | Nov. 21, 1888 ...  | That the debts of the bankrupt have been paid in full |

# APPOINTMENTS OF TRUSTEES.

| Debtor's Name.  | Address.   | Description.  | Court.                              | No.          | Trustee's Name.         | Address.   | Date of Certificate of Appointment. |
|---|--|---|-------------------------------------|--------------|-------------------------|--|-------------------------------------|
| Braid, Alexander, and Braid, Francis William Ernest (trading as A. and E. Braid) ... .. | Manresa-road, Chelsea, Middlesex ... ..  | Builders ... ..                                       | High Court of Justice in Bankruptcy | 1077 of 1888 | Clough, Walter Owen     | 89, Gresham-street, E.C. ...   | Nov. 20, 1888                       |
| Piggott, Edmund ... ..  | 24, Gilpin-grove, Edmonton, Middlesex, lately of the Dorset Arms Public-house, Leyton-road, Stratford, Essex   | Licensed Victualler, now of no occupation             | High Court of Justice in Bankruptcy | 923 of 1888  | Lord, John ... ..       | 3, Bucklersbury, E.C. ...  | Nov. 21, 1888                       |
| Saville, Frank ... ..   | 6, North-crescent, Chenies-street, Tottenham Court-road, lately residing at the Bedford Head Hotel, 235 and 236, Tottenham Court-road, and previously at 187, Piccadilly, all in Middlesex                       | Money Lender ... ..                                   | High Court of Justice in Bankruptcy | 758 of 1887  | King, William Hardy     | 13 and 14, Basinghall-street, E.C.   | Nov. 21, 1888                       |
| Fry, Henry Augustus (trading as Arthur Lake Fry and Son) ... ..                         | Residing at 3, Bloomfield-place, Bath, and trading at Dorchester-street and Newark-street, Bath  | Timber Merchant and Saw Mill Proprietor               | Bath ... ..                         | 16 of 1888   | Butcher, Henry ... ..   | Late 9, Broad-street, now Milsom-street, Bath, Chartered Accountant            | Nov. 21, 1888                       |
| Laws, Edward John... ..   | 16, Broad-street, in the city of Bath ... ..   | Clothier ... ..                                       | Bath ... ..                         | 24 of 1888   | Collins, Edward Thomas  | 39, Broad-street, Bristol ...  | Nov. 17, 1888                       |
| Gibbins, William Henry ... ..   | Milton Ernest, Bedfordshire, lately carrying on business at Thurleigh, Bedfordshire  | Farmer ... ..   | Bedford ... ..                      | 16 of 1888   | Tebbs, Henry ... ..     | St. Peter's Green, Bedford, Solicitor  | Nov. 24, 1888                       |
| Wildgoose, John ... ..  | Wint House, Matlock Bath, Derbyshire... ..   | Cab Proprietor and Livery Stables Keeper              | Derby ... ..                        | 47 of 1888   | Harrison, Thomas Henry  | The Wardwick, Derby, Chartered Accountant                                      | Nov. 23, 1888                       |
| Barker, Henry ... ..  | Residing at West Mount, Edgerton, Huddersfield, and carrying on business with James Yeoman, as Barker, Sons, and Yeoman, at New-street, Huddersfield, both in Yorkshire  | Solicitor ... ..                                      | Huddersfield ... ..                 | 24 of 1888   | Armitage, William Henry | John William-street, Huddersfield  | Nov. 23, 1888                       |
| Smedley, James ... ..   | Orange-street, South Wigston, Leicestershire   | Ironfounders ... ..                                   | Leicester ... ..                    | 112 of 1888  | Steeds, Edwin Playster  | 20, Friar-lane, Leicester, Chartered Accountant                                | Nov. 23, 1888                       |
| Smedley, Arthur Ebenezer ... ..   | Station-street, South Wigston  |   |                                     |              |                         |  |                                     |
| Smedley, Edwin James (trading as the Wigston Foundry Company) ... ..                    | Orange-street, South Wigston   |   |                                     |              |                         |  |                                     |
| Hudspith, Henry ... ..  | 3, Tynemouth-road, Heaton, Newcastle-on-Tyne, formerly trading at Newcastle-on-Tyne, and also formerly a Partner in the Lunedale Winstone Company, who carried on business near Middleton-in-Teesdale, Yorkshire | Out of business, formerly Contractor and Quarry Owner | Newcastle-on-Tyne...                | 85 of 1888   | Gillespie, Thomas ...   | Cross House - chambers, Westgate-road, Newcastle-on Tyne, Chartered Accountant | Nov. 21, 1888                       |

APPOINTMENTS OF TRUSTEES—*continued.*

| Debtor's Name.            | Address.  | Description.                 | Court.          | No.           | Trustee's Name.             | Address.  | Date of Certificate of Appointment. |
|---------------------------|---|------------------------------|-----------------|---------------|-----------------------------|---|-------------------------------------|
| Coales, John ... ..       | Silver-street, Wellingborough, Northamptonshire   | Saddler and Harness Maker    | Northampton ... | 40<br>of 1888 | Palmer, Augustus<br>Cufaude | 42, Newland, Northampton,<br>Chartered Accountant | Nov. 24, 1888                       |
| Hayward, Robert James ... | Sunningwell, Berkshire ... ..   | Farmer ... ..                | Oxford ... ..   | 15<br>of 1888 | Preston, Arthur<br>Edwin    | 65, Cornmarket - street,<br>Oxford                | Nov. 23, 1888                       |
| Scudder, Arthur John ...  | 2, Kilmore-villas, Stafford-road, Bournemouth,<br>Hampshire, lately trading at 24 and 25, Town-<br>hall-avenue, Bournemouth | Bookseller and Stationer ... | Poole ... ..    | 26<br>of 1888 | White, George ...           | 14, Old Jewry-chambers,<br>London, E.C.           | Nov. 2, 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. |
|-------------------------|--|------------------------|------------------|----------------|----------------------|-----------------------------|------------------------|------------------|
| Sizer, John ... ..      | 192, Broomhall-street and 2, Spital-street, Sheffield, Yorkshire | Grocer ... ..          | Sheffield ... .. | 68 of 1887     | William J. Clegg ... | Figtree-lane, Sheffield ... | Official Receiver ...  | Nov. 17, 1888    |
| Harrison, George ... .. | Newhill, near West Melton, Yorkshire                             | Grocer and Butcher ... | Sheffield ... .. | 91 of 1887     | William J. Clegg ... | Figtree-lane, Sheffield ... | Official Receiver ...  | Nov. 21, 1888    |

# ADMINISTRATION ORDER IN THE CASE OF DECEASED DEBTOR.

| Name of Deceased.    | Address.                                       | Description.    | Date of Death. | Court.   | No. of Matter. | Date of Order. | Date of Petition or Application for Transfer. | Act or Acts of Bankruptcy, if any, committed by Deceased within three months before the date of his Decease. | Whether Will or other Testamentary Disposition (with date thereof), or Letters of Administration. | Date when Proved. |
|----------------------|--|-----------------|----------------|--|----------------|----------------|---|--|---|-------------------|
| Brake, Rebecca Julia | Late of 120, Buckingham Palace-road, Middlesex | Spinster ... .. | ...            | High Court of Justice in Bankruptcy (by transfer from the Westminster County Court of Middlesex) | 1890 of 1888   | Nov. 23, 1888  | June 20, 1888 (application for transfer)      | ... ..   | ... ..  | ...               |

**NOTICES TO DEBTOR IN LIEU OF PERSONAL SERVICE OF BANKRUPTCY NOTICE AND PETITION, AND OF APPLICATION TO COMMIT FOR CONTEMPT OF COURT.**

| Debtor's Name.     | Debtor's Address.  | Debtor's Description.                                   | Court.        | No.        | Nature of Notice of which Substituted Service directed. | Date thereof.    | If a Petition or Application to Commit, Date of Hearing. | Name and Description of Person giving Bankruptcy Notice, or by whom Petition is Presented, or by whom Application to Commit is being made. |
|--------------------|--|---|---------------|------------|---|------------------|--|--|
| Eastwood, Fred ... | Formerly carrying on business at Commercial-chambers, Church-street, Accrington, Lancashire, and lately carrying on business at 30, Willow-street, Accrington, and also at Church, near Accrington, now carrying on business at the Crown Works, off Cotton-street, Accrington | Mineral and Produce Broker and Patent Size Manufacturer | Blackburn ... | 15 of 1888 | Petition ...  | Nov. 7, 1888 ... | Dec. 4, 1888, 11 A.M.                                    | The Union Bank of Manchester Limited, whose registered offices are situated at 9, York-street, in the city of Manchester, Lancashire       |

Assuant to the Act and Rules, notices to the above effect have been received by the Board of Trade,

JOHN SMITH, Inspector-General in Bankruptcy.



**T**HE estates of William Duncan Robertson, Tailor and Clothier, No. 47, Hope-street, Glasgow, were sequestrated on the 24th day of November, 1888 years, by the Sheriff of the county of Lanark.

The first deliverance is dated 24th day of November, 1888.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 4th day of December, 1888, within the Faculty Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 24th March, 1889.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

THOS. STARK BROWN, Writer,  
Glasgow, Agent,

**T**HE estates of James Wilson, Farmer, presently in Holmes, in the parishes of Dundonald, Dreghorn, and Kilmaurs, and county of Ayr, were sequestrated on 21st November, 1888, by the Sheriff of the county of Ayr.

The first deliverance is dated the 21st day of November, 1888.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock, afternoon, on Monday, the 3rd day of December, 1888, within the George Hotel, Portland-street, Kilmarnock.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March, 1889.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. D. M'JANNET, Solicitor, Irvine, Agent.

*All Letters must be Post-paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Westminster.*

*Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.*

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Tuesday, November 27, 1888.

Price One Shilling.

