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War Office, November 22, 1892.

HER Majesty the Queen has been graciously pleased to confer the Volunteer Officers' Decoration upon the undermentioned Officers of the Volunteer Force, who have been duly recommended for the same under the terms of the Royal Warrant, dated 25th July, 1892:—

NORTH BRITISH DISTRICT.

LIGHT HORSE.

1st Fife-shire Light Horse Volunteer Corps.
Lieutenant-Colonel and Honorary Colonel John Anstruther Thomson.
Captain and Honorary Major John Gilmour.
Lieutenant George Prentice.
Captain and Honorary Major James Townsend Oswald, retired.
Captain Sir Peter Arthur Halkett, Bart., retired.
Captain and Honorary Major William Drysdale, retired.
Lieutenant and Honorary Captain Alexander McLeod, retired.

ARTILLERY.

1st Aberdeenshire Artillery Volunteers.
Lieutenant-Colonel Commandant and Honorary Colonel Thomas A. W. A. Youngson.
Lieutenant-Colonel and Honorary Colonel James Ogston.
Major and Honorary Lieutenant-Colonel Frederick Grant Forsyth Grant.
Captain and Honorary Major John Beattie.
Lieutenant James Ford.
Surgeon-Lieutenant-Colonel James Rodger, M.D.
Major Hercules Scott, retired.

1st Argyll and Bute Artillery Volunteers.

Quartermaster (Captain) James Heron.
Surgeon-Lieutenant-Colonel William Hunter.
Captain and Honorary Major Duncan McCaig, retired.

1st Ayrshire and Galloway Artillery Volunteers.

Honorary Colonel Sir Mark John Stewart, Bart.
Lieutenant-Colonel and Honorary Colonel John Guthrie Sturrock.
Major Archibald Guthrie.
Lieutenant James Torrance.
Lieutenant Lawrence Mathieson, jun.
Quartermaster and Honorary Captain William Ochiltree.
Surgeon-Lieutenant-Colonel Robert Blane Erskine, M.D.
Captain and Honorary Major John Milroy, retired.
Lieutenant and Honorary Captain James Dorman, retired.

1st Banff Artillery Volunteers.

Lieutenant-Colonel and Honorary Colonel Francis W. Garden Campbell.
Major and Honorary Lieutenant-Colonel Patrick Jamieson.
Major and Honorary Lieutenant-Colonel Robert Mailland, retired.

1st Caithness Artillery Volunteers.

Honorary Colonel Sir Robert Charles Sinclair, Bart.
Major and Honorary Lieutenant-Colonel Alexander McDonald.
Captain and Honorary Major Robert Robertson Hill.
Captain and Honorary Major Thomas Smith.
Captain and Honorary Major William Keith.
Lieutenant Matthew Waters.
Surgeon-Lieutenant-Colonel George Banks, M.D.
Acting Chaplain Reverend James Macpherson.
Lieutenant-Colonel and Honorary Colonel George Robertson Lawson, retired.
Surgeon-Major (ranking as Lieutenant-Colonel) T. H. Rutherford, M.D., retired.
Surgeon and Honorary Surgeon-Major George Burn, M.D., retired.

1st Edinburgh (City) Artillery Volunteers.

Honorary Colonel James Laing.
Major and Honorary Lieutenant-Colonel William George Thompson, retired.

1st Fife-shire Artillery Volunteers.

Honorary Colonel Stuart Grace.
Lieutenant-Colonel and Honorary Colonel James William Johnston.
Major and Honorary Lieutenant-Colonel James Hepburn.
Captain and Honorary Major Andrew Mackay.
Captain and Honorary Major David Storrar.
Captain and Honorary Major Forbes Thomson Wallace.
Lieutenant Andrew Younger Mackay.
Lieutenant-Colonel John Neil McLeod, retired.
Major and Honorary Lieutenant-Colonel James Taylor Smith, retired.
Captain and Honorary Major David Laing, retired.
Captain and Honorary Major John Thomson Stocks, retired.
Lieutenant and Honorary Captain James Davidson, retired.

1st Forfarshire Artillery Volunteers.

Honorary Colonel James Erskine Erskine.
Lieutenant-Colonel Commandant and Honorary Colonel Frank Stewart-Sandeman.

Lieutenant-Colonel and Honorary Colonel John Farquhar Dickson, retired.

Lieutenant-Colonel and Honorary Colonel George C. Keiller, retired.

Major and Honorary Lieutenant-Colonel Alexander Henry Bell, retired.

Captain and Honorary Major David Alexander McCorquodale, retired.

The Highland Artillery Volunteers.

Honorary Colonel Eneas William Mackintosh.

Captain and Honorary Major John Henry Forsyth.

Captain and Honorary Major David Main Baillie.
Surgeon-Lieutenant-Colonel Alexander Sclanders, M.D.

Lieutenant-Colonel and Honorary Colonel Donald Davidson, retired.

Lieutenant-Colonel Robert Davidson, retired.

Major and Honorary Lieutenant-Colonel Alexander Ross, retired.

Major and Honorary Lieutenant-Colonel David Ferguson, retired.

Major and Honorary Lieutenant-Colonel Archibald Thomas Frederick Fraser, retired.

Captain and Honorary Major Edward Ellis Simpson, retired.

1st Lanarkshire Artillery Volunteers.

Honorary Colonel James Reid Stewart.

Lieutenant-Colonel Commandant and Honorary Colonel Robert James Bennett.

Lieutenant-Colonel and Honorary Colonel Alexander Brown Grant.

Major and Honorary Lieutenant-Colonel John Clachan.

Major and Honorary Lieutenant-Colonel Jasper Fraser Howatt.

Major John Coubrough.

Surgeon-Major George Ritchie Mather, M.D.

Surgeon-Major James Provan, M.D.

Surgeon-Major James Simpson Cumming, M.D.

Lieutenant-Colonel and Honorary Colonel John Kidston, retired.

Lieutenant-Colonel and Honorary Colonel John Matheson, retired.

Lieutenant-Colonel and Honorary Colonel William Murray Cunningham, retired.

Major and Honorary Lieutenant-Colonel George Bell, retired.

Captain and Honorary Major Robert Alexander Bryden, retired.

Captain and Honorary Major Hugh James Thomson, retired.

1st Midlothian Artillery Volunteers.

Colonel Sir James Gardiner Baird, Bart., A.D.C.

Lieutenant-Colonel and Honorary Colonel Charles G. H. Kinnear.

Major and Honorary Lieutenant-Colonel David Whitelaw.

Quartermaster George Wilson.

Major and Honorary Lieutenant-Colonel John Romanes, retired.

Surgeon-Major (ranking as Lieutenant-Colonel) James Carmichael, M.D., retired.

1st Orkney Artillery Volunteers.

Captain and Honorary Major William Robertson.

Captain William Brown Yorston.

Captain and Honorary Major James Barnett.

Lieutenant Christopher Nicolson.

Captain and Honorary Major William Harvey, retired.

1st Renfrew and Dumfries Artillery Volunteers.

Honorary Colonel John Scott, C.B.

Surgeon-Lieutenant-Colonel William Aitchison Wilson, M.D.

Surgeon-Lieutenant-Colonel John William Taylor, M.D.

Major and Honorary Lieutenant-Colonel John Fullarton, retired.

Captain and Honorary Major Thomas J. Fordyce Messer, retired.

Captain and Honorary Major Robert Thorne, retired.

ENGINEER.

Fortress and Railway Forces.

ROYAL ENGINEERS.

1st Aberdeenshire Engineer Volunteers.

Captain and Honorary Major Arthur Fyfe Mortimer.

1st Lanarkshire Engineer Volunteers.

Colonel Sir Donald Matheson, K.C.B.

Major and Honorary Lieutenant-Colonel Herbert D. Robinson.

Quartermaster and Honorary Captain James Kennedy.

Major and Honorary Lieutenant-Colonel John Albert Black, retired.

MOUNTED RIFLE.

Late 1st Roxburgh (Border) Mounted Rifles.

Brigade - Surgeon - Lieutenant - Colonel Patrick Kynoch, retired.

RIFLE.

The Queen's Rifle Volunteer Brigade, the Royal Scots (Lothian Regiment).

Honorary Colonel David Davidson, C.B.

Lieutenant-Colonel Commandant and Honorary Colonel Thomas William Jones.

Lieutenant-Colonel and Honorary Colonel Robert Menzies.

Lieutenant-Colonel and Honorary Colonel Horatio R. Macrae.

Lieutenant-Colonel and Honorary Colonel Robert Cranston.

Major and Honorary Lieutenant-Colonel John Adamson.

Major and Honorary Lieutenant-Colonel Lewis Bilton.

Major and Honorary Lieutenant-Colonel James B. Sutherland.

Major Joshua Ciceri.

Major and Honorary Lieutenant-Colonel George William Young.

Captain and Honorary Major David W. Stevenson.

Captain and Honorary Major James Davidson.

Captain and Honorary Major Thomas Smith Smith.

Brigade-Surgeon-Lieutenant-Colonel Sir Douglas MacLagan, Knt., M.D.

Surgeon-Lieutenant-Colonel Patrick H. Watson.

Colonel the Right Honourable John Hay Athol Macdonald, C.B., retired.

Lieutenant-Colonel the Honourable Bouverie Francis Primrose, C.B., retired.

Lieutenant-Colonel and Honorary Colonel David MacGibbon, retired.

Lieutenant-Colonel and Honorary Colonel William Taylor, retired.

Major and Honorary Lieutenant-Colonel James Murdoch, retired.

Major and Honorary Lieutenant-Colonel James H. Waterston, retired.

Major and Honorary Lieutenant-Colonel Sir William Turner, Knt., retired.

Major and Honorary Lieutenant-Colonel James Alexander Robertson, retired.

Captain and Honorary Major James Mackintosh Gow, retired.

Captain and Honorary Major Andrew William Belfrage, retired.

Quartermaster and Honorary Captain Alexander Henry, retired.

Surgeon-Major (ranking as Lieutenant-Colonel) Alexander Gordon Miller, retired.

Surgeon and Honorary Surgeon-Major Robert James Blair Cunynghame, M.D., retired.

4th Volunteer Battalion, the Royal Scots (Lothian Regiment).

Honorary Colonel John Hope.

Lieutenant-Colonel and Honorary Colonel William Urquhart Martin.

Major and Honorary Lieutenant-Colonel Michael Calder, retired.

5th Volunteer Battalion, the Royal Scots (Lothian Regiment).

Honorary Colonel Robert Craig Maclagan.

Major and Honorary Lieutenant-Colonel John Morrison Scott.

Lieutenant-Colonel and Honorary Colonel Robert Smith Adam, retired.

Major and Honorary Lieutenant-Colonel James Smith, retired.

Surgeon and Honorary Surgeon-Major John Henderson, M.D., retired.

6th Volunteer Battalion, the Royal Scots (Lothian Regiment).

Surgeon-Major Alexander Ballantyne, M.D.

Captain and Honorary Major William Young, retired.

Captain and Honorary Major Charles Euman, retired.

7th Volunteer Battalion, the Royal Scots (Lothian Regiment).

Quartermaster and Honorary Captain William Thomas Ferme.

Surgeon-Captain John Liddle Crombie, M.D.

8th Volunteer Battalion, the Royal Scots (Lothian Regiment).

Captain James John Cadell.

Lieutenant William Miller.

Lieutenant William Ross Scott.

Surgeon-Lieutenant-Colonel Andrew Gilmour.

1st Volunteer Battalion, the Royal Scots Fusiliers.

Lieutenant-Colonel and Honorary Colonel John Dickie.

Surgeon-Lieutenant-Colonel James McAlister.

Major and Honorary Lieutenant-Colonel Andrew Wilson Faulds, retired.

Captain and Honorary Major Thomas Clark, retired.

Surgeon-Major (ranking as Lieutenant-Colonel) Archibald Blair, retired.

2nd Volunteer Battalion, the Royal Scots Fusiliers.

Major John Paterson.

Lieutenant George Parker.

Surgeon-Major Robert Girvan.

Major and Honorary Lieutenant-Colonel Hugh Ewing, retired.

Captain and Honorary Major William Murray, retired.

Captain and Honorary Major George McMiken Torrance Bone, retired.

Captain and Honorary Major Thomas Gemmell, retired.

Lieutenant and Honorary Captain Mathew Brown, retired.

Galloway Rifle Volunteer Corps.

Lieutenant-Colonel and Honorary Colonel John Murray Kennedy.

Major and Honorary Lieutenant-Colonel William J. Maxwell.

Captain and Honorary Major William McLellan.

Quartermaster and Honorary Major Malcolm McLachlan Harper.

Surgeon-Lieutenant-Colonel Walter Lorraine, M.D.

Lieutenant-Colonel and Honorary Colonel John Gordon Maitland, retired.

Captain and Honorary Major William Kerr, retired.

1st Roxburgh and Selkirk (the Border) Rifle Volunteer Corps.

Lieutenant-Colonel and Honorary Colonel William Scott Elliot, retired.

2nd (Berwickshire) Volunteer Battalion, the King's Own Scottish Borderers.

Captain James Thomas Simpson Doughty.

Captain Robert Romanes, retired.

Captain and Honorary Major Robert Nicholson Slight, retired.

Captain and Honorary Major James Wood, retired.

Captain and Honorary Major William Horne Waite, retired.

Lieutenant and Honorary Captain Daniel Aithenhead, retired.

Lieutenant and Honorary Captain Morrison S. Berrie, retired.

3rd (Dumfries) Volunteer Battalion, the King's Own Scottish Borderers.

Captain and Honorary Major John Smith Millar.

Lieutenant-Colonel and Honorary Colonel William Elphinstone Malcolm, retired.

Captain and Honorary Major William McClure, retired.

Surgeon and Honorary Surgeon-Major William Johnstone Carlyle, M.D., retired.

1st Lanarkshire Rifle Volunteer Corps.

Lieutenant-Colonel Commandant and Honorary Colonel James Alexander Reid.

Lieutenant-Colonel and Honorary Colonel Thomas Alexander Paul.

Major and Honorary Lieutenant-Colonel Henry Adam Ker.

Major and Honorary Lieutenant-Colonel John McFarlane.

Captain and Honorary Major Hugh McNabb.

Captain and Honorary Major Arthur Hart.

Lieutenant-Colonel and Honorary Colonel Joseph Newbigging Smith, retired.

Lieutenant-Colonel and Honorary Colonel Robert Easton Aitken, retired.

Captain and Honorary Major John Dalglish, retired.

Captain and Honorary Major William Waddell Ross, retired.

Captain and Honorary Major William Giffen Lindsay, retired.

Lieutenant and Honorary Captain James Watson, retired.

2nd Volunteer Battalion, the Cameronians (Scottish Rifles).

Honorary Colonel W. A. L. S., Duke of Hamilton and Brandon, K.T.

Lieutenant-Colonel and Honorary Colonel Robert E. Stuart Harington-Stuart.

Major George Walker.

Surgeon-Lieutenant-Colonel Bruce Goff, M.D.

Honorary Chaplain the Reverend Peter C. Duncanson.

Honorary Chaplain the Reverend Henry M. Hamilton.

Major and Honorary Lieutenant-Colonel James Cunninghame Kay, retired.

Captain and Honorary Major John Ness, retired.

Surgeon-Major (ranking as Lieutenant-Colonel) James Loudon, M.D., retired.

3rd Lanarkshire Rifle Volunteer Corps.

Captain and Honorary Major John Cassells.

Captain and Honorary Major James Young.

Lieutenant William Cassells.

- Brigade - Surgeon - Lieutenant - Colonel James Dunlop, M.D.
 Surgeon-Lieutenant-Colonel John Dunlop, M.D.
 Honorary Chaplain the Reverend David Brown.
Lieutenant-Colonel and Honorary Colonel James Merry, retired.
Major and Honorary Lieutenant-Colonel William Mactear, retired.
Captain and Honorary Major Thomas Stewart, retired.
Captain and Honorary Major John Scott, retired.
- 4th Volunteer Battalion, the Cameronians (Scottish Rifles).*
 Lieutenant-Colonel and Honorary Colonel Warden Robertson Maxwell.
 Quartermaster and Honorary Captain Andrew Gray.
 Honorary Chaplain the Reverend George Stewart Burns, D.D.
Lieutenant - Colonel Henry Monteith Hannan, retired.
Lieutenant-Colonel and Honorary Colonel Alexander Mein, jun., retired.
Major Alexander Sloan, retired.
- 5th Volunteer Battalion, the Cameronians (Scottish Rifles).*
 Colonel the Right Honourable C. A., Earl of Home, A.D.C.
 Captain and Honorary Major George Shaw.
 Captain and Honorary Major Peter Spence.
 Captain James Greig.
 Acting Chaplain the Reverend Peter Cameron Black.
Captain and Honorary Major John Harvie, retired.
- 1st (City of Dundee) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Lieutenant-Colonel and Honorary Colonel James Rankin.
 Major and Honorary Lieutenant-Colonel William Walker Turnbull.
 Captain and Honorary Major David Alexander Watson.
 Captain and Honorary Major John Nelson.
Lieutenant-Colonel and Honorary Colonel George Mitchell, retired.
Captain and Honorary Major Henry Plenderleath, retired.
- 2nd (Angus) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Honorary Colonel John Grant Kinloch.
 Lieutenant-Colonel Commandant and Honorary Colonel William Alexander Gordon.
 Lieutenant-Colonel Alexander McHardy.
 Major and Honorary Lieutenant-Colonel John Duke.
 Brigade - Surgeon - Lieutenant - Colonel John Mackie, jun., M.D.
 Surgeon - Lieutenant - Colonel William Fettes Murray, M.D.
 Surgeon - Lieutenant - Colonel James Keith Anderson, M.D.
 Surgeon - Lieutenant - Colonel George Paton Alexander.
 Acting Chaplain the Reverend Thomas Alexander Cameron.
Lieutenant-Colonel and Honorary Colonel James Anderson Dickson, retired.
Lieutenant - Colonel and Honorary Colonel William Scott, retired.
Major and Honorary Lieutenant-Colonel James Petrie Dowall, retired.
Surgeon-Major (ranking as Lieutenant-Colonel) Samuel Lawrence, M.D., retired.
- 3rd (Dundee Highland) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Lieutenant-Colonel and Honorary Colonel William Smith.
 Quartermaster and Honorary Captain John Crerar Macdonald.
 Honorary Chaplain the Reverend Peter Grant, D.D.
Major and Honorary Lieutenant - Colonel John Jessiman, retired.
- 4th (Perthshire) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Major and Honorary Lieutenant-Colonel John Hally.
 Captain and Honorary Major Archibald Gibson.
 Captain and Honorary Major George Mailer.
 Lieutenant Duncan Kippen.
Captain and Honorary Major James Clark, retired.
- 5th (Perthshire Highland) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Honorary Colonel William Macdonald Macdonald.
 Lieutenant-Colonel Sir Robert Menzies, Bart.
 Major and Honorary Lieutenant-Colonel David Buttar.
 Captain and Honorary Major Charles Munro.
 Captain and Honorary Major David Mitchell Robertson.
 Captain John Baxter.
Major and Honorary Lieutenant-Colonel Charles Stewart, retired.
Captain and Honorary Major William Japp, retired.
Captain and Honorary Major David Chalmers, retired.
Captain and Honorary Major Donald Fisher, retired.
Captain and Honorary Major John Borrie, retired.
Lieutenant and Honorary Captain Robert McLaren, retired.
Lieutenant and Honorary Captain Peter Davidson, retired.
Lieutenant and Honorary Captain James Brodie Ritchie, retired.
- 6th (Fife) Volunteer Battalion, the Black Watch (Royal Highlanders).*
 Captain and Honorary Major James Cusin, jun.
 Captain and Honorary Major Charles G. Dawson.
 Captain and Honorary Major Andrew Reid Shearer.
 Captain and Honorary Major Peter Herd.
 Captain and Honorary Major John McQuillen.
 Quartermaster and Honorary Major Thomas Brown.
Lieutenant-Colonel and Honorary Colonel James McFarlane, retired.
Captain and Honorary Major John Tait, retired.
Captain and Honorary Major William Roger, retired.
- 2nd Volunteer Battalion, the Highland Light Infantry.*
 Lieutenant-Colonel and Honorary Colonel Peter W. Hall.
 Major John Drummond Young.
Major Robert Meldrum, retired.
- 3rd (the Blythswood) Volunteer Battalion, the Highland Light Infantry.*
 Honorary Colonel William Stirling.
 Honorary Colonel Alexander Crum Ewing.
 Lieutenant-Colonel Commandant A. C., Lord Blythswood.
 Lieutenant-Colonel and Honorary Colonel William Clark.
 Major and Honorary Lieutenant-Colonel Thomas Glen.

Major and Honorary Lieutenant-Colonel Robert Simpson Murray.
 Surgeon-Lieutenant-Colonel John Ewan Brodie, M.D.
Major and Honorary Lieutenant-Colonel George Purdie, retired.
Captain and Honorary Major Robert Whyte, retired.
Captain and Honorary Major Allan R. Goldie, retired.
Captain and Honorary Major James Gibb Birrell, retired.

9th Lanarkshire Rifle Volunteer Corps.
 Lieutenant-Colonel and Honorary Colonel James Stevenson Hamilton.
 Captain and Honorary Major John Lancaster.
 Surgeon-Lieutenant-Colonel John Lindsay.
Captain and Honorary Major John Paul, retired.
Captain and Honorary Major Thomas Moore, retired.
Captain and Honorary Major John Annan, retired.
Captain and Honorary Major Edward Spence, retired.
Quartermaster and Honorary Captain James Scott, retired.

5th (Glasgow Highland) Volunteer Battalion, the Highland Light Infantry.
 Honorary Colonel Francis Robertson-Reid.
 Lieutenant-Colonel Commandant and Honorary Colonel James Todd Stewart.
 Lieutenant-Colonel and Honorary Colonel Charles Macdonald Williamson.
 Major and Honorary Lieutenant-Colonel James Menzies.
 Major and Honorary Lieutenant-Colonel John Clark.
 Quartermaster and Honorary Captain John Macpherson.
Captain and Honorary Major Thomas Johnston, retired.
Surgeon-Major (ranking as Lieutenant-Colonel) Thomas Drysdale Buchanan, M.D., retired.

1st (Ross Highland) Volunteer Battalion, Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's).
 Lieutenant-Colonel and Honorary Colonel Alexander J. C. Warrant.
 Major and Honorary Lieutenant-Colonel George MacLennan.
 Captain and Honorary Major Peter Grant.
 Captain and Honorary Major Walter Grieve Mundell.
 Captain and Honorary Major George Ross.
 Captain and Honorary Major Alexander Fraser Mackenzie.
 Captain and Honorary Major Peter Bain.
 Captain and Honorary Major Alexander Colin Mackenzie.
 Lieutenant Robert Greig.
 Lieutenant William George Dick.
 Lieutenant William Ross.
 Lieutenant Donald Jack.
 Lieutenant William Walker.
 Lieutenant Roderick McRae.
 Surgeon-Lieutenant-Colonel Alexander Robertson Mackenzie, M.D.
 Honorary Chaplain the Reverend John Gibson, M.A.
Major and Honorary Lieutenant-Colonel Alexander Panton Smith, retired.
Major and Honorary Lieutenant-Colonel Edward Hay Mackenzie Matheson, retired.
Captain and Honorary Major Andrew Mackenzie, retired.
Captain Peter James Dewar, retired.

1st Sutherland (the Sutherland Highland) Rifle Volunteer Corps.

Major Robert Robertson.
 Captain and Honorary Major David Sutherland.
 Captain Peter Hamilton.
 Lieutenant Alexander Coghill.
Captain and Honorary Major James (Brims), retired.

3rd (Morayshire) Volunteer Battalion, Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's).
 Lieutenant-Colonel and Honorary Colonel Felix Calvert MacKenzie.
 Major and Honorary Lieutenant-Colonel Charles James Johnston.
 Major and Honorary Lieutenant-Colonel Robert Urquhart.
 Captain and Honorary Major Hugh Stewart.
 Captain and Honorary Major George Alexander Cooper.
 Captain and Honorary Major James Duff Miller.
Lieutenant-Colonel William Culbard, retired.
Captain and Honorary Major James Grant, jun., retired.

1st Volunteer Battalion, the Gordon Highlanders.
 Lieutenant-Colonel and Honorary Colonel Douglass Duncan.
 Major and Honorary Lieutenant-Colonel Hodgson Campbell Gordon.
 Major and Honorary Lieutenant-Colonel Richard Alexander Dyer Connon.
 Captain and Honorary Major George Cruden.
 Captain and Honorary Major James Clyne.
 Quartermaster (Honorary Lieutenant-Colonel) John Crombie.
 Brigade - Surgeon - Lieutenant - Colonel Angus Fraser, M.D.
Captain Harvey Hall, retired.
Captain and Honorary Major Shaw Robert W. Shaw, retired.

2nd Volunteer Battalion, the Gordon Highlanders.
 Lieutenant-Colonel and Honorary Colonel James Mackie.
 Major and Honorary Lieutenant-Colonel John Hutcheon.
 Captain and Honorary Major John Rae.
 Captain and Honorary Major George Knox.
 Captain and Honorary Major Thomas Williamson.
 Captain and Honorary Major John Marr.
 Lieutenant Alexander Keith.
 Honorary Chaplain the Reverend Andrew J. Milne, LL.D.
 Surgeon-Captain William Mortimer.
Lieutenant-Colonel and Honorary Colonel Henry Wolrige-Gordon, retired.
Captain and Honorary Major William Duthie, retired.
Lieutenant and Honorary Captain Thomas Mair, retired.

3rd (the Buchan) Volunteer Battalion, the Gordon Highlanders.

Major and Honorary Lieutenant-Colonel Robert Scott.
 Major and Honorary Lieutenant-Colonel Robert Robertson.
 Captain and Honorary Major John Stewart, jun.
 Captain and Honorary Major John Simpson.
 Captain and Honorary Major Alexander Hay.
 Lieutenant James Cooper Rennie.
 Quartermaster and Honorary Captain John Walker.

4th Volunteer Battalion, the Gordon Highlanders.
 Honorary Colonel William, Lord Sempill.
 Lieutenant-Colonel and Honorary Colonel George Jackson.

- Major and Honorary Lieutenant-Colonel John Smith.
Lieutenant John Gray.
Surgeon-Major William Paterson.
Captain and Honorary Major James Walker, retired.
5th (Dreside Highland) Volunteer Battalion, the Gordon Highlanders.
Lieutenant-Colonel and Honorary Colonel Alexander Cochran.
Captain and Honorary Major James Deans, retired.
Captain and Honorary Major John Gordon, retired.
6th Volunteer Battalion, the Gordon Highlanders.
Lieutenant-Colonel George Smith Grant.
Captain and Honorary Major Alexander Sheed.
Lieutenant John McDonald.
Lieutenant William Stuart.
Lieutenant George Gibb.
Surgeon-Lieutenant-Colonel William Robert Duguid.
Lieutenant-Colonel and Honorary Colonel John Gordon Smith, retired.
Captain and Honorary Major George Kynoch, retired.
Captain and Honorary Major William McGowan, retired.
1st (Inverness Highland) Volunteer Battalion, the Queen's Own Cameron Highlanders.
Major and Honorary Lieutenant-Colonel Alexander Macdonald.
Captain and Honorary Major Daniel McLeish.
Captain and Honorary Major David Munro.
Captain and Honorary Major William Ferguson.
Captain and Honorary Major Duncan Shaw.
Captain and Honorary Major Donald Russell.
Quartermaster (Captain) Alexander Kennedy Findlater.
Major and Honorary Lieutenant-Colonel George Rose, retired.
Major and Honorary Lieutenant-Colonel Sir Henry Cockburn MacAndrew, Knt., retired.
Major and Honorary Lieutenant-Colonel Robert Grant, retired.
1st (Renfrewshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Honorary Colonel Sir Michael Robert Shaw Stewart, Bart.
Lieutenant-Colonel William Lamont.
Major John Stewart.
Captain and Honorary Major James Tannahill.
Captain and Honorary Major James Kelling Stewart.
Captain and Honorary Major John Thomas Wilson.
Captain and Honorary Major Robert W. Livingston.
Lieutenant John McIsaac.
Lieutenant-Colonel and Honorary Colonel David Macduff Latham, retired.
Lieutenant-Colonel and Honorary Colonel William Ross, retired.
Lieutenant-Colonel and Honorary Colonel William Orr Leitch, retired.
Captain and Honorary Major Hugh William Walker, retired.
Surgeon and Surgeon-Major William Johnston Marshall, M.D., retired.
2nd (Renfrewshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Lieutenant-Colonel and Honorary Colonel Thomas Glen Coats.
Major and Honorary Lieutenant-Colonel Alexander Millar.
- Captain and Honorary Major James Rodger Wood.
Lieutenant-Colonel and Honorary Colonel William Carlisle, retired.
Captain and Honorary Major Robert Rowand, retired.
3rd (Renfrewshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Honorary Colonel Alexander Crum.
Lieutenant-Colonel and Honorary Colonel Zechariah John Heys.
Major and Honorary Lieutenant-Colonel Zechariah Henry Heys.
Lieutenant-Colonel and Honorary Colonel Robert King, retired.
Captain and Honorary Major Robert Scobie, retired.
Quartermaster (Honorary Major) Thomas Locke, retired.
Honorary Major and Adjutant Richard James Hotchkis, retired.
4th (Stirlingshire) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Honorary Colonel Alexander Wilson.
Lieutenant-Colonel and Honorary Colonel Donald McFadyen.
Captain and Honorary Major Robert Stirling.
Quartermaster and Honorary Captain James Brown.
Surgeon-Major Michael Benny, M.D.
Lieutenant-Colonel and Honorary Colonel Charles McIntosh King, retired.
Lieutenant-Colonel and Honorary Colonel Alexander Nimmo, retired.
Captain and Honorary Major Edward Liddell Wilson, retired.
Captain and Honorary Major William Gillespie, retired.
Lieutenant and Honorary Captain George Watson, retired.
Surgeon and Honorary Surgeon-Major William Johnstone, M.D., retired.
5th Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Lieutenant-Colonel and Honorary Colonel John Wingfield Malcolm, C.B.
Major and Honorary Lieutenant-Colonel John MacInnes.
Captain John Buchanan.
Major and Honorary Lieutenant-Colonel Charles Colville Greenlees, retired.
Major and Honorary Lieutenant-Colonel Robert Philips, retired.
Captain and Honorary Major Dugald McKechnie, retired.
Surgeon and Honorary Surgeon-Major John Reid, retired.
1st Dumbartonshire Rifle Volunteer Corps.
Honorary Colonel Alexander Horace Dennistoun.
Lieutenant-Colonel Commandant and Honorary Colonel James Rodger Thomson.
Major Robert Orr.
Captain and Honorary Major Walter Drew.
Surgeon-Lieutenant-Colonel Peter France Robertson, M.D.
Acting Chaplain the Reverend Robert Bell.
Major William Calder, retired.
Major and Honorary Lieutenant-Colonel William Pender Logan, retired.
Captain and Honorary Major John McIntyre, retired.
7th (Clackmannan and Kinross) Volunteer Battalion, Princess Louise's (Argyll and Sutherland Highlanders).
Honorary Colonel Alexander Mitchell.

Lieutenant-Colonel and Honorary Colonel James Porteous.
 Major and Honorary Lieutenant-Colonel Andrew Thomson Moyes.
 Captain and Honorary Major Robert Graham Abercrombie.
 Captain and Honorary Major William Gibson.
Lieutenant-Colonel and Honorary Colonel John Bald Harvey, retired.
Major and Honorary Lieutenant-Colonel George Bogie, retired.
Captain and Honorary Major Thomas Steedman, retired.
Captain and Honorary Major Thomas Donaldson, retired.

Whitehall, November 19, 1892.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Baronet of the said United Kingdom unto Charles Edward Hamilton, of Cadogan-square, in the parish of Chelsea, in the county of London, Esq., and the heirs male of his body lawfully begotten.

Whitehall, November 21, 1892.

THE Queen has been pleased to give and grant unto Lieutenant-Colonel Justin Charles Ross, C.M.G., late Inspector-General of Irrigation in Egypt, Her Majesty's Royal licence and authority that he may accept and wear the Insignia of the Order of the Osmanieh of the Second Class, which His Highness the Khedive of Egypt, authorized by His Imperial Majesty the Sultan, has been pleased to confer upon him in recognition of his services whilst actually and entirely employed beyond Her Majesty's Dominions in the service of the Egyptian Government.

*The Prince of Wales's Council Chamber,
 Buckingham Gate, November 21, 1892.*

THE names of the Gentlemen who have been nominated to serve the office of Sheriff of the County of Cornwall:—

William Bolitho, jun., of Ponsandane, Penzance, Esq.
 George John Smith, of Treliske, Truro, Esq.
 John Bevill Fortescue, of Boconnoc, Lostwithiel, Esq.

BY virtue of an Act passed in the twenty-second year of the reign of Her Most Gracious Majesty Queen Victoria, intituled "An Act to extend the Act of the twenty-fourth year of King George the Third, chapter twenty-six, for issuing writs during any recess of the House of Commons, whether by prorogation or adjournment;" and of an Act passed in the twenty-sixth year of the reign of Her present Majesty, intituled "An Act to further limit and define the time for proceeding to Election during the Recess:"

I do hereby give notice, that it hath been certified to me in writing, under the hands of two Members serving in this present Parliament, in the manner required by the said Act, that Peter Esslemont, Esq., late a Member serving in this present Parliament for the Eastern Division of the County of Aberdeen, hath accepted the office of Chairman of the Fishery Board for Scotland, and has been gazetted thereto in the London Gazette, dated the 15th day of November,

1892, and has thereby vacated his seat; and that I shall issue my Warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said Division of the County of Aberdeen, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this 21st day of November, 1892.

ARTHUR W. PEEL, Speaker.

(H. 8492.)

*Board of Trade (Harbour Department),
 London, November 19, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 18th November, 1892, from Her Majesty's Representative at Alexandria, stating that the sanitary medical visit imposed on arrivals from Italy has now been suspended.

(H. 8493.)

*Board of Trade (Harbour Department),
 London, November 19, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated 18th November, 1892, from Her Majesty's Representative at Constantinople:—"Quarantine reduced to five days for arrivals from Sebastopol without passengers on board. The quarantine may be performed at any Ottoman port provided with a lazaret."

(H. 8491.)

*Board of Trade (Harbour Department),
 London, November 21, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 17th November, 1892, from Her Majesty's Representative at The Hague. The following is an extract therefrom:—"Yesterday's official Gazette contained a Notice, signed by the Minister of the Interior, revoking the provisions of Article 8 of the Royal Decree, respecting the rules to be observed with regard to persons coming from Russia, Hamburg, Antwerp, or Havre.

(H. 8412.)

*Board of Trade (Harbour Department),
 London, November 21, 1892.*

THE Board of Trade have received, through Her Majesty's Representative at Port au Prince, a copy of the following Regulations issued by the Haytian Government:—

Port au Prince.

Copy of Decree of July 28, 1891, prohibiting the entry of shipping into the Ports of the Republic, between the hours of 6 P.M. and 6 A.M.:—
 Extract from the "Moniteur Officiel" of August 8, 1891—

Arrêté.

Hyppolite, Président d'Haïti.

Considérant que la police des ports et rades s'exerce par l'Etat, qui en est propriétaire.

Considérant que tout peuple a le droit de réglementer l'entrée sur son territoire.

Considérant qu'il est impossible au médecin du port de vérifier les papiers et de constater l'état sanitaire des passagers et de l'équipage des navires qui arrivent la nuit:

Vu la loi de l'Octobre 9, 1884, le règlement général de police maritime et l'article 97 de la Constitution.

Sur le rapport du Secrétaire d'Etat de la Marine;

De l'avis du Conseil des Secréaires d'Etat;
 A arrêté et arrête ce qui suit.

ART. 1. A partir de l'aout 8 prochain, l'entrée des ports et rades de la République est interdite à tous navires, de six heures du soir à six heures du matin.

ART. 2. Les Secrétaires d'Etat, de la Marine, du Commerce, de l'Intérieur et des Relations Extérieures sont, chacun un ce qui le concerne, chargés de l'exécution du présent arrêté.

Donné aux Palais nationale de Port-au-Prince le Juillet 28, 1891, an 88e de l'Indépendance.

Par le Président, HYPOLITE.

Le Secrétaire d'Etat de la Marine, BELIARD jeune.

Le Secrétaire d'Etat du Commerce, STEWART.

Le Secrétaire d'Etat de l'Intérieur, NEMOURS PIERRE LOUIS aîné.

Le Secrétaire d'Etat des Relations Extérieures, H. LECHAUD.

(H. 8494.)

*Board of Trade (Harbour Department),
London, November 21, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 15th November, 1892, from Her Majesty's Representative at Rome, enclosing the following Quarantine Regulations issued by the Italian Government:—

Minister of the Interior, 1892.

Quarantine Regulations, No. 9.

It is decreed—

ART. I. The quarantine regulations Nos. 4 and 7, of August 31 and October 14 of this year, are rescinded.

ART. II. All ships coming from the Black Sea, from French, Belgian, Dutch, and German ports in the German Ocean, including Hamburg, from Austrian, Hungarian, and from Russian ports in the Baltic, shall still be subjected to a rigorous medical visit in the first Italian port they arrive at.

ART. III. The disembarkation from the said ships of linen and woollen clothes for personal or domestic use, which are not perfectly clean and previously disinfected, is forbidden.

ART. IV. The disinfection of soiled linen, &c., shall be carried out either with the proper steam apparatus if the ship or the port is furnished therewith, or by holding them for at least ten minutes in boiling water, or in a solution of one per thousand of corrosive sublimate mixed with five per thousand of chloric acid.

ART. V. The Sanitary Officers charged with the visit on board will decide in individual cases whether the garments of passengers or crew should be subjected also to disinfection.

ART. VI. Ships on board of which cases of cholera shall be proved to have taken place during the voyage, or which shall contain on arrival suspicious cases, shall be sent to the nearest quarantine station, the Island of Asinara or the Island of Poveglia, there to undergo such quarantine regulations as may from time to time be decided upon by the Government. Ships which are known to be in such a condition may go direct to the said stations before touching at any other port.

ART. VII. The regulations contained in this Decree shall also be applied to all ships, whatsoever their port of departure, if their bills of health be foul (with cholera).

GIOLITTI, Minister.

Rome, November 11, 1892.

(H. 8603.)

*Board of Trade (Harbour Department),
London, November 22, 1892.*

THE Board of Trade have received, through

the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 21st November, 1892, from Her Majesty's Representative at Lisbon, stating that Havre is suspected of cholera from the 1st instant.

(H. 8604.)

*Board of Trade (Harbour Department),
London, November 22, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 13th November, 1892, from Her Majesty's Representative at Constantinople, enclosing a quarantine notice to the effect that the quarantine on arrivals from the Austro-Hungarian littoral on the Adriatic is reduced from ten to five days, to be performed at Clazomene or Beyrouth.

(H. 8605.)

*Board of Trade (Harbour Department),
London, November 22, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 12th November, 1892, from Her Majesty's Representative at Athens, stating that a medical visit is substituted for quarantine in the case of vessels from any British port which sailed since the 22nd ultimo.

(H. 8631.)

*Board of Trade (Harbour Department),
London, November 22, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 21st November, 1892, from Her Majesty's Representative at Buenos Aires, stating that a Decree has been issued subjecting arrivals from Belgian ports and Havre to observation only.

(H. 8632.)

*Board of Trade (Harbour Department),
London, November 22, 1892.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated 21st November, 1892, from Her Majesty's Representative at Madrid:—

"The Telegram of November 14 should have read: Arrivals from L'Orient declared foul, which sailed after October 26."

Admiralty, 18th November, 1892.

The undermentioned Acting Sub-Lieutenants have been confirmed as Sub-Lieutenants in Her Majesty's Fleet:—

Arthur Courtenay Stewart.

John Douglas Edwards.

Dated 14th April, 1891.

Arthur Hugh Oldham.

Harry Beaumont Heygate.

William Francis Benwell.

Henry Luxmoore.

John Collings Taswell Glossop.

Charles Samuel Wills.

George Cuninghame Quayle.

Frank Brandt.

Dated 14th May, 1891.

Lionel Halsey.

Dated 14th July, 1891.

William Alexander Sturrock Dodds.

Dated 14th October, 1891.

Langton William Browell.

Dated 14th November, 1891.

Sub-Lieutenant John Douglas Edwards has been promoted to the rank of Lieutenant in Her Majesty's Fleet. Dated 14th April, 1892.

Clerk William Davenport Sarratt has been promoted to the rank of Assistant-Paymaster in Her Majesty's Fleet. Dated 29th October, 1892.

Admiralty, 19th November, 1892.

Royal Marine Light Infantry.

Major and Brevet Lieutenant-Colonel John Anderson Rae McKechnie has been placed on the Retired List, at his own request. Dated 18th November, 1892.

Colonel Commandant John Macdonald Moody is placed on the Retired List, on the expiration of his command, under Order in Council 29th November, 1881. Dated 20th November, 1892.

Colonel Commandant John Macdonald Moody, retired, R.M.L.I., to have the honorary rank of Major-General. Dated 20th November, 1892.

Colonel Second Commandant Joseph Philips, C.B., to be Colonel Commandant, vice Moody, retired. Dated 20th November, 1892.

Lieutenant-Colonel John Ignatius Morris to be Colonel Second Commandant, vice Philips. Dated 20th November, 1892.

Admiralty, 21st November, 1892.

THE undermentioned Staff Surgeons have been promoted to the rank of Fleet Surgeon in Her Majesty's Fleet:—

Henry Thompson Cox. Dated 12th November, 1892.

Richard Gavin Brown, M.B. Dated 13th November, 1892.

*War Office, Pall Mall,
22nd November, 1892.*

2nd Life Guards, Lieutenant Oswald Henry Ames to be Captain, vice H. French, appointed Adjutant. Dated 26th October, 1892.

Royal Horse Guards, Second Lieutenant Sir C. H. Rushout, Bart., to be Lieutenant, vice C. H. Villiers, seconded. Dated 21st October, 1892.

3rd Dragoon Guards, The undermentioned Lieutenants to be Captains:—

Clive S. Keith, vice E. D. J. O'Brien, seconded. Dated 4th July, 1892.

Acland A. G. Anderson, vice C. S. Keith, seconded for service in the Ordnance Store Department. Dated 4th July, 1892.

Charles L. Cotton, vice C. H. Farquharson, promoted. Dated 5th September, 1892.

The undermentioned Second Lieutenants to be Lieutenants. Dated 5th September, 1892:—

E. A. Swinhoe, vice C. L. Cotton.

J. W. Ferguson, to complete establishment.

10th Hussars, Second Lieutenant John Peniston Milbanke, from 3rd Battalion the Royal Sussex Regiment, to be Second Lieutenant, in succession to Lieutenant C. H., Lord Southampton, promoted. Dated 23rd November, 1892.

11th Hussars, Captain the Honourable Henry A. Ormsby-Gore to be Major, on augmentation. Dated 24th October, 1892.

Supernumerary Captain the Honourable Osbert V. G. A. Lumley to be Captain, vice the Honourable H. A. Ormsby-Gore. Dated 24th October, 1892.

Riding-Master and Honorary Captain Albert Worthington retires on retired pay. Dated 23rd November, 1892.

Squadron Sergeant-Major Rough-Rider Henry Hume Merton, from the Cavalry Dépôt Staff, to be Riding-Master, with the honorary rank of Lieutenant, vice Honorary Captain A. Worthington. Dated 23rd November, 1892.

No. 26347.

B

13th Hussars, The undermentioned Second Lieutenants to be Lieutenants, to complete establishment. Dated 23rd November, 1892:—

J. F. Church.

H. P. Dangar.

14th Hussars, Lieutenant John D. Hamilton resigns his Commission. Dated 23rd November, 1892.

16th Lancers, Quartermaster-Sergeant Israel Hart to be Quartermaster, with the honorary rank of Lieutenant, vice Honorary Lieutenant E. Heymer, retired. Dated 23rd November, 1892.

17th Lancers, Second Lieutenant T. G. Collins to be Lieutenant, vice E. D. Miller, resigned. Dated 26th October, 1892.

18th Hussars, Second Lieutenant John M. S. Groves is seconded for service with the Indian Staff Corps. Dated 14th September, 1892.

21st Hussars, Major Rowland Hill Martin to be Lieutenant-Colonel, vice T. E. S. Hickman, deceased. Dated 26th October, 1892.

Captain and Brevet Major Charles B. Pigott, D.S.O., to be Major, vice R. H. Martin. Dated 26th October, 1892.

The undermentioned Lieutenants to be Captains. Dated 26th October, 1892:—

Thursby H. E. Dauncey, vice Brevet Major C. B. Pigott, D.S.O.

James George Fair, Adjutant, to complete establishment.

The undermentioned Second Lieutenants to be Lieutenants. Dated 26th October, 1892:—

O. M. J. da Costa, Probationer Indian Staff Corps, vice T. H. E. Dauncey.

M. J. Stapylton, to complete establishment.

Royal Engineers, Lieutenant-Colonel Charles Cunningham, on completion of five years' service as a regimental Lieutenant-Colonel, is placed on half-pay. Dated 13th November, 1892.

Lieutenant-Colonel Thomas Glancy, on completion of five years' service as a regimental Lieutenant-Colonel, is placed on retired pay. Dated 23rd November, 1892.

Major and Brevet Lieutenant-Colonel George Henry to be Lieutenant-Colonel, vice C. Cunningham. Dated 13th November, 1892.

Major Edward Crozier Sibbald Moore to be Lieutenant-Colonel, vice T. Glancy. Dated 23rd November, 1892.

Captain William Francis Howard Stafford to be Major, vice Brevet Lieutenant-Colonel G. Henry. Dated 13th November, 1892.

Captain Edmund Augustus Waller to be Major, vice E. C. S. Moore. Dated 23rd November, 1892.

The undermentioned Lieutenants to be Captains:—

Ernest Augustus Tudor Tudor, vice S. A. E. Hickson, D.S.O., promoted. Dated 7th October, 1892.

George Mark Watson Macdonogh, vice G. C. P. Onslow, promoted. Dated 21st October, 1892.

John Palfy Brewin, vice W. F. H. Stafford. Dated 13th November, 1892.

Frederic Edward Guthrie Skey, vice E. A. Waller. Dated 23rd November, 1892.

The undermentioned Second Lieutenants to be Lieutenants. Dated 23rd November, 1892:—

James Leopold Meyer.

Ernest Alfred Cumming.

Robert Ferguson Knox.

Arthur Julius Craven.

Rooblie Hassan West.
Francis Davidson Outram.
Horace Harrison Turner
Robert Henry Michaelson Yeates.
Charles Ogilvie Halliday.

REGIMENTAL DISTRICT.

Colonel M. S. J. Sunderland, D.S.O., from Lieutenant-Colonel half-pay, to be Colonel to command the 91st Regimental District (Princess Louise's, Argyll and Sutherland Highlanders), vice Colonel A. C. Nightingale, whose period of service in that appointment is about to expire. Dated 6th December, 1892.

LINE BATTALIONS.

The Northumberland Fusiliers, The undermentioned Lieutenants to be Captains. Dated 24th October, 1892.

Mowbray Lees Sant, vice F. Neville, deceased.
Douglas Sapte, Adjutant, to complete establishment.

Second Lieutenant S. C. Ferguson to be Lieutenant, vice A. B. Drummond, seconded. Dated 18th August, 1892.

The King's (Liverpool Regiment), Captain O'Donnel C. Grattan to be Major, vice H. M. Wade, promoted Lieutenant-Colonel on half-pay. Dated 26th October, 1892.

The Lincolnshire Regiment, The undermentioned Second Lieutenants to be Lieutenants:—
Lancelot Edwards, vice J. S. Kemball, seconded. Dated 7th October, 1892.

P. M. Peters, vice H. J. Riddell, seconded. Dated 10th October, 1892.

The Devonshire Regiment, Lieutenant George M. Morris is seconded for service with the Indian Staff Corps. Dated 7th September, 1892.

The Prince Albert's (Somersetshire Light Infantry), Captain and Brevet Major Henry Alfred Walsh to be Major, vice H. H. Thurlow, promoted Lieutenant-Colonel on half-pay. Dated 26th October, 1892.

Supernumerary Captain R. Lloyd Payne, D.S.O., to be Captain, vice Brevet Major H. A. Walsh. Dated 26th October, 1892.

Lieutenant Walter P. Braithwaite to be Adjutant, vice Captain R. Brocklehurst, who has completed his period of service in that appointment. Dated 16th November, 1892.

The Prince of Wales's Own (West Yorkshire Regiment), The appointment to a Second Lieutenancy of Gentleman Cadet W. F. Lang, from the Royal Military College, which appeared in the Gazette of 12th August, 1892, is cancelled.

The Bedfordshire Regiment, Major A. M. Paterson to be Lieutenant-Colonel, vice J. L. Price, made Supernumerary. Dated 10th October, 1892.

Captain Frederick W. Becher to be Major, vice A. M. Paterson. Dated 10th October, 1892.

The Leicestershire Regiment, Captain George A. Bulkley is seconded for service as an Adjutant of Volunteers. Dated 1st November, 1892.

The Lancashire Fusiliers, Brevet Major Frederick Hammersley, from Supernumerary Captain, to be Captain, vice P. F. Tallents, promoted. Dated 19th November, 1892.

The Cheshire Regiment, Second Lieutenant Gerald L. Corry resigns his Commission. Dated 23rd November, 1892.

The King's Own Scottish Borderers, Lieutenant Walter D. Sellar to be Captain, vice F. A. C. Claughton, promoted. Dated 27th July, 1892.

The promotion to the rank of Lieutenant of Second Lieutenant J. S. Swan is antedated to 27th July, 1892, vice W. D. Sellar.

Second Lieutenant A. H. O. Spence to be Lieutenant, vice A. H. Magee, seconded. Dated 3rd August, 1892.

The Cameronians (Scottish Rifles), Second Lieutenant Wilfred M. Guthrie-Smith is seconded for service with the Indian Staff Corps. Dated 3rd September, 1892.

The Duke of Cornwall's Light Infantry, Captain and Brevet Major George A. Ashby is seconded for service as an Adjutant of Volunteers. Dated 14th November, 1892.

The Border Regiment, Second Lieutenant F. E. Coningham to be Lieutenant, vice H. D. Tuson, seconded. Dated 6th October, 1892.

The Royal Sussex Regiment, Captain John C. Farrell to be Major, vice F. S. Campbell, promoted Lieutenant-Colonel on half-pay. Dated 26th October, 1892.

The Dorsetshire Regiment, Second Lieutenant H. A. Mansel to be Lieutenant, vice H. M. Le Fleming, resigned. Dated 26th October, 1892.

The Essex Regiment, Second Lieutenant G. M. H. Stirling to be Lieutenant, on augmentation. Dated 7th October, 1892.

The Loyal North Lancashire Regiment, Second Lieutenant Charles Godfrey, Probationer Indian Staff Corps, to be Lieutenant, on augmentation. Dated 23rd November, 1892.

The Queen's Own (Royal West Kent Regiment), Captain C. E. C. B. Harrison to be Major, vice C. R. Crosse, promoted Lieutenant-Colonel on half-pay. Dated 2nd November, 1892.

The King's Own (Yorkshire Light Infantry), The undermentioned Second Lieutenants to be Lieutenants, to complete establishment. Dated 16th June, 1892:—

E. H. Buckle, Probationer Indian Staff Corps.
J. B. G. Tulloch.

The King's (Shropshire Light Infantry), Second Lieutenant Godfrey Meynell to be Lieutenant, vice F. A. Burnett, deceased. Dated 11th October, 1892.

The York and Lancaster Regiment, Second Lieutenant H. P. Thurnall to be Lieutenant, vice A. G. Burt, appointed Adjutant. Dated 26th October, 1892.

The Durham Light Infantry, Major William Gordon to be Lieutenant-Colonel, vice Colonel R. Upcher, D.S.O., placed on half-pay. Dated 31st October, 1892.

Captain Herbert S. FitzGerald to be Major, vice W. Gordon. Dated 31st October, 1892.

The Highland Light Infantry, Major William F. Anstey retires on retired pay. Dated 23rd November, 1892.

Captain R. E. Goold-Adams to be Major, vice W. F. Anstey. Dated 23rd November, 1892.

Captain Ingram C. Conway-Gordon is seconded for service as an Adjutant of Volunteers. Dated 14th November, 1892.

Second Lieutenant I. H. Campbell to be Lieutenant, vice H. F. Kays, promoted. Dated 26th October, 1892.

Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), Major Matthew N. G. Kane retires on retired pay. Dated 23rd November, 1892.

Quartermaster-Sergeant Martin Glynn to be Quartermaster, with the honorary rank of Lieutenant, vice Honorary Captain H. L. MacLennan, retired. Dated 23rd November, 1892.

The Prince of Wales's Leinster Regiment (Royal Canadians), Captain John P. Templer retires from the Service receiving a gratuity. Dated 23rd November, 1892.

The West India Regiment, Lieutenant Clifton V. R. Wright to be Captain, vice E. J. Collins, deceased. Dated 26th October, 1892.

Lieutenant John Henry F. H. Cloran, from half-pay, to be Lieutenant, vice C. V. R. Wright. Dated 23rd November, 1892.

Unattached List, The undermentioned Officers to be Second Lieutenants, with a view to their appointment to the Indian Staff Corps. Dated 23rd November, 1892:—

Lieutenant Edward Algernon Ernest Muntz, from 3rd Battalion the King's (Shropshire Light Infantry).

Lieutenant Theodore Julian Bolland, from 4th Battalion the Manchester Regiment.

Lieutenant John Savile Bogle, from 3rd Battalion the Loyal North Lancashire Regiment.

Second Lieutenant Edward Gardiole Delacour De Labilliere, from 5th Battalion the King's Royal Rifle Corps.

Staff, Major-General O. H. A. Nicolls, Royal Artillery, commanding the Royal Artillery at Malta, to be a Major-General on the Staff to command the Troops in the Woolwich District, vice Major-General A. H. W. Williams, Royal Artillery, appointed Deputy Adjutant-General for Royal Artillery at Head-Quarters. Dated 8th November, 1892.

School of Gunnery, Captain A. J. Mullins, Royal Artillery, to be Adjutant. Dated 28th October, 1892.

School of Military Engineering, Captain S. R. Rice, Royal Engineers, to be Adjutant. Dated 10th August, 1892.

Army Medical Staff, Surgeon-Colonel Philip B. Smith, M.D., to be Surgeon-Major-General, vice G. L. Hinde, C.B., retired. Dated 27th October, 1892.

Brigade-Surgeon-Lieutenant-Colonel Alexander F. Churchill, M.B., to be Surgeon-Colonel, vice P. B. Smith, M.D. Dated 27th October, 1892.

Surgeon-Lieutenant-Colonel James Williamson, M.R., F.R.C.S.I., to be Brigade-Surgeon-Lieutenant-Colonel, vice A. F. Churchill, M.B. Dated 27th October, 1892.

Surgeon-Lieutenant-Colonel William H. Steele, M.D., F.R.C.S.I., to be Brigade-Surgeon-Lieutenant-Colonel, vice J. E. Murray, M.D., F.R.C.S. Edinburgh, retired. Dated 31st October, 1892.

Half-Pay, The undermentioned Majors to be Lieutenant-Colonels. Dated 23rd November, 1892:—

G. Roland R. Poole, from 12th Lancers.

Frederick C. Howard, from the Rifle Brigade (the Prince Consort's Own).

Mitford Cust, from the Queen's (Royal West Surrey Regiment).

MEMORANDA.

Major-General Robert Whigham retires on retired pay. Dated 23rd November, 1892.

Colonel William S. Kenyon-Slaney, from Lieutenant-Colonel half-pay, is placed on retired pay. Dated 23rd November, 1892.

The undermentioned Lieutenant-Colonels, half-pay, retire on retired pay. Dated 23rd November, 1892:—

Alfred G. Impey.

Frederick C. Howard.

Mitford Cust.

Commission signed by the Lord Lieutenant of the County of Westmorland.

Thomas Wilkinson Thwaytes, Esq., to be Deputy Lieutenant.

FACTORY AND WORKSHOP ACT, 1878.

IN pursuance of Section 67 of the above Act, the Right Honourable Herbert Henry Asquith, one of Her Majesty's Principal Secretaries of State, has been pleased to appoint William Henry Seal, Esq., James Morison Arbuckle, Esq., George Allen Taylor, Esq., and Frederick Johnson Parkes, Esq., to be Inspectors of Factories and Workshops.

Whitehall, November 21, 1892.

Whitehall, November 21, 1892.

THE Secretary of State for the Home Department hereby gives notice that he has approved of the extension of the numbers to be received in the St. Joseph's Industrial School for Roman Catholic Boys, Tranent, near Edinburgh, from 70 to 100 and has certified the said premises to be fitted for the reception of such children as may be sent there in pursuance of "The Industrial Schools Act, 1866," not exceeding 100 in number.

EXCHEQUER BONDS.

Per Acts 29 Vict., c. 25, 52 Vict., c. 4, and 52 Vict., c. 6.

Bearing Interest at $2\frac{1}{2}$ per Cent. per Annum. Issue of £450,000 Bonds, repayable in one, two, or three years, in amounts of £500, £1,000, £5,000, and £10,000 (to replace Bonds for £20,000 paid off 1st November, and £430,000 due 1st December, 1892).

THE Governor and Company of the Bank of England give notice that they are authorized by the Lords Commissioners of Her Majesty's Treasury to receive on Friday, the 25th instant, tenders for Exchequer Bonds, as above, to be created under the Acts 29 Vict., c. 25, 52 Vict., c. 4, and 52 Vict., c. 6:

The Bonds will be issued for one, two or three years, at the option of the persons tendering, and will be repayable 1st December, 1893, 1894, or 1895, respectively.

Interest at $2\frac{1}{2}$ per cent. per annum will be payable by coupon half-yearly on 1st June and 1st December, the first coupon being payable on 1st June next.

Tenders may be for the whole of the issue or for any part, in multiples of £500, and must be delivered at the Chief Cashier's Office, Bank of England, not later than one o'clock, on Friday, the 25th instant. The prices offered must not include fractions of one shilling other than six pence, and separate forms must be used for different prices. The amount of Bonds applied for must be written on the outside of the tender.

In the event of the receipt of tenders for a larger amount of Bonds than that to be issued, the tenders at the lowest price accepted may be subject to a pro rata diminution.

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

Payment in full of allotments must be made on Thursday, 1st December, 1892, when the Bonds will be ready for delivery.

Applications must be made upon the printed forms, which may be obtained at the Bank of England, and of Messrs. Mullens, Marshall, and Co., Stockbrokers, 4, Lombard-street, E.C.

Bank of England, November 18, 1892.

REDUCTION IN CHARGES FOR TELEGRAMS TO THE MALAY ARCHIPELAGO.

THE rate for Telegrams to Jelebu, Selangor, and Sungie Ujong, by the routes of the Eastern and Indo-European Telegraph Companies, is now 5s. 8d. per word, and *via* Turkey 5s. 6d. per word.

Civil Service Commission, November 18, 1892.

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for the situation of Junior Clerk in the Office of Woods, &c., held in London, on the 25th October, 1892, and following days, notice of which examination was given in the London Gazette of the 2nd September, 1892, the under-mentioned Candidates obtained the first two places:—

No. in Order of Merit.	Name.
1	Taylor, James Hubert
2	Phillips, Frederick Charles

Civil Service Commission, November 22, 1892.

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

November 17, 1892.

WITHOUT COMPETITION.

Customs: Boatmen, Emmanuel Deyes Craven, otherwise Emmanuel Tate Craven, James Hall.

Prisons Department, England, Subordinate Officer, Division I, Christopher Woodhead.

Post Office: Postman, London, Alfred Richard Packham.

Sorting Clerks and Telegraph Learners, George Clark Brown (Glasgow), James McNeil (Glasgow), Herbert Wood (Doncaster).

Postmen, Edward Edwards (Ambleside), Charles Comerford Finch (Hastings), William Roberts (Spennymoor), George Percy Singleton (Derby), Llewellyn Thomas (Pontypridd), John William Timperley (Derby).

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

Admiralty: Dispenser in one of Her Majesty's Naval Establishments, John Richard Johnson.

November 18, 1892.

WITHOUT COMPETITION.

Post Office: Postmen, London, Albert Tom Abbotts, Frederick William Cox, William Douglass, Samuel Weeden.

Postmistress, Enniscorthy, Brigid Joyce.

Sorting Clerks and Telegraph Learners, Albert Edwin Bone (Portsmouth), Herbert John Browning (Liskeard), Edith Gertrude

Burke (Liverpool), Enoch David Howells (Cardiff), William Hutchison Jamieson (Irvine), James White Langmuir (Glasgow), Ernest George Loosemore (Maidenhead), Mabel Agnes Nash (Cardiff), Ada Preston (Kendal), Harry Rice (Southampton).

Postmen, Joseph Farrell (Jarrow), William Henry Peat (Derby).

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

Board of Trade: Assistant Inspector of Ships' Provisions, under the Merchant Shipping Act, 1892, William Valentine Smith.

November 19, 1892.

WITHOUT COMPETITION.

Prisons Department, England: Assistant Matron, Emily Eliza Berry.

Post Office: Postman, London, Daniel Cox.

Porter, London, Arthur Watson.

Tube Attendant, London, Bertie Stanley Robins.

Sorting Clerk and Telegraph Learner, Glasgow, Agnes Macfarlane.

Postmen, Thomas Jenions Duunkerley (Manchester), Frank Walter Giles (Staplehurst), Charles Edward Kitching (Derby), Robert Paton (Lerwick).

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

Inland Revenue: Supplementary Clerk, Alfred James Button.

Office of Works: Abstractor, John Henry Hoggett.

NOTICES TO MARINERS.

(Nos. 500 to 513 of the year 1892.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 500.—NORTH AMERICA AND WEST INDIES STATION.

NOVA SCOTIA—SOUTH-EAST COAST.

Fixed Light in Port Dover.

THE Government of the Dominion of Canada has given notice, that on 1st November, 1892, a light would be exhibited from a lighthouse recently erected on the south end of Callaghan Island, Port Dover:—

Port Dover Light is a fixed white light, elevated 50 feet above high water, and should be visible in clear weather from a distance of 12 miles. The illuminating apparatus is dioptric, of small power.

The lighthouse, 31 feet high, is a square wooden tower, painted white, lantern red, with keeper's dwelling attached.

Approximate position, lat. 44° 29' 25" N., long. 63° 51' 30" W.

NOTE.—Port Dover Light bearing N.N.W. leads westward of Shag Bay breakers, which are marked on their south-west side by a red can-buoy.

[Variation 21° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—St. John's to Halifax, No. 2666; Cape Sable to Sambro Island, No. 730; Lunenburg to Mars Head, No. 343. Also, List of Lights, Part VII, 1892, No. 391*; and Sailing Directions for the S.E. Coast of Nova Scotia and Bay of Fundy, 1885, pages 104, 106.

ERRATUM.

On Admiralty Charts, Halifax to the Delaware, No. 2670, and Lunenburg to Mars Head, No. 343, the light on the south end of Betty Island, in approximately lat. 44° 26' 20" N., long. 63°

45' 55" W., shown as revolving should be revolving red.

No. 501.—AUSTRALIA STATION.

PACIFIC OCEAN—SOLOMON ISLANDS.—BAURO OR SAN CRISTOVAL ISLAND.

(1.) *Shoal South-East of Eyo Islet.*

INFORMATION has been received from Her Majesty's ship "Royalist," of the existence of a shoal, with an estimated depth of 6 to 10 feet on it, lying with Eyo Islet, bearing N.N.W., distant about one mile. With much swell or in heavy weather, the sea would probably break on this danger.

Approximate position, lat. 10° 24' 10" S., long. 161° 23' 45" E.

NOTE.—Near the coast, and N.E. by E. $\frac{1}{2}$ E. from the above-mentioned shoal, is situated a village named Bea. From this village, and for about one mile to the south-eastward, a rocky ledge extends parallel to the beach, and about 5 cables from it, which dries at half tide.

GUADALCANAR ISLAND.—MARAU SOUND.

(2.) *Shoal Eastward of Square Island.*

Also, of the existence of a coral shoal, apparently small in extent, with about 5 fathoms water on it, lying off the eastern entrances to Marau Sound, with the north end of south-east Island bearing S. by W. $\frac{3}{4}$ W. and Square Island W. by S. $\frac{1}{4}$ S., distant about one mile.

Approximate position, lat. 9° 49' S., long. 160° 54 $\frac{1}{2}$ ' E.

[Variation 8° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Solomon Islands, No. 214; Bauro or San Cristoval Island, No. 1580 (1); Marau Sound, No. 880 (2). Also, Sailing Directions for the Pacific Islands, Vol. I, 1890, pages 365, 385.

No. 502.—CHANNEL AND WESTERN, MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.—GREECE—EAST COAST.

Euripo—Flashing Light on Cape Vasilina.

THE Hellenic Government has given notice, that on 27th October, 1892, a light was exhibited from a lighthouse recently erected on Cape Vasilina, southern side of Oreos Channel:—

Cape Vasilina Light is a flashing white light, with a green sector from N. 43° E. to the coast to the southward of the lighthouse, covering the dangers in that direction. It is elevated 33 feet above the sea (31 feet above the ground), and in clear weather the white light should be visible 11 miles, and the green light 6 miles.

The illuminating apparatus is dioptric or by lenses of the sixth order.

The lighthouse, situated 77 yards southward of the extremity of the cape, is constructed of masonry and square in shape, with the keeper's dwelling near.

Approximate position, lat. 38° 52' 30" N., long. 22° 52' 10" E.

[Variation 7° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Mediterranean Sea, eastern part, No. 2158*b*; Grecian Archipelago, No. 2836*b*; Gulf of Volo, &c., No. 1556. Also, List of Lights, Part IV, 1892, page 136; and Mediterranean Pilot, Vol IV, 1892, page 294.

No. 503.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

MALACCA STRAIT—EASTERN SHORE.

LINGI RIVER.

Discontinuance of Kwala Lingi Light.

THE Government of the Straits Settlements has given notice, that on 1st November, 1892, Kwala Lingi (Kuala Linggi) Light would be discontinued.

Approximate position, lat. 2° 23 $\frac{1}{2}$ ' N., long. 101° 58 $\frac{1}{2}$ ' E.

This Notice affects the following Admiralty Charts:—Malacca Strait, No 1355; North and South Sands, No. 794*b*; Cape Rachada to Mount Formosa, No. 795*a*. Also, List of Lights, Part V, 1892, No. 250; and Supplement, 1890, relating to China Sea Directory, Vol. I, page 121.

No. 504.—BALTIC STATION.

GULF OF BOTHNIA—RUSSIAN COAST.

THE Russian Government has given notice, that on 4th and 5th September, 1892, the under-mentioned lights (naphtha) were exhibited on the east shore of the Gulf of Bothnia:—

(1.) NYSTAD APPROACH.

a. Alternating Light on Huanperäumäki Island.

The light on the south-west side of Huanperäumäki Island is an alternating white and red light, visible from the bearing of N. 42° W., through east, to S 42° E. It is elevated 39 feet above the sea (25 feet above the ground), and should be seen in clear weather from a distance of about 11 miles.

Approximate position on Admiralty Charts, lat. 60° 46' 30" N., long. 21° 15' E.

b. Alternating Light on Ristikari Island.

The light on the west side of Ristikari Island is an alternating white and red light, visible from the bearing of N. 41° W., through east, to S. 31° E. It is elevated 19 feet above the sea (15 feet above the ground), and should be seen in clear weather from a distance of about nine miles.

Approximate position, lat. 60° 46' 25" N., long. 21° 13' 30" E.

The two above-mentioned lights (*a*, *b*) are in line when bearing N. 64° E., S. 64° W., and lead between the shoals towards Enskärs Fiard and Kirsta Sund.

c. Alternating Light on Syväsalmenkari Island.

The light on the north point of Syväsalmenkari Island is an alternating white and red light, visible from the bearing of N. 65° W., through east and south, to S. 66° W. It is elevated eight feet above the sea (five feet above the ground), and should be seen in clear weather from a distance of about four miles.

Approximate position, lat. 60° 46' N., long. 21° 14' 30" E.

(2.) RAUMO APPROACH.

a. Additional Alternating Light on Valkiakari Island.

The additional light on the south-east point of Valkiakari Island is an alternating white and red light, visible from the bearing of N. 18° W. to N. 63° W., and is situated about one cable from the light previously existing on the island. It is elevated 17 feet above the sea (11 feet above the ground), and should be seen in clear weather from a distance of about nine miles.

Approximate position, lat. 61° 9' 45" N., long. 21° 21' 45" E.

The two lights on Valkiakari Island in line bearing N. 41° W. lead in the fairway towards Irviluoto Island.

NOTE.—The old light (alternating) on Valkia-

kari Island is now visible from the bearing of S. 56° E., through south and west, to N. 63° W.

b. Alternating Light on Irviluoto Island.

The light on the north-west point of Irviluoto Island is an alternating white and red light, visible from the bearing of N. 86° W., through south and east, to N. 54° E. It is elevated 19 feet above the sea (five feet above the ground), and should be seen in clear weather from a distance of about nine miles.

Approximate position, lat. 61° 7' 15" N., long. 21° 25' 40" E.

[Variation 5° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Nystad Light to Stor-Fiård, No. 2298; Hango Head to S. Quarken, No. 2297 (1). Also, List of Lights, Part II, 1892, page 186; and Baltic Pilot, 1888, pages 345, 347.

No. 505.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

NORTH-WEST AMERICA.—ALASKA—SHUMAGIN ISLANDS.

Shoal Ground reported South-East of Simeonoff Island.

INFORMATION has been received through Captain A. A. C. Parr, Her Majesty's ship "Melpomene," that shoal ground, with a depth of about seven fathoms, is reported to exist with Simeonoff Island bearing between W.N.W. and N.W., distant 20 to 35 miles.

"Seven fathoms reported hereabouts," has been placed on Admiralty Charts, in approximately lat. 54° 30' N., long. 158° 45' W.

[Variation 21° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Bering Strait, No. 2172; Kamchatka to Kadiak Island, No. 2460; Kadiak Island to Siguan Island, No. 1500.

No. 506.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.
FRANCE—NORTH COAST.

Cape Barfleur—Beacon on Rock Eastward.

THE French Government has given notice, dated 27th October, 1892, that an iron pillar beacon, surmounted by a conical framework, the whole painted red and 18 feet in height above high water, has been erected on a rock lying E. $\frac{1}{4}$ S., nearly four-tenths of a mile from Cape Barfleur Lighthouse.

Approximate position, lat. 49° 41' 55" N., long. 1° 15' 30" W.

[Variation 18° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Barfleur to Cape D'Antifer, No. 2613; Cape Flamanville to St. Marcouf Islands, No. 1106. Also, Channel Pilot, Part II, 1888, page 382.

No. 507.—CHANNEL AND WESTERN STATION.

SCOTLAND—WEST COAST.—NORTH MINCH—STORNOWAY APPROACH.

Eye Peninsula—Beacon on Hen and Chickens.

THE Commissioners of Northern Lighthouses have given notice, dated 2nd November, 1892, that an iron pillar beacon, surmounted by a ball, the whole 18 feet in height and painted red, has been erected on Hen and Chickens, southward of Chicken Head, south end of Eye Peninsula, western side of North Minch.

Approximate position, lat. 58° 10' 35" N., long. 6° 15' 30" W.

This Notice affects the following Admiralty

Charts:—Scotland, West Coast, No. 2635; the North Minch, No. 2386. Also, Sailing Directions for the West Coast of Scotland, Part I, 1885, page 123.

No. 508.—ALL STATIONS.

FRANCE—NORTH COAST.—SOMME RIVER APPROACH.

Cayeux—Permanent Light Re-exhibited.

WITH reference to Notice to Mariners, Nos. 263 and 467 of 1892:—

The French Government has given further notice, that on 6th November, 1892, the permanent light at Cayeux would be re-exhibited, and the provisional light discontinued.

Cayeux Permanent Light is a quick flashing light of the fifth order, visible through an arc of 180°, and showing a sector of white light over South Passage, Somme River Entrance, a sector of red light northward of the white sector, and a sector of green light southward of it. The sector of white light is shown through an arc of about 3°, or from the bearing of N. 64° E. to N. 67° E. The sector of red light is visible through an arc of 146°, and the sector of green light through an arc of 31°.

This light is of a different character at different periods of the tide. At or from 3½ hours before high water until 1½ hours after the eclipses occur at intervals of four seconds, indicating that South Passage may be navigated. At other times, the eclipses are in groups of two; in each group the two eclipses follow at an interval of about two seconds; and the first eclipse of each group is separated from the last eclipse of the preceding group by an interval of about six seconds.

Approximate position, lat. 50° 11½' N., long. 1° 31' E.

[Variation 16° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675c; Dieppé to Boulogne, No. 2611. Also, List of Lights, Part III, 1892, No. 29; and Channel Pilot, Part II, 1888, pages 484-488.

No. 509.—BALTIC STATION.

BALTIC ENTRANCE—THE SOUND.

(1.) *Wreck-Marking Vessel Southward of Drogden Light-vessel.*

THE Danish Government has given notice, dated 26th October, 1892, that a steamship lies sunk in the fairway of the southern part of the Sound, with Drogden Light-vessel bearing about N.N.E., distant 3 miles, and that a wreck-marking vessel has been placed about one cable eastward of the wreck.

Approximate position, lat. 55° 30' 25" N., long. 12° 42' E.

(2.) *Wreck-Marking Vessel South-east of Drogden Light-vessel.*

Also, that a steam-vessel lies sunk in the southern entrance to Flint Channel, in 5 fathoms water, with Drogden Light-vessel bearing N.W. $\frac{1}{4}$ N., and Lillegrund North-west Buoy S. by W., distant 4 cables.

A wreck-marking vessel has been placed near the wreck, the bridge, masts, and funnel of which show above water.

Approximate position, lat. 55° 32' 30" N., long. 12° 44' 40" E.

[Variation 11° Westerly in 1892.]

This Notice temporarily affects Admiralty Chart of the Sound, No. 2115.

No. 510.—ALL STATIONS.

ENGLAND—SOUTH COAST.—PORTSMOUTH
HARBOUR ENTRANCE.*Amended Limits of Torpedo Ground off Gilkicker
Point, Prohibition of Navigation.*

WITH reference to Notice to Mariners, No. 126 of 1892, and previous notices, the following amended information respecting the Torpedo Ground off Gilkicker Point is published:—

The ground now appropriated for submarine mining operations is marked by the five under-mentioned buoys:—

1. A green and white horizontally striped buoy in 15 feet water, with Outer Eastern Measured Mile Beacon bearing W.N.W., distant 6 cables, and St. Luke's Church, Haslar Hospital, N. $\frac{1}{2}$ E.

2. A green and white horizontally striped buoy in 50 feet water, with Outer Eastern Measured Mile Beacon, bearing N.N.W. $\frac{1}{2}$ W., distant 4 $\frac{1}{2}$ cables, and St. Luke's Church, N.N.E. $\frac{1}{2}$ E.

3. A green and white horizontally striped buoy in 65 feet, with Outer Eastern Measured Mile Beacon bearing N.E. by E., distant 3 $\frac{1}{2}$ cables, and outer extremity of Stokes Bay Pier N. by W. $\frac{1}{2}$ W.

4. A green and white horizontally striped buoy in 70 feet water, with Outer Eastern Measured Mile Beacon bearing E. by N. $\frac{1}{2}$ N., distant 4 $\frac{1}{2}$ cables, and outer extremity of Stokes Bay Pier N. $\frac{1}{2}$ E.

5. A green and white horizontally striped buoy in 45 feet water, with Outer Eastern Measured Mile Beacon bearing E. $\frac{1}{2}$ S., distant a little over 4 cables, and outer extremity of Stokes Bay Pier N.

The submarine mine field is bounded by an imaginary line from No. 1 to No. 2 Buoy, No. 2 to No. 4 Buoy (passing through No. 3 Buoy); from No. 4 Buoy to the west extreme of the pier east of Stokes Bay Pier, and thence to the shore (passing through No. 5 Buoy); and from No. 1 Buoy in a N. by W. $\frac{1}{2}$ W. direction to the shore.

Vessels are prohibited from passing inside of the imaginary lines bounding the submarine mine field.

The depth given are at low water spring tides. [Variation 17° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Owers to Christchurch, No. 2045; Spithead, No. 2050; Portsmouth Harbour, No. 2631. Also, Channel Pilot, Part I, 1886, page 210.

No. 511.—ALL FOREIGN STATIONS.

SOUTH AMERICA—EAST COAST.

RIO DE LA PLATA—CAPE SAN ANTONIO.

Flashing Light on Rasa Point.

INFORMATION has been received, through the Board of Trade, that on 12th October, 1892, a light would be exhibited from a lighthouse recently erected on Rasa Point, Cape San Antonio:—

Rasa Point Light is a flashing white light every thirty seconds, visible twelve seconds, and eclipsed eighteen seconds. It is elevated 190 feet above high water, and should be seen in clear weather from a distance of twenty miles.

The illuminating apparatus is dioptric of the first order.

The lighthouse, 197 feet high, constructed of steel and tripod shaped, is painted lead colour.

Approximate position on Admiralty Charts, lat. 36° 19' 15" S., long. 56° 46' 15" W.

NOTE.—From a recent determination by Argentine officials, the position is lat. 36° 18' 24" S., long. 56° 44' 15" W.

This Notice affects the following Admiralty Charts:—South Atlantic Ocean, No. 2202b; Santa Catherina Island to Rio de la Plata, No. 2522; Rio de la Plata, No. 2544. Also, List of Lights, Part VI, 1892, page 22; and South America Pilot, Part I, 1885, page 198.

No. 512.—CHINA, AUSTRALIA, AND
PACIFIC STATIONS.

PACIFIC OCEAN.—SANDWICH ISLANDS—OAHU.

*Honolulu Harbour—Dredged Channel at
Entrance.*

INFORMATION has been received from Captain H. W. Mist, R.N., that a straight channel, 200 feet wide, has been dredged to a depth of 30 feet at low water, from the 30 feet line of soundings outside Honolulu Harbour entrance, to the same depth within the harbour; and that ships not exceeding 28 feet draught may now safely enter.

As the dredged channel does not appear to have yet been closely examined, caution should, however, be observed.

NOTE.—Dredging operations will be continued in the harbour, in order to give depths of 30 feet and upwards alongside the wharves, and afterwards to increase the depths in the harbour generally.

This Notice affects the following Admiralty Plans:—Honolulu Harbour, on Sheet No. 1510; Honolulu Harbour, No. 1378. Also, Sailing Directions for the Pacific Islands, Vol. II, 1891, pages 439, 441.

No. 513.—CHINA, AUSTRALIA, AND
PACIFIC STATIONS.

CHINA—NORTH-EAST COAST.

*Shantung North-East Promontory—Alteration
in Character of Light.*

WITH reference to Notice to Mariners, No. 238 of 1892:—

The Chinese Government has given further notice, that on 25th September, 1892, Shantung north-east promontory light was altered to an occulting light every fifteen seconds, visible thirteen seconds and eclipsed two seconds. The sectors of light will remain unaltered.

Approximate position, lat. 37° 24' N., long. 122° 42 $\frac{1}{2}$ ' E.

This Notice affects the following Admiralty Charts:—North-West Pacific Ocean, No. 2459; Hongkong to Gulf of Liau Tung, No. 1262; Nipon Island, &c., No. 2347; Pe Chili and Liau Tung Gulfs, No. 1256; Kyau Chau Bay to Miau Tau Strait, No. 1255. Also, List of Lights, Part V, 1892, No. 474; and China Sea Directory, Vol. III, 1884, page 563.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
3rd to 12th November, 1892.

JOINT STOCK COMPANIES.

NOTICE is hereby given, pursuant to s. 7 (3) of 43 Vict., ch. 19 (Companies Act, 1880), that at the expiration of three months from the date hereof the names of the undermentioned Companies will, unless cause is shown to the contrary, be struck off the Register, and the Companies will be dissolved:—

* (NOTE.—An asterisk prefixed to a name signifies that another Company with the same or a similar title is believed to be carrying on business at the present time.)

African Mining Agency & Investment Association Limited.

- Agency, Trust & Development Association Limited.
 Alexandra Theatre of Varieties, Liverpool, Limited.
 American and African Land Concession and Exploration Company Limited.
 American Tramways Trust Limited.
 Anglian Yeast and Cattle Food Company Limited.
 Anglo-American Water-Gas (B. Van Steenberg's Patents) Syndicate Limited.
 Anglo-Colombian Development and Exploration Company Limited.
 Anglo-Continental Coal Company Limited.
 Angola Exploration Company Limited.
 Aosta Mining Syndicate Limited.
 Aosta Scoria (Copper Slag) Syndicate Limited.
 Apollo Litho and Typo Printing Works Limited.
 Arkansas Timber and Cotton Lands Company Limited.
 Arthur Roberts Company Limited.
 Ashton-under-Lyne and District Steam Laundry Company Limited.
 Aston Metal and Rolling Company Limited.
 Australasian Agency of London Limited.
 Australasian Trust Limited.
 Automatic Savings Machine Company Limited.
 Baltic Dairy Factories Company Limited.
 Bangor Marble and Limestone Quarries Limited.
 Bank of Upper Burmah Limited.
 Barberton Gold Mining Company Limited.
 Barrow Carriage and Posting Company Limited.
 Bass Patents Syndicate Limited.
 "Bastille in London" Syndicate Limited.
 "Batava" Limited.
 Behrend Opera Company Limited.
 Belfast Omnibus and Carriage Company Limited.
 *Bellamy and Company Limited.
 Berlin National Brewery Limited.
 Birkdale, Southport and Preston Steamship Company Limited.
 Birmingham Safe Deposit Company Limited.
 Blaiberg, Marson and Gold Limited.
 Böhmer Central Andes Mining and Exploration Company Limited.
 Bolingbroke Social Club Company Limited.
 Borneo (Sambas) Exploration Company Limited.
 Boschkop Silver Mining Company Limited.
 Bright Brothers Limited.
 Brin's Metals Foreign Syndicate Limited.
 British Columbia Rivers Gold Dredging Company Limited.
 British Debenture and Securities Association Limited.
 British-Mexican Exploration Syndicate Limited.
 British New Guinea Exploring Syndicate Limited.
 British Standard Manufacturing Company Limited.
 Builders' Technical Aid Institute Limited.
 Burma Explorations Limited.
 Bwlchglas Prospecting Syndicate Limited.
 Californian Consolidated Quicksilver Company Limited.
 Canadian Fishing and Trading Syndicate Limited.
 Carbonate Mountain Development Company Limited.
 Caribbean Syndicate Limited.
 Carmarthen-hire Dairy and Produce Company Limited.
 Castle Club Company Limited.
 Central Silver Mining Company Limited.
 *China Clay and China Stone Union and Syndicate Limited.
 City Printers Limited.
 City Social Club Company Limited.
 Collins Combined Automatic Coupling & Continuous Brake Syndicate Limited.
 Congo Explorations Limited.
 Continental Coffee Supply Company Limited.
 Continental Mining and Metallurgical Company Limited.
 Cooper's Patent Glass-Lined Metal Piping Company Limited.
 Daisy Soap Syndicate Limited.
 Danube Bridges and Kustendje Harbour Works Company Limited.
 David Morton & Company Limited.
 Dee Bank Lead and Silver Works Limited.
 Defence Co-operation Limited.
 Dobell Brothers Limited.
 Drinkwater's Sportsman and Imperial Liniment Company Limited.
 Durand Electric Petroleum and Gas Engine and Manufacturing Company Limited.
 Durnford and Company Limited.
 East Cornwall Consols Limited.
 East Nourse Gold Mining Company Limited.
 East Ziervogel Limited.
 Economic and Smokeless Steam Firing Patents Limited.
 Egg Supply Association Syndicate Limited.
 Elevated Railways Syndicate Limited.
 Emery Candle Company Limited.
 English Cricket and Athletic Association Limited.
 Equitable Law Trust and Securities Corporation Limited.
 Eva Gold Mining Company Limited.
 Examinee Publishing Company Limited.
 Explosives and Ammunition Manufacturing and Testing Works Limited.
 Falcon Publishing Company Limited.
 "Financial Post" Printing and Publishing Company Limited.
 Flexible Horse Shoe Company Limited.
 Frank Matthews & Company Limited.
 Fraser and Company, Birmingham, Limited.
 Fred Viner & Company Limited.
 French Exhibitions Association Limited.
 Glamorgan and South Wales Methodist Company Limited.
 Glendon Land and Brick Company Limited.
 Glover, Faby and Company Limited.
 Gold Coast Mining and Exploration Company Limited.
 Grace Darling (Broken Hill) Silver Mines Limited.
 Grand Cirque Limited.
 Grand Hotel (Prague) Limited.
 Great Northern Co-operative Supply Stores Limited.
 Grey's Gold Mines Limited.
 Guiana Gold Fields Limited.
 Gulf Coast Mining Company Limited.
 H. D. Cooper and Company Limited.
 "H. S. Hannah" Limited.
 Hart, Watson & Co. Limited.
 Hebrew Dramatic Members' Club Limited.
 Henry Botten & Company Limited.
 Home and Abroad Limited.
 Home and Foreign Trust Company Limited.
 Home-for-Life Society Limited.
 *Honduras Corporation Limited.
 Howden Clough Colliery Limited.
 Incorporated Patent Medicines Society Limited.
 International Founders' Corporation Limited.
 Iron Minerals Syndicate Limited.
 Italian Macaroni Works Limited.
 J. Edgcombe Rendle & Co. Limited.
 J. J. E. Mayall & Company Limited.

Jewish and General Provision Company Limited.

Johannesburg Central Collieries Limited.

Johannesburg Electricity Supply Company Limited.

John Corrigan and Company Limited.

John Head and Company Limited.

John Morley Building Company Limited.

Kingston Machinists' Company Limited.

Klerksdorp Elandslaagte Limited.

Klipfontein Mining and Estate Company Limited.

Korpsem Limited.

Labour Supply Association and Employer's Union Limited.

Lake Superior Queen Silver Limited.

Lancashire Brewery Limited.

Lands Development Trust Limited.

Land Union Limited.

*Law Accident and Investment Corporation Limited.

Law Trust and Investment Company Limited.

Leather and Shoe Trades Press Limited.

Leeuwenkop Gold Mining Company Limited.

Legal and General Trust and Investment Company Limited.

Leven Steamship Company Limited.

Lever Bottling Company Limited.

Liverpool Law Copying Company Limited.

Livornese Steamship Company Limited.

London and American Syndicate Limited.

London and Australian Trust Limited.

London and Foreign Issue and Investment Corporation Limited.

London and Provincial Entertainment Company Limited.

London and Scottish Mercantile Association Limited.

London and Suburban Advance Bank Limited.

London, Charleston and South Carolina Bank of Commerce, Limited.

London Coffee and Refreshment Rooms Company Limited.

"London Weekly" Company Limited.

Lorillard Brick Works Limited.

Lovatt's Patent Physical Trainer Company Limited.

Lydenburg Prospectors' Syndicate Limited.

MacMillan's Patents Limited.

Madrid "Buen-Retiro" Gardens Company Limited.

Magical-Fuse Fire-Lighter Company Limited.

Manchester Horse and Carriage Repository Company Limited.

Manchester Steel Company Limited.

Marsden Syndicate Limited.

Maryland Brewing Company Limited.

Matabili Frontier Gold and Land Company Limited.

Mercantile Securities Corporation Limited.

Metropolitan and District Commercial Banking Company Limited.

Metropolitan Cement and Brick Works Limited.

Mexican Subsidized Colonization and Land Company Limited.

Mid-Devon Club and Race-course Company Limited.

Morgan's Automatic Electric Signal System Syndicate Limited.

Mugleton and Company Limited.

Multiple Automatic Company Limited.

National Water-Gas and Liquid Fuel Corporation Limited.

Nayland Rock Hotel Company Limited.

New Balleswidden Syndicate Limited.

Newcastle (Natal) Collieries and Estate Company Limited.

New London Cemetery and Crematorium Limited.

New Sealyham Slate Company Limited.

New Soho Club Limited.

Nicholson's Wharf and Trading Company Limited.

North African Gas Syndicate Limited.

Northfleet Portland Cement Company Limited.

North Greenwich Land and Pleasure Grounds Company Limited.

Norwich Coal Company Limited.

Ohmy's Circus and Theatre Company, Birkenhead, Limited.

Oriental Press Association Limited.

Panorama of "The Holy Land" Limited.

Paragon Restaurants Company Limited.

Patent Advertising Spill Company Limited.

Patent Stained Glass Company Limited.

Patent Steel and Iron "Segment-Joist" and Column" Construction Company Limited.

Periodical Literature Company Limited.

Photophane Limited.

Precious Stones and Mineral Exploration Syndicate of Ceylon Limited.

Preston Brewery Limited.

Prince's Limited.

Progress Syndicate Limited.

Public House Property Trust Limited.

Pullinger, Cheverton and Company Limited.

Purnell High-Speed Gas Engine and Manufacturing Company Limited.

Pyne Advertising Syndicate Limited.

Recreative Amusement Syndicate Limited.

Reebokfontein Mynpacht Limited.

Republic of Honduras Exploitation Syndicate Limited.

Richmond Ironworks Limited.

Road and Path Cycling Association Limited.

Roodepoort Homestead Gold Mining Company Limited.

Safeguard Syndicate Limited.

Sailing-Barge Owners' Building and Trading Association Limited.

St. John's Pandermic Ointment Limited.

St. Moritz Grand Hotel Company Limited.

Saline Syndicate Limited.

Sambas (Borneo) Corporation Limited.

Samsam States Syndicate Limited.

Sanitary Fur Syndicate Limited.

Scientific Pen Company Limited.

Sestalit Fuel Company Limited.

Shopkeepers' Protective and General Agency Limited.

Siston Hill Colliery Company Limited.

Smoke Abatement and Coal Saving Association Limited.

Solderine Syndicate Limited.

South American and General Debenture Corporation Limited.

South American Syndicate Limited.

South Atlantic (African) Land and Exploration Company Limited.

South Beds Constitutional Club Company Limited.

South London Co-operative Stores Limited.

South London Law, Mercantile and Trust Association Limited.

*South London Leader and General Printing and Publishing Company Limited.

South Metropolitan Supply Association Limited.

South of England Coal Boring Syndicate Limited.

South of France Collieries Limited.

Southwark Loan and Advance Company Limited.

Stafford Gold Company Limited.

Standard Portland Cement Company Limited.

Steam-Ship "Donati" Company Limited.
Steel Printing and Publishing Company Limited.

Storrs Hotel Company Limited.
Sumatra Prospecting Syndicate Limited.
Sun Printing and Publishing Company Limited.
Tasmanian Syndicate Limited.
Tewkesbury Brewery Company Limited.
Thames and Bristol Channel Trading Company Limited.

Thames Fuel Company Limited.
Thuile Coal Syndicate Limited.
Toy Syndicate Limited.
Transatlantic Trust Limited.
Transvaal Petroleum Limited.
Trustees and Securities Corporation of London and Chicago Limited.

Underwriters and Securities Corporation Limited.

United Investment and Issue Corporation Limited.

United States Mortgage Agency Limited.
United Travellers Limited.
Universal Electric Light and Power Trust Corporation Limited.

Universal Grease and Oil Company Limited.
Universal Printer Company Limited.
Van Steenberg's Carbureted Gas Syndicate Limited.

Veldt Exploration Syndicate Limited.
Wadwalsa Syndicate Limited.
West of England and South Wales Finance Company Limited.

West of England Steam Flour Mill Company Limited.

Weston-super-Mare Princess's Hall and Garden Company Limited.

"Whaleite" Flexible Horse Shoe Company Limited.

Wheal, Buller and Bassett Limited.
White Swan Bitters Company Limited.
Willesden Green Laundry and Carpet Beating Company Limited.

Wilson, Wentworth & Company Limited.
Windsor Reef Limited.

Witwatersrandt Land and Collieries Company Limited.

Woodruff and Company Limited.
Zingit Company Limited.

J. S. Purcell,
Registrar of Joint Stock Companies.
Companies' Registration Office,
Somerset House, London, W.C.
22nd November, 1892.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Liverpool Investment and Property Company Limited; and in the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

NOTICE is hereby given, that by an Order made the 31st day of October, 1892, upon the petition of the Liverpool Investment and Property Company Limited, and on the petitioners undertaking to give notice to the Registrar of Joint Stock Companies of the registered office of the said Company, it was ordered that upon payment by the petitioners the Liverpool Investment and Property Company Limited to the Registrar of Joint Stock Companies of his costs of and occasioned by the said petition to be taxed by the Registrar, the name of the said Liverpool Investment and Property Company Limited be

restored to the Register of Joint Stock Companies, and, pursuant to the Companies Act, 1880, the said Company be deemed to have continued in existence as if its name had never been struck off.

And it was ordered that the Registrar of Joint Stock Companies do advertise this Order, in his official name, in the London Gazette.

And it was ordered that the costs of the petitioners of the application be taxed and petitioners are to be at liberty to apply in the winding up of the Company touching their said costs.

J. S. Purcell, Registrar of Joint Stock Companies.
Companies' Registration Office,
Somerset House, London, W.C.,
22nd November, 1892.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Colchester, in the county of Essex, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Moot Hall, Colchester, on Wednesday, the 7th day of December, 1892, at three o'clock in the afternoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Colchester aforesaid.

Edmond H. Wodehouse.
T. Browning.

Inland Revenue, Somerset House,
London, November 21, 1892.

NOTICE is hereby given, that a separate building, named Miskin-street Chapel, situate at Miskin-street, in the parish of St. John, in the county of Cardiff, in the district of Cardiff, being a building certified according to law as a place of religious worship, was, on the 10th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 10th day of November, 1892.

W. B. WATKINS, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the New Hall, situate at Rudmore-road, Rudmore, Landport, in the parish of Portsea, in the county of Southampton, in the district of Portsea Island, being a building certified according to law as a place of religious worship, was, on the 15th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 15th day of November, 1892.

S. R. ELLIS, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Church, situate at Church-street, Wolverton, in the parish of Wolverton, in the county of Buckingham, in the district of Potterspury, being a building certified according to law as a place of religious worship, was, on the 16th day of November, 1892, duly

registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the Wesleyan Chapel, Wolverton Station, now disused.—Witness my hand this 16th day of November, 1892.

W. R. PARROTT, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Centenary Wesleyan Chapel, situate at Telegraph-road, Heswall, in the parish of Heswall, in the county of Chester, in the district of Wirral, being a building certified according to law as a place of religious worship, was, on the 16th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 16th day of November, 1892.

J. E. S. OLLIVE, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Methodist Church, situate at Bridge-street, Bideford, in the parish of Bideford, in the county of Devon, in the district of Bideford, being a building certified according to law as a place of religious worship, was, on the 16th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the Wesleyan Methodist Chapel, Bridge-street, now disused.—Witness my hand this 16th day of November, 1892.

CHARLES WM. HOLE, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Spiritual Temple, situate at Bridge-street, Oldham, in the county of Lancaster, in the district of Oldham, being a building certified according to law as a place of religious worship, was, on the 16th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 16th day of November, 1892.

JOHN F. MELLOR, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Reform Chapel, situate at Ellistown, Hugglescote, in the parish of Hugglescote and Donington, in the county of Leicester, in the district of Ashby-de-la-Zouch, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 17th day of November, 1892.

GEORGE FARMER, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Our Lady of Good Counsel, situate at Bouverie-road, Stoke Newington, in the parish of St. Mary, Stoke Newington, in the county of London, in the district of Hackney, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 18th day of November, 1892.

TOM HOSGOON, Superintendent Registrar.

NOTICE is hereby given, that the Luton Juvenile Foresters Friendly Society, Register No. 322, held at the Christ Church Schoolroom, Buxton-road, Luton, in the county of Bedford, is dissolved by instrument, registered at this office, the 17th day of November, 1892, unless

within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in, or having any claim on, the funds of the Society, to set aside such dissolution, and the same be set aside accordingly.

E. W. BRABROOK, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 17th day of November, 1892.

NOTICE is hereby given, that the Wolverhampton Friendly Society, Register No. 984, held at 1, St. Peter's-square, Wolverhampton, in the county of Stafford, is dissolved by instrument, registered at this office, the 17th day of November, 1892, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in, or having any claim on, the funds of the Society, to set aside such dissolution, and the same be set aside accordingly.

E. W. BRABROOK, Chief Registrar of Friendly Societies.

28, Abingdon-street, Westminster,
the 17th day of November, 1892.

In Parliament.—Session 1893.

Post Office (Acquisition of Sites).

(Power to the Postmaster-General to acquire by compulsion certain Lands, Houses, and Buildings in London, Liverpool, and Leeds, for the Service of the Post Office; Stopping up Highways; Acquisition and Interference with Rights, Lights, and Privileges; Agreements with Local Authorities; Incorporation and Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1893, for an Act to empower Her Majesty's Postmaster-General to acquire and take for the service of the Post Office, by compulsory purchase or otherwise, the lands, houses, and buildings following, that is to say:—

Carter Lane and Bell Yard, in the city of London (Extension of Post Office Savings Bank).

Certain lands, houses, and buildings situate wholly in the parish of St. Gregory by St. Paul's, in the city of London, known as Nos. 43 and 45, Carter-lane, and Wellington-chambers, Bell-yard, which said lands, houses, and buildings are bounded on the north by the public street called Carter-lane; on the east by the public passage or footway called Bell-yard; on the south by the land and premises in the occupation of the Postmaster-General; and on the west by buildings in the occupation of Messrs. Pawson and Co.

Bovay Place, Holloway (Extension of Telegraph Instrument Factory).

Certain lands, houses, buildings, and premises situate wholly in the parish of St. Mary, Islington, in the county of London, being Nos. 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, Bovay-place, and which said lands, houses, buildings, and premises are bounded on the west by the public street called or known as Bovay-place, on the east by the Telegraph Instrument Factory, on the south by the public street called or known as Bovay-street, and on the north by a strip of land belonging or reputed to belong to John Wainwright. Also the said strip of land lastly referred to which is wholly situate in the said parish of St. Mary, Islington, and lies between Hertslet-road on the east and No. 14, Bovay-place and the Telegraph Instrument Factory aforesaid on the west.

Young Street, Kensington (Extension of Post Office).

Certain lands, houses, buildings, and premises situate wholly in the parish of St. Mary Abbott, in the county of London, being numbered 15, Young-street, and which said lands, houses, buildings, and premises are bounded on the north by No. 13, Young-street, belonging to or reputed to belong to Messrs. William Cole and Sons, on the south partly by the existing Post Office and partly by premises in the occupation of Messrs. Barker and Co., on the east by the Kensington Court Estate, and on the west by the public street called or known as Young-street.

Liverpool (New Post Office).

Certain lands, houses, buildings, and premises, as follows, situate wholly in the parish and city of Liverpool, in the county of Lancaster.

(1.) Certain lands, houses, buildings, and premises, being Nos. 33, 35, 37, 39, Whitechapel, and 51, Cumberland-street, bounded on the north or north-west by land belonging to or reputed to belong to the Postmaster-General, on the south or south-east by Whitechapel, on the east or north-east by premises in the occupation of Bent's Brewery Company, and on the west or south-west by Cumberland-street.

(2.) Lands, houses, buildings, and premises, Nos. 44 and 46, Sir Thomas'-buildings, bounded on the north or north-west by land belonging or reputed to belong to the Postmaster-General, on the south or south-east by premises in the occupation of Bent's Brewery Company, and on the east or north-east by the street known as Sir Thomas's-buildings aforesaid, and on the west or south-west by land belonging or reputed to belong to the Postmaster-General.

(3.) Lands, houses, buildings, and premises called or known as New York-buildings, bounded on the north by land belonging or reputed to belong to the Postmaster-General, on the south by the public street called Whitechapel, on the east by Cumberland-street, and on the west by Stanley-street.

(And the said Act will stop up and extinguish or empower the Postmaster-General to stop up and appropriate and extinguish all public and private rights of way, or lights and other rights or easements in, over, through, or under or on either or both sides of that portion of Cumberland-street aforesaid which lies or runs between Whitechapel aforesaid and Victoria-street, in the said parish and city of Liverpool, and will vest in Her Majesty's Postmaster-General the site and soil thereof, and any rights or easements relating thereto.)

Leeds (Extension of New Head Post Office).

Certain lands, houses, buildings, and premises situate wholly in the parish of Leeds, in the West Riding of the county of York, bounded on the north by Toronto-street, on the south by the new Post Office buildings, on the east by Infirmary-street, and on the west by Quebec-street.

The said Act will or may provide for the extinguishment of all rights of light, public and private rights and easements in, over, under, or on either side of or relating to the lands proposed to be acquired, and in, over, under, or on either side of or relating to other lands already acquired by the Postmaster-General, situate respectively in the said parish and city of Liverpool and the said parish of Leeds, and respectively adjoining the said lands proposed to be acquired in the said parish and city and parish.

And the said Act will empower the Postmaster-General to purchase by compulsion or agreement

other lands and property, and to pull down, alter, and remove buildings and houses, or some parts thereof, and to sell the materials, and appropriate the sites thereof, and to take and hold and extinguish easements of whatever description, including rights of light in, under, or over land, and to erect and maintain offices and buildings and other conveniences on any of such lands. And it is proposed by the said Act to empower the Postmaster-General to stop up, divert, alter, remove, or appropriate, temporarily or permanently, streets, roads, ways, paths, or passages (including Cumberland-street aforesaid), over by the side of or adjoining the premises so intended to be acquired as aforesaid, and, if need be, to stop up, appropriate or divert any sewers or drains in or under or connected therewith respectively, and also to throw land into or add to any roads, ways, paths, streets, places, or passages.

To empower the Postmaster-General and any corporation, body, or person to enter into and carry into effect contracts and agreements with reference to the formation, diversion, or alteration of streets and highways, and with reference to any sale, lease or exchange of land, or any matters aforesaid, and to make money payments in respect thereof, and to sell, lease, exchange, or otherwise dispose of any lands now or which may hereafter be vested in him.

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

To enable the Postmaster-General if he thinks fit to purchase so much of any house, building, or manufactory, or other hereditaments as he may require for any of the purposes of the intended Act, without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, or of any other Act or Acts.

The Bill will, for the purposes aforesaid, or other the purposes of the Bill, incorporate the Lands Clauses Acts, with or without amendment, and will alter or repeal any local or general Act which may interfere with the objects thereof.

On or before the 30th day of November instant, a plan and duplicate describing the situation of the said lands, houses, buildings, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the plan, 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 city of London, at his office, at the Sessions House, Old Bailey, in that city; with the Clerk of the Peace for the county of London, at his office, at the Sessions House, Clerkenwell, in that county; with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in that county; and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and on or before the said 30th day of November a copy of so much of the said plan and book of reference as relates to each parish and extra-parochial place 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. Mary, Islington, with the Vestry Clerk of that parish,

at his office at the Vestry Hall, Upper-street, Islington, and in the case of the parish of St. Mary Abbott, Kensington, with the Vestry Clerk of that parish, at his office at the Townhall, Kensington, and in the case of each other parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Dated the 17th day of November, 1892.

ROBERT HUNTER, Solicitor to the Post Office.

WYATT, HOSKINS, HOOKER, and WILLIAMS, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Metropolitan District Railway.

(Extension of Time for Completion of Acton Junction Railway; Abandonment of West Brompton Junction Railway; Confirmation of Agreement with London and South Western Railway Company; Provisions as to Continuous Working of Inner Circle Railway; Regulation of Tolls, Rates, and Charges; Liability under Workmen's Tickets; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Metropolitan District Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act"), for all or some of the following among other purposes:—

1. To extend the time and powers limited by the Metropolitan District Railway Act, 1891, for the completion of the junction railway secondly described in and authorized by section 5 of the Metropolitan District Railway Act, 1878, and known by the name of the Acton Junction Railway.

2. To provide for and authorize the abandonment and relinquishment of the West Brompton Junction Railway, described in and authorized by section 5 of the Metropolitan District Railway Act, 1881, and to confirm and give effect to an agreement, having relation to the said railway between the London and South Western Railway Company and the Company, dated the 14th day of July, 1892.

3. To sanction and confirm any agreement or arrangement made or to be made between the Company on the one hand, and the Metropolitan Railway Company on the other hand, for, or with respect to the continuous working of the respective railways of the said Companies, forming and known as the Inner Circle Railway, or as to the management or maintenance of the same, or any part or parts thereof, upon, or by reason of the determination of the agreement between the two Companies, dated the 29th day of June, 1871.

4. Failing such agreement, to define and regulate the terms and conditions upon which the Company and the Metropolitan Railway Company respectively for the purpose of securing to the public the advantage of the continuous working of the Inner Circle Railway shall each work over the railways of the other Company forming part of such Inner Circle, and to provide that all questions arising in regard to such continuous working, shall failing agreement be referred to and determined by arbitration or by the Railway Commissioners.

5. To regulate, define, or vary the tolls, rates, and charges leviable by the Company in respect of their railways or any part or parts thereof.

6. To enlarge and extend the provisions of the Company's Acts with regard to the liability of

the Company under claims for compensation for injury, in respect of passengers travelling with tickets marked Workman's Ticket.

7. To alter, vary, and extinguish all existing rights and privileges which would in any manner impede or interfere with the purposes of the intended Act, or which would be inconsistent with the same, and confer, vary or extinguish other rights and privileges.

8. To alter, amend, extend, and enlarge, and if need be to repeal, the powers and provisions, or some of them, of the following Acts, local and personal (that is to say):—27 and 28 Vic., cap. 322, and all other Acts relating to or affecting the Company; the Metropolitan and District Railways (City Lines and Extensions) Act, 1879; the Metropolitan and District Railways (City Lines and Extensions) Act, 1881; the Metropolitan and District Railways (City Lines and Extensions) Act, 1882; and, so far as may be necessary for the purposes aforesaid, the Metropolitan Railway Company's Acts passed in each and every of the years 1854 to 1892, and all other Acts relating to or affecting the Metropolitan Railway Company; and 50 Vic., cap. 110, and all other Acts relating to the London and South Western Railway Company.

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

Dated the 17th day of November, 1892.

R. D. BAXTER, 12, Victoria-street, Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Clapham Junction and Paddington Railway.

(Incorporation of Company; Construction of Underground Railway from Clapham Junction to Paddington and of Subway; Compulsory Purchase of Lands, Easements, &c., and User of and Special Provisions Affecting Lands, Streets, &c.; Tolls; Agreements with Contributions by and Powers to the Crown Public Departments and Authorities and Other Companies; Incorporation and Amendment and Repeal of Acts, &c., &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Bill.

2. To enable the Company to make and maintain the underground railway and subway, and other works hereinafter mentioned, or one of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, wires, tunnels, passages, subways, covered ways, stations, depôts, shafts, lifts, sewers, drains, pipes, approaches, buildings, and other machinery, generating plant, apparatus, works and conveniences (that is to say):—

A railway commencing in the parish of St. Mary, Battersea, at a point in the Prested-road, 60 yards, or thereabouts, north of the junction of that road with St. John's-hill, Wandsworth-road, and terminating in the parish of Paddington, at or near the western end of the Bishops-road bridge over the Great Western Railway.

The said railway will be made in, or will pass from, through or into the following parishes and places, that is to say:—St. Mary;

Battersea, St. Luke, Chelsea, St. Mary Abbott, Kensington, St. Margaret, Westminster, St. George, Hanover-square and Paddington, or some of them, all in the county of London.

A subway for foot passengers, wholly in the said parish of St. Margaret, Westminster, commencing at or near the northern entrance to the Royal Albert Hall and terminating at or near the northern end of Exhibition-road.

3. The gauge to be adopted for the intended railway will be 4 feet 8½ inches, and the motive power to be employed will be cable power or electricity, or such motive power (other than steam locomotives) as the Board of Trade may approve, and it is proposed to use the lands hereinafter described as stations for generating electricity, that is to say:—

(1.) Certain lands, houses, and buildings in the parish of St. Mary, Battersea, aforesaid, situate between the London, Brighton, and South Coast Railway and the West London Extension Railway, immediately eastward of Falcon-lane, and lying between that lane and the bridge carrying the West London Extension Railway under the London, Brighton and South Coast Railway and the London and South-Western Railway, near the Latchmere-road, and also certain lands, houses, and buildings in the same parish, bounded by Latchmere-grove on the north-west, by Shellwood-road and a line in continuation of the north side of that road to Latchmere-grove on the north, by Poyntz-road on the east, and by the London and South-Western Railway (Ludgate-hill branch) on the south and south-east.

(2.) Certain lands in the parish of St. Margaret, Westminster, aforesaid, lying immediately to the south of the Royal Albert Hall, being about 50 yards in width, and extending from the Royal Albert Hall to the Prince Consort-road, which lands are bounded on the east by Block B, and on the west by Block A, of the Albert Hall Estate.

4. To authorise the Company to cross, stop up, close for traffic, divert, alter the level of, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths or places, railways, 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 undersurface of any lands, streets, roads, squares, passages, and places under, along, or across which any of the proposed works are intended to be made, or of the River Thames.

5. 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.

6. To authorise and provide for the underpinning, or otherwise securing or strengthening of any houses, building, or works which may be rendered insecure or affected by any of the intended works.

7. To authorise the Company to purchase by compulsion or agreement the lands hereinbefore

particularly described, and other lands, houses, and other property in the parishes and places aforesaid, 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 lands, 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 lands, house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property, or in, under or over the foreshore, bed, bank, and soil of the River Thames, and any rights of ferry or other public or private rights across or affecting the River Thames which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

8. To authorise the Company to hold and 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 such lands, tenements, and hereditaments, and the Company in respect thereof, from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

9. To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railway and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively, and to grant leases of the undertaking, tolls, rates, and charges, and all or any of the proposed works.

10. To authorise the Company, where the intended railway will pass alongside of or near to the station of any other railway company, to make such ways, stairs, lifts and communications as may be necessary for enabling passengers and their luggage to pass from any such station to any station of the Company, and for that purpose to enter upon the lands, stations, platforms, and works of such other railway company, and to alter any such platform, and to make openings in the same, and in any walls and any necessary protective works, and the Bill will or may make such provision as will secure to the public and to officers and servants of the Company free and uninterrupted access by means of such ways, stairs, lifts, communications, and openings between any station of the Company and any station of any railway company as aforesaid.

11. To empower the Company on the one hand, and any other company, body, or persons authorised to supply electricity in any district in which any part of the said railway and works, or any of them, will be situate, on the other hand, to enter into and carry into effect agreements with respect to the supply to the Company by such company, body, or person of electricity or electrical energy or power.

12. To make and maintain temporary shafts or openings from the surface of any land or street, or the River Thames, within the limits of devia-

tion to be shown on the plans hereinafter mentioned to any portions of the proposed works constructed under the surface thereof.

13. To empower the Company on the one hand, and the Queen's Most Excellent Majesty, the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, Her Majesty's First Commissioner of Works, the London County Council, or any District Board of Works or Vestry, 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 confer upon the said Commissioners and First Commissioner, and upon the London County Council and any District Board of Works or Vestry, 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.

14. To authorise or require the London County Council, and any District Board of Works or Vestry as aforesaid, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works, or any of them, or any part or parts thereof respectively, and to empower them, or some or 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.

15. To empower the Company on the one hand, and the London, Brighton, and South Coast, London and South Western, West London Extension, London and North Western, London, Chatham, and Dover, Metropolitan District, Metropolitan, Great Western, and Central London Railway Companies, or any 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 working, use management, and maintenance by the contracting companies, or any of them, of their respective railways or 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 parties, or any of them, the supply and maintenance of engines, stock, and plant, the supply of electricity or electrical energy or power, 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 of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements

which have been, or may be, made touching any of the matters aforesaid.

16. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares, stocks, or debenture stock of the Company.

17. To sanction, confirm and give effect to any agreements which may have been, or may be entered into as aforesaid.

18. 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.

19. To incorporate with the Bill, among other Acts, and to extend to the Company, and to the Railway proposed to be constructed under the Bill, all or any of the provisions of the Railways Clauses Consolidation Act (1845), and the Railways Clauses Act (1863), with such alterations and amendments as may be deemed expedient, and to enable the Company to exercise the powers or any of the powers contained in those Acts.

20. 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): 9 and 10 Vict., cap. 283, and any other Act or Acts relating to the London, Brighton and South Coast Railway Company, or their undertaking 4 and 5 Will. IV., cap. 288, and 2 and 3 Vict., cap. 28, and any other Act or Acts relating to the London and South Western Railway Company, or their undertaking 22 and 23 Vict., cap. 134, and any other Act or Acts relating to the West London Extension Railway Company, or their undertaking 16 and 17 Vict., cap. 132, and 22 and 23 Vict., cap. 54, and any other Act or Acts relating to the London, Chatham and Dover Railway Company, or their undertaking 27 and 28 Vict., cap. 322, and any other Act or Acts relating to the Metropolitan District Railway Company, or their undertaking 16 and 17 Vict., cap. 186, and any other Act or Acts relating to the Metropolitan Railway Company, or their undertaking 5 and 6 Will., IV., cap. 107, and any other Act or Acts, relating to the Great Western Railway Company, or their undertaking 54 and 55 Vict., cap. 196, and any other Act or Acts relating to the Central London Railway Company, or their undertaking, the Metropolitan Management Act, 1855, and any other Act or Acts relating to or affecting the London County Council or the Metropolis.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the Railway and Subway and works 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 London, at his office at the Sessions House, Clerkenwell, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish and extra parochial place, in or through which the said Railway and Subway, 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's, Hanover-square, with the Vestry Clerk of that parish, at his office, 104, Mount-street, Berkeley-square, London, W.; and in the case of the parish of Paddington, with the Vestry Clerk of that parish, at his office, the Vestry Hall, Harrow-road, W.; and in the case of the parish of St. Margaret, Westminster, with the Clerk to the united Vestry of the parish of St. Margaret and St. John the Evangelist, Westminster, at his office, Town Hall, Caxton-street, Westminster; and in the case of the parish of St. Mary Abbott, Kensington, with the Vestry Clerk of that parish, at his office, Town Hall, High-street, Kensington, W.; and in the case of the parish of St. Luke, Chelsea, with the Vestry Clerk of that parish, at his office, Town Hall, King's-road, Chelsea; and in the case of the parish of St. Mary, Battersea, with the Vestry Clerk of that parish, at his office at Battersea-rise, S.W.

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

Dated this 17th day of November, 1892.

SYDNEY MORSE, 4, Fenchurch-avenue, E.C.,
Solicitor for the Bill.

REES & FREER, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

London and North Western and Great Western
Railway Companies.

(Powers to Two Companies with reference to Widenings of Railways and Acquisition of Lands in the County of Chester; Agreements with reference thereto; Agreement with Shropshire Union Railways and Canal Company as to Basin and Works at Chester; Additional Capital and Application of Funds by Two Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the London and North Western Railway Company and the Great Western Railway Company (which said Companies are hereinafter respectively referred to as "the North Western Company and the Great Western Company," and collectively as "the two Companies"), or one of them, for an Act for the following purposes, or some of them (that is to say):—

To empower the North Western Company to make and maintain the following widening of including the alteration of and the laying down of additional rails upon portions of their existing railway, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

The widening in the parish of Chester, in the city and county of the city of Chester, of the North Western Company's Chester and Holyhead Railway, between a point situate 220 yards or thereabouts south-west of Saltney Junction and the north-east end of the tunnel under Northgate Station.

To empower the two Companies, or either of them, with the consent of the other, to make and maintain the following widenings of, including the alteration of and the laying down of additional rails upon portions of their existing railways, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

The widening in the parish of Chester, in the

city and county of the city of Chester, of so much of the joint railway of the two Companies as extends for a distance of 185 yards or thereabouts from the north-east end of the tunnel on the North Western Company's Chester and Holyhead Railway under Northgate Station.

The widening of so much of the Birkenhead Railway of the two Companies as extends from a point 125 yards or thereabouts south of the bridge carrying the railway of the Cheshire Lines Committee over the Chester Station of the two Companies near Brook-lane, to the south side of the bridge carrying the Birkenhead Railway over Chamberlain-street, Birkenhead, which said intended widening will be situate in the parishes, townships, and places following, or some of them, that is to say, the parish of Chester, in the city and county of the city of Chester, and St. Oswald, Newton-by-Chester, St. Mary-on-the-Hill, Upton, Moston, Backford, Great Mollington, Lea, Shotwick, Capenhurst, Neston, Ledsham, Eastham, Little Sutton, Childer Thornton, Hooton, Bromborough, Bebington, Poulton-cum-Spital, Lower Bebington, Higher Bebington, Tranmere, all in the county of Chester.

To empower the two Companies, or either of them, to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings, mines and minerals, are included) in the parishes, townships, and places hereinbefore mentioned for the purposes of the said intended widenings and other works.

To authorize the purchase and acquisition of part only of, or of an easement in, over, or under any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act without the Company or Companies purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public, carriage, and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic, telephonic, and electric lighting wires and apparatus, within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act, and the extinguishment of all rights of way over the public carriage and other roads, highways, courts, alleys, and passages or portions thereof which are stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, highways, courts, alleys, and passages or portions thereof in the two Companies, or either of them, and to provide that the two Companies, or either of them, shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended widenings by a bridge or bridges, or the immediate approaches thereto, in all cases where the levels of such road or approaches shall not be permanently raised.

To provide for the construction and maintenance of the before-mentioned widenings or such part or parts thereof, as may be prescribed by the intended Act, at the cost of the North Western Company and the Great Western Company in such

proportions as may be agreed upon, or as may be prescribed or provided for by the intended Act.

To provide for the vesting of a portion or portions of the said works in the two Companies jointly, or in the North Western Company solely, or in the Great Western Company solely, and for the user thereof by the two Companies respectively, on such terms as may have been or may be agreed between the said Companies, or prescribed or provided for by the intended Act.

To provide for the payment by the North Western Company and the Great Western Company respectively, of such proportion of the cost of constructing the said widenings as may be agreed, or prescribed, or provided for by the intended Act.

To empower the two Companies jointly or severally to demand and recover tolls, rates, and other charges for or in respect of the widenings and other works authorized by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the two Companies to enter into and carry into effect agreements with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and generally to make all such provision and to confer upon the two Companies all such powers as may be deemed necessary or expedient for giving effect to the foregoing objects.

To authorize and empower the two Companies, or either of them, and the Shropshire Union Railways and Canal Company (hereinafter called "the Shropshire Union Company") to enter into and carry into effect agreements with respect to the proposed widenings, so far as they will or may affect the basin and works of the Shropshire Union Company at Chester, and to confirm and give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To empower the two Companies respectively to increase their capital for all or any of the purposes of the intended Act and of any other Act or Acts of the same session and for purposes connected with any other Undertaking in which they are jointly interested, and for the general purposes of the two Companies respectively, and to raise further sums of money by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the two Companies respectively.

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

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal, all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the North Western Company.

The Act 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Company.

The Act 9 and 10 Vict., cap. 322, and all other Acts relating to the Shropshire Union Railways and Canal Company.

And notice is also hereby given, that on or

No. 26347.

D

before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Chester, at his office at Chester.

And that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the intended works are proposed to be made, or lands are situate, together with a copy of the said notice, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence, and as relates to any extra-parochial place with the clerk of some adjoining parish, at his residence.

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

Dated this 14th day of November, 1892.

C. H. MASON, Euston Station and 35, Parliament-street, Westminster.

R. R. NELSON, Paddington Station and 20, Abingdon-street, Westminster; Solicitors.

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

In Parliament—Session 1893.

Imperial Continental Gas Association.

(Additional Loan Capital and Ranking thereof; Repeal and Amendment of Acts.)

NOTICE is hereby given that the Imperial Continental Gas Association (herein called "the Association") intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill to effect all or some of the following, among other purposes, that is to say:—

1. To repeal so much of Section 6 of the Imperial Continental Gas Association Act, 1884, as limits the amount to be borrowed by the Association, and to empower the Association to raise additional capital by borrowing, or by the creation and issue of debenture stock (perpetual or redeemable) upon such terms and conditions, and to rank *pari passu* with any existing mortgages and debenture stock of the Association or with such priorities as may be determined by the Bill or prescribed by Parliament.

2. To provide for the forfeiture to the Association of dividends unclaimed for a period to be fixed by the Bill, or prescribed by Parliament.

3. The Bill will or may incorporate such parts of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, as may be deemed expedient, and will alter and amend and repeal, so far as may be deemed necessary or expedient, the provisions of the Imperial Continental Gas Association Acts, 1870, 1878, 1879, and 1884, and any other Act directly or indirectly affecting the Association; and will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

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 18th day of November, 1892.

MARESCO PEARCE, Solicitor, Abchurch Chambers, Abchurch-yard, E.C.

DYSON & Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1892, and the 19th November, 1892.

REVENUE AND OTHER RECEIPTS.	Estimate for the Year 1892-93.	Total Receipts into the Exchequer from		EXPENDITURE AND OTHER PAYMENTS	Estimate for the Year 1892-93 (including Supplementary Estimates).	Total Issues out of the Exchequer to meet Payments from	
		1st April, 1892, to 19th November, 1892.	1st April, 1891, to 21st November, 1891.			1st April, 1892, to 19th November, 1892.	1st April, 1891, to 21st November, 1891.
Balances on 1st April:—	£ -	£	£				
Bank of England... ..	—	5,707,757	6,223,262	EXPENDITURE.	£	£	£
Bank of Ireland	—	547,412	147,635	Permanent Charge of Debt... ..	25,000,000	16,399,609	16,478,195
		6,255,169	6,370,897	Interest, &c., on Exchequer Bonds (Suez)	200,000	100,000	100,000
				Naval Defence Fund... ..	1,429,000	1,250,000	1,428,571
REVENUE.				Other Consolidated Fund Services	1,683,000	1,149,671	1,549,585
Customs	19,900,000	12,435,000	12,490,000	Supply Services	61,797,000	37,833,841	36,236,007
Excise	25,452,000	16,192,000	16,328,000		90,109,000		
Stamps	13,560,000	8,716,000	8,400,000	EXPENDITURE		56,733,121	55,792,358
Land Tax and House Duty	2,450,000	395,000	440,000				
Property and Income Tax	13,400,000	3,343,000	3,571,000	OTHER PAYMENTS.			
Post Office	10,400,000	6,155,000	6,330,000	For Advances for Bullion, &c.		510,000	495,000
Telegraph Service	2,560,000	1,635,000	1,595,000	„ Supply purposes (net amount)		40,500	307,400
Crown Lands	435,000	205,000	205,000	Under National Debt Redemption Act (net amount)		12,298	510,390
Interest on Purchase Money of Suez Canal Shares, Sardinian Loan, &c.	220,000	110,416	111,267	„ Imperial Defence Act (net amount)		19,352	4,988
Miscellaneous	2,076,000	1,413,449	1,555,227	„ Russian-Dutch Loan Acts		—	519,939
REVENUE	90,453,000	50,599,865	51,045,494	„ Naval Defence Act		—	—
				„ Barracks Act		300,000	—
				„ Telegraph Act, 1892		20,000	—
Total including Balance		56,855,034	57,416,391	Surplus Income of prior year issued to National Debt Commissioners		—	—
OTHER RECEIPTS.						57,635,271	57,630,075
Repayment of Advances for Bullion, &c.		608,999	513,148	Balances on 19th November, 1892 ... {			
Under National Debt Redemption Act (net amount)		—	—	Bank of England		736,599	1,288,704
„ Imperial Defence Act (net amount)		—	—	Bank of Ireland		343,320	365,133
„ Russian-Dutch Loan Act		—	519,939				
„ Naval Defence Act (net amount)		131,157	534,434	Totals		58,715,190	59,283,912
„ Barracks Act		300,000	—				
„ Telegraph Act, 1892		20,000	300,000				
Deficiency Advances (unrepaid)		800,000	—				
Totals		58,715,190	59,283,912				

Treasury, November 22, 1892.

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 19th November, 1892.

Towns.	Wheat.	Barley.	Oats.	Towns.	Wheat.	Barley.	Oats.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
London ...	30 1	31 9	21 4	Warwick ...	28 1	...	...
Uxbridge ...	Nil.	...	...	Leicester ...	29 4	26 2	19 1
Chelmsford ...	29 9	27 4	17 0	Loughborough ...	29 1	26 7	18 10
Colchester ...	29 0	27 5	20 2	Melton Mowbray ...	26 8	25 6	17 7
Romford ...	29 10	25 9	...	Oakham ...	Nil.	...	...
Saffron Walden ...	27 11	26 9	19 6	Northampton ...	27 11	25 10	20 4
Braintree ...	30 2	27 2	...	Peterborough ...	26 6	25 5	17 8
Hertford ...	29 3	27 3	...	Kettering ...	27 4	25 9	...
Royston (Herts) ...	28 8	28 8	14 10	Daventry ...	26 1	25 1	18 2
Hitchin ...	28 9	24 6	21 10	Bedford ...	18 1	26 8	16 11
Bishop's Stortford ...	28 0	28 9	...	Luton (Bedford) ...	27 1	24 0	17 1
Aylesbury ...	28 3	23 0	20 6	Huntingdon ...	27 7	...	...
Newport Pagnell ...	28 0	25 1	17 1	St. Ives (Hunts) ...	27 2	25 7	17 1
Oxford ...	27 8	24 5	17 8	St. Neots (Hunts) ...	28 0	26 2	15 10
Banbury ...	27 2	23 7	19 0	Cambridge ...	28 4	27 9	16 7
Bicester ...	28 0	25 8	...	Ely (Cambridge) ...	26 4	26 6	16 6
Warminster ...	25 2	24 0	...	Wisbeach ...	26 0	22 11	17 7
Devizes ...	26 11	25 0	16 11	Inswich ...	28 8	27 3	19 0
Salisbury ...	28 0	24 0	15 8	Woodbridge ...	28 10	28 0	...
Swindon (Wilts) ...	26 8	22 7	...	Sudbury (Suffolk) ...	29 3	26 10	18 0
Reading ...	33 1	30 2	19 6	Hadleigh (Suffolk) ...	28 3	26 0	17 0
Abingdon ...	28 5	26 7	17 6	Stowmarket ...	28 4	26 6	...
Didcot ...	29 5	25 10	...	Bury St. Edmunds ...	28 3	27 8	16 7
Hungerford ...	28 9	23 6	19 4	Beccles ...	28 6	28 2	...
Newbury (Berks) ...	27 11	26 5	16 2	Bungay ...	27 0	28 1	...
Wallingford ...	28 4	26 6	18 7	Halesworth ...	28 8	27 10	...
Guildford ...	29 9	30 6	19 6	Framlingham ...	30 0	26 11	...
Farnham (Surrey) ...	29 5	30 6	...	Eye (Suffolk) ...	26 9	28 3	...
Kingston (Surrey) ...	Nil.	...	...	Saxmundham ...	29 2	27 5	...
Croydon (Surrey) ...	Nil.	...	...	Haverhill ...	28 0	27 2	...
Reigate ...	Nil.	...	...	Norwich ...	28 0	27 2	17 10
Maidstone ...	30 11	32 4	15 0	Yarmouth (Norfolk) ...	28 4	28 5	17 10
Canterbury ...	29 8	30 4	17 4	Lynn ...	27 1	25 10	17 5
Dartford ...	Nil.	...	...	Watton (Norfolk) ...	27 11	28 0	...
Ashford (Kent) ...	29 3	26 3	16 0	Diss ...	27 3	27 3	...
Rochester (Kent) ...	26 7	30 2	...	East Dereham ...	27 0	25 7	16 9
Tunbridge ...	Nil.	...	...	Harleston (Norfolk) ...	...	27 2	...
Sandwich ...	31 3	23 3	16 0	Holt (Norfolk) ...	27 5	24 9	17 8
Chichester ...	29 2	31 5	17 5	Fakenham ...	26 8	25 7	17 2
Lewes ...	28 3	33 9	17 0	North Walsham (Norfolk) ...	27 3	23 2	...
Hayward's Heath ...	28 1	20 0	19 0	Lincoln ...	27 3	27 6	17 0
Brighton ...	29 5	36 1	...	Gainsborough ...	28 6	25 6	...
Horsham ...	29 3	28 0	17 11	Brigg ...	27 1	25 11	16 1
Pulborough ...	24 1	23 0	17 1	Louth ...	25 8	24 5	15 8
Winchester ...	28 3	25 0	16 1	Boston ...	26 1	23 10	17 11
Andover ...	26 4	24 3	17 0	Sleaford ...	26 11	27 10	18 4
Basingstoke ...	27 8	27 4	19 0	Stamford ...	28 6	26 11	17 9
Fareham ...	...	27 0	17 6	Spalding ...	26 3	23 9	18 2
Newport (Hants) ...	...	28 1	14 10	Grantham ...	27 3	27 7	17 1
Bingwood ...	28 0	...	...	Nottingham ...	26 9	26 0	18 2
Southampton ...	28 11	...	...	Newark ...	28 6	26 11	16 9
Blandford ...	26 7	31 2	...	Mansfield ...	26 10	26 1	17 1
Bridport ...	...	28 3	...	Worksop ...	28 10	27 7	18 1
Dorchester (Dorset) ...	27 5	23 2	...	Retford ...	28 10	25 9	15 9
Wareham ...	...	21 4	...	Preston (Lancashire) ...	29 0	...	...
Wimborne ...	28 4	29 2	17 0	Warrington ...	Nil.	...	...
Plymouth ...	28 0	23 4	...	Manchester ...	31 1	...	...
Totnes ...	27 3	22 5	...	Garstang ...	29 10	...	15 11
Exeter ...	28 2	25 9	...	Kendal ...	...	28 8	18 5
Kingsbridge ...	26 2	22 4	...	Carlisle ...	27 1	...	17 5
Barnstaple ...	...	25 7	17 4	Penrith ...	...	...	22 9
Newton Abbot ...	...	23 7	...	Egremont (Cumberland) ...	Nil.	...	...
Tiverton (Devon) ...	Nil.	...	...	Newcastle-on-Tyne ...	...	25 6	22 9
Okehampton ...	Nil.	...	...	Alnwick ...	...	24 1	...
Honiton ...	...	25 0	...	Berwick ...	28 7	23 3	21 1
Truro ...	28 3	20 4	...	Stockton-on-Tees ...	28 9	24 2	17 9
Liskeard ...	Nil.	...	...	Darlington ...	30 7	27 11	...
Wadebridge ...	Nil.	...	...	Sunderland ...	27 0	...	...
Bristol ...	25 3	...	...	Bishop Auckland ...	Nil.	...	...
Taunton ...	23 2	26 1	...	York ...	28 0	25 5	16 8
Bridgwater ...	Nil.	...	...	Leeds ...	30 5	24 11	17 3
Frome ...	24 2	23 0	...	Wakefield ...	...	24 2	...
Bath ...	24 10	23 6	...	Bridlington ...	27 2	22 10	16 2
Yeovil ...	24 8	23 0	...	Beverley ...	27 5	22 10	15 11
Monmouth ...	...	24 8	...	Howden ...	26 2	22 8	16 8
Chepstow ...	25 5	29 3	16 5	Sheffield ...	Nil.	...	...
Newport (Mon.) ...	26 1	...	...	Hull ...	28 0	27 4	...
Gloucester ...	28 4	...	...	Malton ...	28 9	21 7	16 6
Cirencester ...	25 9	23 1	16 10	Bedale ...	29 0	21 0	20 9
Tewkesbury ...	28 5	...	...	Knarsborough ...	27 9	25 1	16 9
Cheltenham ...	28 0	28 8	18 9	Northallerton ...	29 7	...	18 7
Shrewsbury ...	27 11	27 1	18 10	Ripon ...	28 6	28 8	17 2
Bridgnorth ...	27 11	25 8	17 9	Doncaster ...	26 9	25 6	16 2
Market Drayton ...	27 10	25 2	18 1	Goole ...	26 8	...	...
Ludlow ...	...	25 0	...	Easingwold ...	Nil.	...	...
Oswestry ...	27 9	25 5	...	Scarborough ...	26 6	23 0	17 0
Hereford ...	27 2	22 10	...	Thirsk ...	28 0	24 6	17 6
Boss ...	26 1	23 1	18 1	Pontefract ...	29 7	26 6	16 11
Wolverhampton ...	28 2	29 1	23 10	Denbigh ...	25 0	26 0	26 0
Hurton-on-Trent ...	29 3	28 0	20 5	Wrexham ...	27 2	27 10	17 5
Stafford ...	27 4	25 7	17 5	Carnarvon ...	...	22 10	15 6
Worcester ...	28 2	26 7	20 5	Haverfordwest ...	...	21 2	15 5
Evesham ...	27 9	...	...	Carmarthen ...	Nil.	...	...
Chester ...	27 0	27 3	16 10	Cardiff ...	26 9	...	...
Derby ...	28 3	31 8	18 10	Cardigan ...	...	28 0	17 4
Coventry ...	27 4	24 11	19 9	Brecon ...	...	...	17 3
Birmingham ...	29 4	...	17 9	Welshpool ...	29 0	25 0	20 6
Stratford-on-Avon ...	26 0	25 8	...	Llangefni (Anglesey) ...	...	22 0	15 5

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 19th November, 1892, conformably to the Act of the 45th and 46th Victoria, cap. 37.

					QUANTITIES SOLD.		AVERAGE PRICE.	
					Qrs.	Bus.	s.	d.
Wheat	...	...	...	...	56,938	1	27	11
Barley	...	...	...	...	191,738	2	26	7
Oats	...	...	...	...	19,630	0	18	0

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1888 to 1891.

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.		
1888	54,432	6	122,838	1	8,924	2	31	9	27	8	16	6
1889	78,177	6	197,797	4	17,359	2	30	0	29	11	17	4
1890	78,957	6	187,298	7	19,907	3	32	9	28	11	17	8
1891	87,104	5	221,896	4	21,750	3	38	9	31	3	22	4

Board of Agriculture,
November 19, 1892.

P. G. CRAIGIE.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 19th November, 1892, together with the Quantities Imported in the Corresponding Week of the Previous Year.

					Quantities.		
					1891.	1892.	
Animals living :—							
Oxen, Bulls, Cows, and Calves	Number	9,241	7,589
Sheep and Lambs	"	9,368	—
Swine	"	24	—
Dead Meat :—							
Bacon	cwts.	49,421	56,541
Beef, salted and fresh	"	42,810	45,908
Hams	"	15,414	17,196
Meat unenumerated, salted and fresh	"	1,628	2,312
" " preserved	"	16,988	15,832
Mutton, fresh	"	21,680	46,143
Pork, salted (not Hams) and fresh	"	6,729	12,168
Poultry and Game	Value £	8,878	8,369
Rabbits	cwts.	3,465	4,441
Butter	"	41,906	33,584
Margarine	"	22,979	28,240
Cheese	"	50,354	44,384
Eggs	Great Hundred	199,027	208,348
Lard	cwts.	17,094	33,587
Vegetables :—							
Onions, raw	Bushels	170,937	139,142
Potatoes	cwts.	21,023	98,170
Unenumerated	Value £	10,102	14,308
Corn, Grain, Meal, and Flour :—							
Wheat	cwts.	1,846,753	1,193,474
Barley	"	802,506	391,161
Oats	"	296,104	222,871
Pease	"	144,145	26,054
Beans	"	109,528	67,899
Maize	"	256,753	376,283
Wheat Meal and Flour	"	293,856	413,603

Statistical Office, Custom House, London,
November 21, 1892.

T. J. PITTAR.

COTTON STATISTICS ACT, 1858.

RETURN of the Number of SALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 46 Weeks ended 17th November, 1892.

Ports.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 17th November, 1892.												
Liverpool	88,418	2,438	2,943	15,050	2,405	111,254	2,049	...	740	2,554	89	5,432
London	991	...	418	...	1	1,410	2,070	...	2,708	...	...	4,778
Hull	2,425	...	...	1	...	2,426	914	...	110	...	102	1,126
Other Ports ... ..	...	...	...	...	...	...	3,476	...	...	10	...	3,486
Total	91,834	2,438	3,361	15,051	2,406	115,090	8,509	...	3,558	2,564	191	14,822
46 Weeks ended 17th November, 1892.												
Liverpool	2,227,989	58,070	81,494	255,429	82,539	2,708,521	125,492	1,789	21,615	34,496	9,976	193,368
London	*37,394	...	*56,493	...	2,305	96,192	39,857	...	46,543	...	228	86,628
Hull	57,233	12	10,385	20,205	...	87,835	79,962	9,017	13,656	20,488	1,770	124,893
Other Ports	7,236	...	...	...	293	7,529	5,810	...	885	132	42	6,869
Total	2,329,852	58,082	151,372	275,634	85,137	2,900,077	251,121	10,806	82,699	55,116	12,016	411,758

Dated November 18, 1892.

* Corrected figures.

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 12th day of November, 1892.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Ashford Bank	Ashford	Pomfret and Co.	6641
Aylesbury Old Bank	Aylesbury	Cobb, Bartlett, and Co.	9182
Baldock Bank and Baldock and Biggleswade Bank	Biggleswade	Wells, Hogge, and Co.	9202
Bedford Bank	Bedford	Barnard and Co.	17136
Bicester and Oxfordshire Bank and Oxford Bank	Bicester	Tubb and Co.	8913
Buckingham Bank	Buckingham	Bartlett and Co.	10594
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	16362
Banbury Bank	Banbury	J. C. and A. Gillett and Co.	6325
Banbury Old Bank	Banbury	T. R. Cobb and Son	6793
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Harris	16568
Cambridge and Cambridgeshire Bank	Cambridge	Messrs. Fosters	26654
Canterbury Bank	Canterbury	Hammond and Co.	8089
Colchester Bank	Colchester	Gurneys, Round, Green, and Co.	12753
City Bank, Exeter	Exeter	Milford and Co.	5214
Derby Bank	Derby	Samuel Smith and Co.	6258
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	45766
Dorchester Old Bank and Dorsetshire Bank..	Dorchester	R. R. Williams and Co.	20864
East Riding Bank	Beverley... ..	Beckett and Co....	31307
Essex Bank and Bishop's Stortford Bank	Chelmsford	Sparrow, Tufnell, and Co.	19820
Exeter Bank	Exeter	Sanders and Co....	10520
Faversham Bank	Faversham	Hilton and Co.	2012
Godalming Bank	Godalming	Mellersh and Co.	3542
Grantham Bank	Grantham	Hardy and Co.	6392
Hull Bank and Kingston-upon-Hull Bank	Hull	Smith Brothers and Co.	10734
Huntingdon Town and County Bank	Huntingdon	Veasey and Co.	9859
Harwich Bank	Harwich... ..	Cox, Cobbold, and Co.	2223
Hertfordshire, Hitchin Bank	Hitchin	Sharples and Co.	17203
Ipswich Bank	Ipswich	Bacon and Co.	11785
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank... ..	Ipswich	Gurneys, Alexanders, and Co.	26749
Kington and Radnorshire Bank	Kington	Davies and Co.	11546
Kendal Bank	Kendal	Wakefield, Crewdson, and Co.... ..	40805
Leeds Old Bank	Leeds	Beckett and Co.	52379
Leeds Union Bank	Leeds	Wm. Wms. Brown and Co.	24870
Leicester Bank	Leicester	T. and T. T. Paget	8238
Lincoln Bank	Lincoln	Smith, Ellison, and Co.... ..	61311

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Llandovery Bank, Lampeter Bank, and Llandilo Bank ...	Llandovery ...	D. Jones and Co. ...	12854
Lymington Bank ...	Lymington ...	St. Barbe and Co. ...	1222
Lynn Regis and Lincolnshire Bank ...	Lynn Regis ...	Gurneys and Co. ...	20393
Monmouth Old Bank ...	Monmouth ...	Bromage and Co. ...	881
Newark Bank ...	Newark ...	Samuel Smith and Co. ...	7228
Newark and Sleaford Bank, and Sleaford and Newark Bank ...	Sleaford ...	Peacock and Co. ...	14618
Newbury Bank ...	Newbury ...	Sloccock, Matthews, and Co. ...	5522
Newmarket Bank ...	Newmarket ...	Hammond and Co. ...	7098
Norwich and Norfolk and Fakenham Banks ...	Norwich ...	Gurneys, Birkbecks, and Co. ...	42700
Naval Bank, Plymouth ...	Plymouth ...	Harris, Bulteel, and Co. ...	6215
New Sarum Bank ...	Sarum ...	Pinckney Brothers ...	1944
Nottingham Bank ...	Nottingham ...	Samuel Smith and Co. ...	15627
Oxford Old Bank ...	Oxford ...	Parsons and Co. ...	17373
Oxfordshire Witney Bank ...	Witney ...	Gillett and Co. ...	3668
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank ...	Hull ...	Pease and Sons ...	39846
Reading Bank ...	Reading ..	Simonds and Co. ...	12121
Reading Bank ...	Reading ...	Stephens, Blandy, and Co. ...	10789
Richmond Bank ...	Richmond ...	Roper and Co. ...	4322
Royston Bank ...	Royston ...	Fordham and Co. ...	3382
Saffron Walden and North Essex Bank ...	Saffron Walden ...	Gibson, Tuke, and Co. ...	8979
Scarborough Old Bank ...	Scarborough ...	Woodall and Co. ...	10441
Tring Bank and Chesham Bank ...	Tring ...	Butcher and Sons ...	8817
Uxbridge Old Bank ...	Uxbridge ...	Woodbridge and Co. ...	1131
Wallingford Bank ...	Wallingford ...	Hedges, Wells, and Co. ...	1488
Wellington Somerset Bank ...	Wellington ...	Fox, Fowler, and Co. ...	4653
West Riding Bank, Wakefield, and Pontefract Bank ...	Wakefield ...	Leatham, Tew, and Co. ...	26187
Whitby Old Bank ...	Whitby ...	Simpson, Chapman, and Co. Not received.	
Weymouth Old Bank and Dorchester Bank ...	Weymouth ...	Eliot, Eliot, and Pearce-Edgumbe ...	5760
Wisbech and Lincolnshire Bank ...	Wisbech ...	Gurney and Co. ...	15593
Worcester Old Bank and Tewkesbury Old Bank ...	Worcester ...	Berwick, Lechmere, and Co. ...	18330
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank ...	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	19195
Yarmouth, Norfolk, and Suffolk Bank ...	Great Yarmouth ...	Youell, Sir E. H. K. Lacon, Bart., and Co. ...	3740

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Bank of Westmorland Limited	Kendal	11810
Barnsley Banking Company Limited	Barnsley	4353
Bradford Banking Company Limited	Bradford	18532
Bank of Whitehaven Limited	Whitehaven	13184
Bradford Commercial Banking Company Limited	Bradford	15595
Burton, Uttoxeter, and Ashbourne Union Bank Limited... ..	Burton-upon-Trent	16968
Cumberland Union Banking Company Limited	Carlisle	37288
County of Gloucester Banking Company Limited	Cheltenham	39114
Carlisle and Cumberland Banking Company Limited	Carlisle	28472
Carlisle City and District Bank Limited	Carlisle	20835
Derby and Derbyshire Banking Company Limited	Derby	6850
Halifax Joint Stock Banking Company Limited... ..	Halifax	15537
Huddersfield Banking Company Limited	Huddersfield	28164
Hull Banking Company Limited	Hull	27919
Halifax Commercial Banking Company Limited... ..	Halifax	9337
Halifax and Huddersfield Union Banking Company Limited	Halifax	14757
Knaresborough and Claro Banking Company Limited	Harrogate	15317
Lancaster Banking Company	Lancaster	54803
Leicestershire Banking Company Limited	Leicester	29227
Lincoln and Lindsey Banking Company Limited... ..	Lincoln	44470
Moore and Robinson's Nottinghamshire Banking Com- pany Limited	Nottingham	12867
Nottingham and Nottinghamshire Banking Company Limited	Nottingham	22018
North and South Wales Bank Limited	Liverpool	44296
Pares's Leicestershire Banking Company Limited	Leicester... ..	27646
Sheffield Banking Company Limited	Sheffield	18987
Stamford, Spalding, and Boston Banking Company Limited	Stamford	42350
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank Limited	Langport	151844
Sheffield and Hallamshire Banking Company	Sheffield... ..	8761
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield	166 6
Swaledale and Wensleydale Banking Company Limited	Richmond	41013
Wakefield and Barnsley Union Bank Limited	Wakefield	9378
Whitehaven Joint Stock Banking Company Limited	Whitehaven	23102
Wilts and Dorset Banking Company Limited	Salisbury	53635
West Riding Union Banking Company Limited	Huddersfield	16206
York Union Banking Company Limited	York	68831
York City and County Banking Company Limited	York	87733
Yorkshire Banking Company Limited	Leeds	109708

Inland Revenue Office, November 19, 1892.

J. S. PURCELL, Registrar of Bank Returns.

In Parliament—Session 1893.

Great Eastern Railway (General Powers).
 (New Railways in counties of Essex, Suffolk, and Norfolk; Common or Commonable Lands, Widening and Improvements of Railways, Lengthening of Bridge, Additional Rails, Widening of Road, Conversion of Tunnel into Cutting and of Viaduct into Embankment; Diversion and Stopping Up of Footpaths, Removal of Footbridges, and other Works in counties of Norfolk, Huntingdon, Hertford, Suffolk, Essex, London, Middlesex, and Cambridge; Extension of Trawling Basin and Fish Market and Widening of Entrance from Outer to Inner Harbour and New Swing Bridge and Diversion of Road at Lowestoft; Repeal or Alteration of Section 30 of 7 Vic., cap. 35; Tolls; Confirmation of Purchase of Lands; Works, and Expenditure of Money; Purchase of Additional Lands and Reversion of Lands, and Confirmation of Purchase of Lands in connection with above Works and other Lands in counties of Essex, Suffolk, Cambridge, Norfolk, London, Middlesex, Isle of Ely, and Hertford; Exclusion of 92nd Section of Lands Clauses Consolidation Act, 1845; Power to Use Certain Lands for Specified Purposes; Extension of Time for Purchase of Lands for and Works authorised by Company's Act of 1877 and their (General Powers) Acts of 1883, 1887, and 1890; Provisions as to Traction Engines and weighty vehicles and trespasses; Bye-Laws; Confirmation of Agreement for Purchase of and Distribution and Application of Assets of Wivenhoe and Brightlingsea Railway Company, and partial incorporation of Railways Clauses Act, 1863; Agreements with London and Blackwall and Midland Railway Companies as to Joint Ownership, &c., of Lands at Poplar; Purchase and Appropriation, &c., of Lands for erection of Cottages, &c.; Extension of Hotels at Liverpool-street Station and Hunstanton, and other Provisions relating thereto; Erection, Lighting, Heating, &c., of Buildings adjoining Liverpool-street Station; Further Provisions as to Superannuation and Pension and Relief Funds; Establishment of New Funds; Authorising the carrying of certain Money to Contingent Fund; Extension of Time for Sale of Superfluous Lands; Further Money Powers and Provisions as to Capital and Dividends and Consolidation of Shares; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by or on behalf of the Great Eastern Railway Company (in this Notice called "the Company") for leave to bring in a Bill for the following purposes or some of them (that is to say):—

1. To authorise the Company to make and maintain the following works or some of them, or some part or parts thereof respectively (that is to say):—

(A) A railway (No. 1), wholly in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's Colchester main line, at a point about 2 chains south-west of the bridge carrying the said main line over Pudding Mill River, and terminating on the north-west side of High-street, Stratford, at a point about $4\frac{1}{2}$ chains west of the junction of Marsh Gate Lane with High-street aforesaid;

and in connection with the said intended

No. 26347.

E

Railway No. 1 to authorise the Company to purchase, compulsorily or otherwise, certain lands in the said parish of West Ham, lying between High-street, Stratford, and the Company's main line, and to the south-west of Marsh Gate Lane, and to use such lands for the purposes of a coal depôt, and any other purposes of the Company's Undertaking.

(B) A railway (No. 2), wholly in the county of Essex, commencing in the parish of West Ham, at a point 2 chains or thereabouts south-east of the easternmost end of Leyes-road thence passing into and terminating in the parish of East Ham, by a junction with the Beckton Railway of the Gaslight and Coke Company, at a point 28 chains or thereabouts, measured along the said railway in an easterly direction from the point where the Connaught-road crosses the said railway on the level;

and in connection with the said intended Railway (No. 2) to authorise the Company to purchase, compulsorily or otherwise, certain lands in the said parishes of West Ham and East Ham, lying to the north of and adjoining the Beckton Railway of the Gaslight and Coke Company, and to use such lands and any adjoining lands of the Company, for the purposes of a goods and coal depôt, and any other purposes of the Company's undertaking.

(C) A railway (No. 3), wholly in the county of Suffolk, commencing in the parish of Walton by a junction with the Company's Felixstowe Branch Railway, at a point 1 chain or thereabouts, measured in a south-easterly direction along the said railway from the bridge carrying Meeting-lane over the said railway, and passing into and terminating in the parish of Felixstowe, at a point near the north-easternmost corner of the field numbered 69 on the $\frac{1}{2500}$ Ordnance map of the said parish of Felixstowe.

(D) A railway (No. 4), wholly in the parish of Walton, in the county of Suffolk, commencing by a junction with the Company's Felixstowe Branch Railway, at a point half a chain, or thereabouts, measured in a northerly direction along the said railway from the bridge carrying Mill-lane over the said railway, and terminating by a junction with the intended Railway No. 3 above described, at or near the eastern boundary of the field numbered 118 on the $\frac{1}{2500}$ Ordnance map of the said parish of Walton;

and in connection with the said intended Railways (No. 3 and No. 4), the Bill will or may empower the Company to divert the footpath in the said parish of Walton, now running from Mill-lane to Meeting-lane, on the eastern side of the Company's Felixstowe Branch Railway, and to carry the said footpath between the said lanes on the western side of the said railway, and to stop up the existing footpath and abolish all public and other rights over the same.

(E) A railway (No. 5), wholly in the parish of North Walsham, in the county of Norfolk, commencing by a junction with the Company's East Norfolk line opposite or nearly opposite the booking office at the Company's North Walsham Station, and terminating by a junction with the authorised Mundesley Branch of the Eastern and Midlands Railway, at or near the point at which that branch railway is authorised to cross the Antingham-road, North Walsham, as shown on the plans deposited for

and referred to in the Eastern and Mid-lands Railway (Further Powers) Act, 1888

(F) A widening and improvement (No. 1), wholly in the county of Norfolk, of the Company's Lynn and Hunstanton Branch Line, commencing in the parish of Gaywood, at a point $5\frac{1}{2}$ chains or thereabouts south-eastward from the point where the public roads known as Almshouses-lane and Marsh-lane cross the Company's railway on the level, and terminating in the parish of Wolferton, at a point $16\frac{1}{2}$ chains or thereabouts north-eastward from the booking office of Wolferton Station, on the said branch line, which said intended widening and improvement will be made or pass through, in, from, or into the following parishes, townships, or places, or some of them, that is to say, Gaywood, South Wootton, North Wootton, and Wolferton.

And it is intended by the Bill to take for or in connection with the purposes of the intended widening and improvement No. 1, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the intended quantity to be taken, viz. :—

Name (if any) by which the lands are known.	Where the lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
North Wootton Common or Poor Lands	Parish of North Wootton.	ac. rds. ps. 5 3 0	ac. rds. ps. 1 3 0

(G) A widening and improvement (No. 2) wholly in the parish of Fletton, in the county of Huntingdon, of the Company's Ely and Peterborough branch on the south side thereof, and the improvement of the Company's Peterborough Station in the same parish, commencing at a point about 10 yards from the point of crossing of the Fletton-road over the said railway, on the level, and terminating at a point about 22 chains eastward from the booking office of Peterborough Station aforesaid.

(H) A widening and improvement (No. 3), in the county of Hertford, of the Company's Hertford Branch Railway, on its north side, and of the Ware Station on the said railway, commencing in the parish of Great Amwell at a point about 7 chains south-eastward from the booking office of the said station, and terminating in the said parish at a point about 9 chains north-westward from the said booking office, which said intended widening and improvement (No. 3) will be made or pass through, in, from or into the parishes of Great Amwell and Ware.

And it is intended by the Bill to repeal or alter all or some of the provisions of Section 30 of the local and personal Act 7 Vic., cap. 35, relating to the conduct and management of trains at or near the crossing of a certain road by the railway at Amwell End, and of the gates across the railway at such crossing.

(I) A widening and improvement (No. 4), wholly in the parish of Broxbourne, in the county of Hertford, of the Company's Cambridge main line on the eastern side thereof, commencing at a point about 13 chains southward from the point where the exchange footbridge crosses the said main line

at Broxbourne Station, and terminating at a point about 2 chains northward from the said footbridge;

and the Bill will or may extinguish all public or other rights of way over the Company's railway between the points at which the said widening will commence and terminate.

(J) A widening and improvement (No. 5) wholly in the parish of Beccles, in the county of Suffolk, of the Company's Beccles Station, and of the East Suffolk line north and south of the said station and of their Beccles and Lowestoft Branch Railway, commencing at a point about 5 chains north-eastward from the junction of the Company's Beccles and Lowestoft Branch with their East Suffolk line, and terminating at a point about 12 chains southward from the southern end of the up passenger platform at Beccles Station.

(K) A lengthening on both sides, in the parish of Chelmsford, in the county of Essex, of the bridge carrying the Company's Colchester main line over a public carriage road at the Chelmsford Station immediately to the westward of the booking office thereat.

(L) The completion and maintenance of an extension in the parish of Lowestoft, in the county of Suffolk, for the distance of about $6\frac{1}{2}$ chains westward, of the trawl basin and fish market in the Company's harbour at Lowestoft.

And the Bill will or may sanction and confirm the construction of the works already executed by the Company in or towards such extension, and the purchase of lands and property by the Company for the same, and the expenditure of money by the Company in respect thereof, and will enable the Company to levy tolls, rates, and dues in respect of the said extension, and will or may confer, vary, or extinguish exemptions from the payment of such tolls, rates, and dues, and as regards the powers and duties of the harbour master, and as regards bye-laws, and in all other respects constitute the new works part of the existing trawl basin and fish market aforesaid.

(M) A widening in the parish of Lowestoft aforesaid of the entrance from the outer harbour to the inner harbour of the Company on the south side of such entrance between two points respectively 2 chains east and $4\frac{1}{2}$ chains west of the existing swing bridge over the same, and the making and maintaining of a new swing bridge wholly in the parish of Lowestoft aforesaid, in substitution for the said existing swing bridge, such new swing bridge to be constructed at the distance of about 40 feet eastward of the existing swing bridge aforesaid, and to commence immediately to the northward of the northern side of the said entrance and to terminate at a point about 12 feet southward of the existing southern side of the said entrance.

And the Bill will or may authorise the Company to remove the said existing swing bridge, and to alter and divert, in the said parish of Lowestoft, the Lowestoft and Kirkley-road (now carried over the existing swing bridge) for the purpose of carrying it over the proposed new swing bridge, such alteration and diversion to commence at or near the junction of Commercial-road with the said road, and to terminate at a point

about 2 chains southward from the south end of the existing swing bridge aforesaid.

(N) The laying down in the parish of Saint Margaret, King's Lynn, in the county of Norfolk, of an additional line or additional lines of rails upon the Company's railway authorised by the East Anglian Railways Act, 1853, between two points respectively about $1\frac{1}{2}$ chains south and 8 chains north of the junction of Saint Margaret's-lane with the South Quay at King's Lynn.

(O) A widening in the parish of Brundall, in the county of Norfolk, on its eastern side, of the approach road to the Company's Brundall Station, such widening to commence at or near the booking office of that station, and to terminate at or near the northern end of the said approach road at its junction with a public carriage road.

(P) The conversion into an open cutting of the tunnel in the parishes of North Barsham and East Barsham, or one of them, in the county of Norfolk, through which the Company's Wells and Fakenham Branch Railway is carried between two points about 30 chains and 39 chains respectively northward (measuring along the said branch railway) from the bridge at or near East Barsham carrying the said branch railway over the road from West Barsham to East Barsham.

(Q) The conversion into solid embankment of portions of the viaduct in the said parish of East Barsham which carries the Company's railway over a stream at a point about 12 chains northward of the bridge at or near East Barsham above mentioned.

together with all necessary and convenient stations, approaches, quays, wharves, landing places, warehouses, market houses, custom houses, mooring buoys, lifts, machinery, and other works and conveniences connected with the intended works above described or any of them.

2. To extinguish all public or private rights of way or other rights, if any, over or affecting any road, footpath, or way, or any portion thereof to be diverted or stopped up under the intended Act, or over any railway of the Company at the point or points at which it is now crossed by any such road, footpath, or way or portion thereof so proposed to be diverted or stopped up, and to vest in the Company or the adjoining owners, or partly in one and partly in the other, the site and soil of the road, footpath, or way or portion thereof stopped up, freed and discharged from all or any such rights.

3. To provide for the dedication to, and repair by the public of all or any of the roads or footpaths to be diverted under or the diversion whereof will be authorised or confirmed by the Bill, and of any roads or footpaths shown upon the plans to be deposited as hereinafter mentioned as intended to be made, and to empower the Company, and any county council, corporation, local board, surveyors of highways, or other road or local authority, to enter into and carry into effect agreements and arrangements, and to sanction, confirm and give effect to any agreements or arrangements which have been or may be made with reference to those matters, or any of them.

4. To authorise the Company, in the construction of any of the works proposed to be authorised by the intended Act, to deviate from the lines and levels thereof shown on the plans and sections to be deposited as hereinafter mentioned to any extent to be prescribed by the

said intended Act, whether within or beyond the limits prescribed in either case by "The Railways Clauses Consolidation Act, 1845," and to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, water-courses, sewers, drains, pipes, telegraphic and other tubes, wires and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

5. To demand, levy, take and recover tolls, rates and charges for, or in respect of the works to be authorised by the intended Act, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

6. To sanction and confirm the expenditure of money by the Company in or about the execution of any works constructed, or lands purchased by them, the execution or purchase whereof is proposed to be confirmed by the Bill.

7. To empower the Company to divert or alter (1) the public footpaths now crossing the Company's railways on the level at the following places (that is to say):—

(A) Over the Company's Ipswich and Yarmouth (South Town) Line between Yarmouth and Belton in the parish of Bradwell, in the county of Suffolk, the diversion or alteration to commence and terminate at or near the points at which the footpath now crosses the Company's fences.

(B) Over the Company's Southend Line near Wickford Station, in the parishes of Downham and South Hanningfield, in the county of Essex, or one of them, the diversion or alteration to commence at or near the point at which the footpath now crosses the north-eastern fence of the Company's goods yard, and to terminate at a point about 6 chains, measured westwardly along the footpath from the point at which it now crosses the south-western fence of the said yard.

(C) Over the Company's railway at Battlesbridge, in the parish of Rettendon, in the county of Essex, the diversion and alteration to commence and terminate at or near the points at which the footpath now crosses the southern and northern fences, respectively of the Company's goods yard.

and (2) the footpath on the south side of the Company's railway at Chadwell Heath Station in the parish of Dagenham in the county of Essex, the diversion or alteration of the last-mentioned footpath to commence at or near the south end of the wing wall on the west side of the road, which is carried over the Colchester main line by a bridge at the east end of the said station, and to terminate at or near the western end of the waiting shed on the up platform at the said station;

And in connection with the intended diversions, or some of them, to purchase compulsorily, or otherwise, certain lands in the said parishes of Downham, South Hanningfield, Rettendon, and Dagenham.

8. To empower the Company to stop up and discontinue so much as lies between the fences of the Company's railways, of the footpaths now respectively carried over such railways on the level, at the following places (that is to say):—

(A) Over the Great Northern and Great Eastern Joint Line in the parish of Somers-

ham in the county of Huntingdon at or near the southern end of Somersham Station.

(b) Over the western end of the goods yard at the Company's station at Kelvedon, in the parish of Kelvedon, in the county of Essex.

(c) Over the Company's North Woolwich Branch Railway, in the parish of Woolwich, in the county of London, at a point about 24 chains west of North Woolwich Station.

(d) Over the Cambridge main line, at a point in the parish of Enfield, in the county of Middlesex, 17 chains, or thereabouts, measured along the said railway in a southerly direction from the booking office of Enfield Lock Station.

(e) Over the Company's Lowestoft and Yarmouth Direct Railway at Leathes Ham, in the parish of Lowestoft, in the county of Suffolk.

(f) Over the Company's Cambridge and Ely main line at Coldham-lane, in the parish of Saint Andrew-the-Less, otherwise Barnwell, in the county of Cambridge.

And to sanction and confirm the construction by the Company of, and to enable them to maintain the footbridges already constructed by the Company at or near the sites of the existing level-crossings mentioned in this paragraph.

9. To empower the Company to close and remove the footbridge over their Alexandra Park Branch Railway at or near the southern end of the platform at Palace-gates Station, in the parish of Tottenham, in the county of Middlesex, and to sanction and confirm the construction by the Company of, and to enable them to maintain a subway under the said railway already constructed by them immediately to the northward of the said footbridge in the said parish in substitution for the said footbridge.

10. To sanction and confirm the erection by the Company upon lands of the Company adjoining or near to their Stratford Market Station, in the parish of West Ham, in the county of Essex, of a printing office, and other works and conveniences in connection therewith, and to empower the Company to maintain, and from time to time to extend and enlarge such works, and apply their funds and revenues for that purpose.

11. To vest in the Company, and to enable them to use and appropriate for any purposes of their undertaking the following lands which have already been acquired by the Company (that is to say):—

In the county of Essex—

Certain lands in the parish of West Ham containing about 0a. 1r. 5p. adjoining the east side of the Company's carriage shops at their locomotive works at Stratford, and to the southward of Thornham-grove.

Certain lands in the parish of East Ham near Forest Gate Junction, containing about 3a. 0r. 9p. lying between the Company's Colchester main line and the Barking branch of the London, Tilbury, and Southend Railway.

Certain lands in the parish of Walthamstow, containing about 1a. 3r. 23p. lying on the southern side of the Company's Chingford Branch Railway near to and adjoining Wood-street Station.

Certain lands in the parish of Low Leyton, otherwise Leyton, near to Leyton Station, containing 5 acres or thereabouts, lying between and adjoining the Com-

pany's Loughton and Epping Branch and their Stratford and Lea Bridge line.

Certain lands in the parish of Ilford, containing about 8a. 3r. 12p., on the north side of and adjoining the high road from Ilford to Romford, opposite the Company's Chadwell Heath ballast pit.

County of Suffolk—

Certain lands in the parish of St. Margaret's, Ipswich, on the west side of the Company's Felixstowe Branch Railway, containing about 1 a. 2 r., 25 p., and situate 14 chains or thereabouts measured in a northerly direction along the said railway from the bridge carrying the Woodbridge-road over the said railway.

Certain lands in the parish of Gorleston.

(A) Two several pieces of land containing respectively about 1a. 1r. 3p. and 3a. 0r. 20p. adjoining and on the eastern side of the Company's Yarmouth and Beccles line at and near the engine shed at South Town Station.

(B) Two several pieces of land with the houses and buildings thereon, containing respectively about 0a. 3r. 10p. and 0a. 2r. 17p., abutting towards the east on Southtown-road, Great Yarmouth, towards the north on Plevna-terrace, towards the west on Mr. F. Maddison's sale yard.

County of Cambridge—

Certain lands in the parish of Snailwell, containing about 1 acre, near Snailwell Junction, and lying between the Company's Ely and Newmarket Railway, and the public road from Newmarket to Snailwell.

County of Norfolk—

Certain lands in the parish of Denver, containing about 0a. 2r. 24p., adjoining and on the east side of the Company's Ely and Lynn Branch, at or near the junction therewith of the Downham and Stoke Ferry Railway.

12. To authorise the Company to purchase by compulsion or agreement, lands, houses and buildings, and rights and easements in, over, or affecting lands, houses, and buildings, for all or any of the works and purposes of the intended Act.

13. To authorise the Company to purchase by agreement, additional lands for extraordinary purposes, or any other purposes of the undertaking and to purchase by compulsion or agreement, other lands, houses, and buildings in the parishes, places, and counties hereinafter mentioned, for stations, sidings, warehouses, engine sheds, workshops, offices, coal wharves, roads, minerals, goods, or cattle depôts, and other works and conveniences of, and in connection with their undertaking and any outstanding interests in any such lands, and to hold and use for all or any of the above-mentioned purposes, such of the said lands, houses and buildings as may have been already purchased or acquired by the Company, and any buildings or works constructed, or in course of construction by them upon the said lands, (that is to say):—

In the county of London—

Lands in the parish of Saint John at Hackney, bounded on the north by the North London Railway, on the east by the Company's Cambridge Main Line, on the south partly by Graham-road and partly by lands and property of other persons.

Lands in the parish of Saint John at Hackney near to Clapton Station on the

Company's Cambridge main line, lying between the River Lea on the north-east, and Mount Pleasant-road on the south-west.

Lands in the parish of Saint John at Hackney, adjoining and on both sides of the Company's Enfield Branch Railway immediately south of the platforms of the Stoke Newington Station.

Lands in the parish of Woolwich, bounded towards the north-east by the Company's North Woolwich Station and Line, towards the south by a road known as Stanley-road, and towards the west and south-west by lands and buildings in the occupation of Messrs. M. B. Foster and Sons, Limited.

County of Middlesex—

Lands in the parish of Enfield on the east side of the Company's Cambridge main line, and extending about 20 chains northward from the road crossed on the level by that line at Ponder's End Station.

Lands in the parish of Enfield on the east side of the Company's railway near to Churchbury Station on the Edmonton and Cheshunt line, abutting towards the west on that line and towards the south on Lincoln-road.

Lands in the parish of Hornsey bounded towards the south by the Tottenham and Hampstead Junction Railway and towards the east by the Great Northern Railway.

Lands and houses in the parish of Tottenham bounded towards the north by the Tottenham and Hampstead Junction Railway, and towards the west by the Company's Enfield Branch.

Lands and houses in the parish of Tottenham, on the east side of and adjoining the Company's White Hart Lane Station and premises on the Enfield Branch Railway.

In the county of Essex—

Lands in the parish of West Ham, on the south side of and adjoining the North Woolwich-road, about 20 chains to the westward of Silvertown Station on the Company's North Woolwich line.

Lands and buildings in the parish of Woodford, adjoining and on the east side of the Company's Woodford Station and Loughton and Epping branch.

Lands in the parish of West Ham, adjoining and on the north-west of the Company's Colchester main line, and lying between Wharton-road and City Mills River.

Lands and houses in the parish of Ilford, adjoining and on the south side of the Company's goods yard at Ilford Station.

Lands in the parish of West Ham, on the north side of and adjoining lands of the Company on the north side of their Channelsea Junction line.

Lands in the parish of Low Leyton, otherwise Leyton, adjoining and to the south-east of the Company's Loughton and Epping Branch, and partly abutting towards the north on the road leading from Leytonstone to Leytonstone Station.

Lands in the parish of Walthamstow on the south side of and adjoining the station yard and premises at Hoe Street Station, on the Company's Walthamstow Branch Railway.

Lands and buildings in the parish of West Ham lying between Leyton-road on the east, and Dorset-place and lands and houses lying between Dorset-place and the Company's carriage works at Stratford on the north, and on the west and south by the Company's locomotive works there. And the Bill will or may empower the Company to stop up the streets or roads known as Angel-place and Harmer-place, and vest the site and soil thereof in the Company free of all public and other rights.

Lands and buildings in the parish of Romford, on both sides of the Company's Colchester main line, about 36 chains eastward from Romford Station.

Lands in the parish of Henham adjoining and on the east side of the Company's Cambridge main line, and adjoining and on the north side of the road leading to Elsenham Cross which is carried over the said main line about 37 chains southward from Elsenham Station.

Lands in the parish of Netteswell adjoining and on the north side of the Company's Cambridge main line, and lying immediately to the eastward of Burit Mill Station.

A piece of land in the parish of Lawford adjoining and on the south side of the Company's Harwich branch, and adjoining and on the east side of the road from Lawford to Brantham.

Isle of Ely, in the county of Cambridge—

Lands in the parishes of Ely Trinity and Ely St. Mary, or one of them:

(A) Bounded on the east by the Company's station and premises at Ely Station and on the north-east by Bridge-road, and

(B) Adjoining and on the west side of the Company's Cambridge and Norwich main line at the distance of about 38 chains south-westward from Ely Station.

County of Suffolk—

Lands and buildings in the parish of Tunstall-cum-Dunningworth adjoining and on the southern side of the Company's station and railway at Snape.

Lands and houses at Ipswich in the parish of St. Mary Stoke, adjoining and on the south side of the Ipswich station-yard, and on the east side of Ankester-road and the north side of Gyppeswyk-road.

County of Cambridge—

Lands in the parish of Harston adjoining and on the north-west side of the Shepreth Branch Railway, and lands of the Company adjoining the same at Harston Station and adjoining and on the south-west side of the road crossing that railway on the level at that station.

Lands and buildings in the parish of Whittlesford adjoining and on the west side of the Company's Cambridge main line and on the north side of the road crossing that line on the level at Whittlesford.

County of Hertford—

Lands in the parishes of Broxbourne and Hoddesdon adjoining and on both sides of the Company's Cambridge main line at and north of Broxbourne Station.

Lands in the parish of West Mill on the east side of the Company's Buntingford Branch at West Mill Station.

County of Norfolk—

Lands in the parish of Redenhall-with-

Harleston, adjoining and on the south side of the Company's Waveney Valley Branch immediately to the west of Harleston Station.

14. To confer upon the Company power to purchase and acquire by compulsion or agreement the fee simple and reversion of and in the house and premises No. 166, Brady-street, Bethnal-green, in the parish of St. Matthew, Bethnal-green, in the county of London.

15. To authorise the purchase of so much only of any house, building, manufactory, or property, as may be required for the purposes of the intended Act, or other purposes connected with the Company's undertaking, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

16. To extend the period now limited by the Great Eastern Railway (General Powers) Act, 1890 (hereinafter called "the Act of 1890") for the completion of the improvement of the railway from St. Ives to Huntingdon authorised by Section 7, Sub-section (C) of the Great Eastern Railway Act, 1877 (the powers relating to which improvement were, by Section 49 of the Great Eastern Railway (General Powers) Act, 1887, transferred to and are now vested in the Great Northern and Great Eastern Joint Committee).

17. To extend the period now limited by the Act of 1890 for the compulsory purchase of lands for and for the completion of the widening and improvement in the parish of Romford, in the county of Essex, of the Company's Colchester main line authorised by Section 5, Sub-section B (2) of the Great Eastern Railway (General Powers) Act, 1883, and the powers in reference to which were revived by the Act of 1890.

18. To make provision with reference to and to regulate the passage of traction engines or other vehicles of an exceptional or unusually heavy weight across or over any railway or works belonging, leased to, or worked by the Company, and to restrict the hours within which, and the conditions as to notice to the Company or otherwise under which such passage is to take place, and to make more effectual provision for the prevention of and punishment for trespass upon the railways now or hereafter belonging or leased to or worked by the Company, and to enable the Company to make, enforce and rescind bye-laws with reference to all or any of the matters aforesaid, and to impose and provide for the recovery of penalties for breach of any such bye-laws, or of the provisions of the Bill.

19. To sanction and confirm an agreement made the 23rd day of December, 1891, between the Wivenhoe and Brightlingsea Railway Company, hereinafter called "the Wivenhoe Company," of the one part, and the Company of the other part, for the purchase by the Company, of the railway and undertaking, lands and property of the Wivenhoe Company, and to provide for the distribution and application of the purchase money or consideration for the sale, and any other assets of the Wivenhoe Company, and the winding-up of the affairs, and the dissolution of that Company, and as regards the said purchase and sale, and the transfer of the undertaking of the Wivenhoe Company to the Company, to incorporate the provisions of Part V (except Section 49) of the Railways Clauses Act, 1863.

20. To enable the London and Blackwall Railway Company, as owners, and the Company as lessees of the London and Blackwall

Railway, or either of them, on the one hand, and the Midland Railway Company on the other hand, from time to time, to enter into and carry into effect agreements for or with reference to the ownership or holding by them in common of any lands in the parish of All Saints, Poplar, in the county of London, belonging to them respectively, upon such terms and conditions as may have been, or may be agreed, or as may be determined or prescribed by or under the Bill.

21. To confer further powers upon the Company with regard to the purchase or appropriation of lands for the erection of cottages or houses for their servants, and to enable the Company from time to time to erect or purchase and acquire by agreement, cottages and houses, and retain the same for the purpose of letting the same, and to let the same accordingly to persons in their employment, and to acquire by agreement any lands which may be necessary, and to apply their funds and revenues for any such purpose, and to vary or repeal the provisions of Section 72 of the Great Eastern Railway Act, 1874, Section 77 of the Great Eastern Railway Act, 1876, and Section 38 of the Great Eastern Railway Act, 1879, so far as they may limit or restrict the application of the moneys of the Company for the purposes therein mentioned.

22. To empower the Company to extend and enlarge the hotel already erected by them at their Liverpool-street Station and the hotel purchased by them at Hunstanton, and to furnish stock and equip the said hotels, and to apply and extend the provisions contained in Section 66 of the Great Eastern Railway Act, 1882, to any extension or enlargement of the said hotels, and to authorise the Company from time to time to let on lease, or otherwise, or for the purpose of holding meetings or of entertainments, any hotel refreshment or other rooms or accommodation provided by or for the time being belonging to them.

23. To empower the Company to erect houses, shops, offices, or other buildings, on any lands acquired by them for or adjoining, or adjacent to their Liverpool-street Station, and to hold or let on lease, or otherwise, any such houses, shops, offices, or buildings, and to light and heat the same, and to apply their funds and moneys for any of the aforesaid purposes.

24. To authorise the managing committee of the superannuation fund appointed under the powers of Section 43 to 45 of the Great Eastern Railway (General Powers) Act, 1878, to pay moneys when not exceeding an amount to be prescribed by the Bill without production of probates of wills or letters of administration.

25. To authorise or empower the Company to pay to registered holders of a fraction of a pound of ordinary stock cash for any such fraction of a pound, and to issue ordinary stock to a nominal amount equal to the total amount of cash so paid.

26. To extend the powers given by Sections 67 to 72 of the Act of 1890, with reference to the pension fund therein referred to, and to enable the directors of the Company to establish a supplementary pension fund for the relief and benefit of certain of the servants of the Company, so as to entitle them to obtain and receive increased pensions and to enable members of the pension fund to become members of the supplementary pension fund.

27. To sanction and confirm the establishment by the directors of the Company of a supple-

mental old age fund for the benefit of certain servants in their employ, and to enable the Company from time to time to provide out of their revenues any moneys required for the payment either of pensions or interest in respect of such fund.

28. To make further provision with respect to the several pension funds and relief funds established or to be established under the Act of 1890, or the Bill with reference to the amount of the contributions to be made out of the revenues of the Company to the supplementary pension fund, the definition of the objects to which the contributions of the Company under Section 68 of the Act of 1890 shall be applied, the alteration, increase, or determination of the amounts to be contributed by the Company out of their revenues to the old age relief fund and the supplementary old age relief fund, the making of rules and regulations for the administration of the respective funds aforesaid, the increase of the amount of the pensions or payments under any existing scheme, and the sums to be contributed by the Company to the fund or pensions in respect of such increase.

29. To enable the Company to carry to the credit of their Contingent Fund any money which they may be entitled to, or may receive by way of compensation, for the extinguishment or any interference with any of their rights or sources of revenue.

30. To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their Undertaking, and, so far as is necessary, to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act, or the Acts relating to the Company.

31. To enable the Company, in respect of the additional capital which they were, by Section 65 of the Great Eastern Railway (General Powers) Act, 1887 (hereinafter called the Act of 1887), authorised to raise, to issue further debenture stock to form part of, and to rank *pari passu* with the debenture stock created and issued under the provisions of the Act of 1887.

32. To prescribe the amount of dividend which may be attached by the Company to preferred shares or stock to be created under the powers or provisions of Section 13 of the Regulation of Railways Act, 1868, and to vary or enable the Company to vary as regards any such preferred shares or stock the amount of dividend prescribed by that section.

33. To authorise the Company, for all or any of the purposes of the intended Act or other the purposes of the Company, to raise or borrow and appropriate any capital which they may have power to raise or borrow, and which may not be required for the purposes for which it is now authorised to be raised or borrowed, and to raise further capital by the creation and issue of ordinary or deferred stock, or by preference stock, or preference stock convertible into ordinary stock, at such times and upon such terms (pecuniary or other) and conditions as the Company may think proper, or the Bill may prescribe, or by debenture stock, or by mortgage.

34. To define and regulate the right to dividend of any new stock or stocks to be created or issued as aforesaid, and the borrowing powers

of the Company in respect of such stock or stocks.

35. To make provisions with respect to the transmission of stock of the Company formed or to be formed by consolidation of shares into stock, and the transfer and transmission of all or any stock to be created under the powers of the Bill.

36. To repeal or amend the provisions, or some of the provisions, of the several Acts of Parliament following, or some of them, that is to say, the Great Eastern Railway Act, 1862, the Great Eastern, Hunstanton and West Norfolk Railway Companies Act, 1890, the Great Northern and Great Eastern Railway Companies Act, 1879, and any other Acts relating to the Company, or to the Great Northern and Great Eastern Joint Committee, the Wivenhoe and Brightlingsea Railway Act, 1861, the Wivenhoe and Brightlingsea Railway (Capital) Act, 1866, and any other Act or Acts relating to the Wivenhoe Company, the local and personal Acts 6 and 7 Will. IV, cap 123, and 28 Vic., cap. 100, and any other Act or Acts relating to the London and Blackwall Railway Company, and the local and personal Act 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company.

37. To vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with the purposes of the intended Act, and to confer other rights and privileges.

Plans and sections showing the lines, situations, and levels of the railways, widenings, and improvements of railways and other works proposed to be authorised, and the lands and other property in or through which they will be made or pass, and plans also of the other lands and property intended to be compulsorily taken under the powers of the Bill, including the property, the fee simple of which is proposed to be acquired compulsorily, together with a book of reference to such plans respectively containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, together with, in the case of each deposit, 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 as follows (that is to say):—

In the case of all lands and works in the county of London, with the Clerk of the Peace for that county at his office at the Sessions House, Clerkenwell;

In the case of all lands and works in the county of Middlesex, with the Clerk of the Peace for that county at his office at No. 9, Great George-street, Westminster;

In the case of all lands and works in the county of Essex, with the Clerk of the Peace for that county at his office at Chelmsford;

In the case of all lands and works in the county of Cambridge, with the Clerk of the Peace for that county, at his office at Chesterton;

In the case of all lands and works in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans;

In the case of all lands and works in the county of Huntingdon, with the Clerk of the Peace for that county at his office at Huntingdon.

In the case of all lands and works in the

county of Norfolk, with the Clerk of the Peace for that county, at his office at Norwich;

In the case of all lands and works in the Isle of Ely in the county of Cambridge, with the Clerk of the Peace for the Isle of Ely at his office at Wisbech, and with the Clerk of the Peace for the county of Cambridge at his office at Chesterton;

In the case of all lands and works in the county of Suffolk, with the Clerk of the Peace for that county, at his office at Ipswich;

and on or before the same day copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place in or through which the intended railways, widenings, and improvements of railways, and other works proposed to be authorised by the Bill will be made, or in which any lands or other property intended to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice, will be deposited as follows (that is to say):—

In the case of the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish at his office at Bethnal Green;

In the case of the parish of St. John at Hackney, with the Clerk of the Hackney District Board of Works at his office at Mare-street, Hackney;

In the case of the parish of Woolwich, with the Vestry Clerk of that parish at his office at the Town Hall, Woolwich;

In the case of any other parish, with the parish clerk of 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 next.

Dated this 15th day of November, 1892.

EDWARD MOORE, Liverpool-street Station, E.C., Solicitor for the Bill.

REES and FRERE, 13, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

North Salop Railway.

(Incorporation of Company; Construction of New Railways; Compulsory Purchase of Lands; Extension of Time for Purchase of Lands for, and for Completion of Railways Authorised by the Shropshire Railways Act, 1888; Extension of Time for Purchase of Additional Lands; Transfer to and Vesting in Company of Powers of Shropshire Railways Company in Connection with their Market Drayton Separate Undertaking; Powers to Shropshire Railways Company; Tolls, &c., and Powers to other Companies with Respect thereto; Running Powers; Power to Great Western Railway Company, Shropshire Railways Company, North Staffordshire Railway Company, and Cambrian Railways Company, to Run Over Certain Railways; Working and Other Agreements; Provisions as to Deposit Fund in Respect of Transferred Railways; Abandonment of Certain Railway and Portion of Railway, and Release of Money Deposit or Other Provision with Respect thereto; Cancelling Agreements; Capital; Payment of Interest out of Capital; Provisions as to Construction, Repair, &c., of Certain Railways and Monies

Expended thereon to be a First Charge, &c.; Provision as to Redemption, &c., of Certain Capital of Shropshire Railways Company; Repeal of Certain Provisions of the Shropshire Railways Act, 1888, and the Shropshire Railways Act, 1891; Incorporation, Amendment and Repeal of Acts.)

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

1. To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter described, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say—

(A) A Railway (A), situate wholly in the parish of Holy Cross and Saint Giles, in the county of Salop, commencing by a junction with the Railway No. 3, described in and authorised by the Shropshire Railways Act, 1888, at a point 1 mile 3 furlongs, or thereabouts, from its commencement as shown on the deposited plans in respect of and referred to in that Act, and measured along the centre line of the said railway, and terminating by a junction with the Shrewsbury and Wellington Railway of the London and North Western and Great Western Railway Companies, at a point 2 chains, or thereabouts, measured in an easterly direction from the mile post on that railway indicating 1 mile from Shrewsbury.

(B) A Railway (B), situate wholly in the parish of Hodnet, in the county of Salop, commencing by a junction with the said Railway No. 3, described in and authorised by the Shropshire Railways Act, 1888, at a point 11 miles 7 furlongs or thereabouts, from its commencement, as shown on the said deposited plans in respect of that railway, and measured along the centre line of the said railway, passing from, in, through or into the parishes, townships or places of Hodnet, High Hatton, Peplow, Espley, and Hopton, or some or one of them, and terminating by a junction with the Wellington and Market Drayton Branch of the Great Western Railway, at a point 1 chain or thereabouts, measured in a southerly direction along that railway, from the bridge which carries the road leading from Hodnet to Peplow over that railway at a distance of 1 mile or thereabouts, measured in a southerly direction from the centre of the platforms of the Hodnet Station on that railway.

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.

3. 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, tramroads, and tramways within the parishes aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the railways and works above described, or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments within the parishes aforesaid, for the purposes of the said 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.

5. To extend the periods limited by the Shropshire Railways Act, 1888 (hereinafter called "the Act of 1888"), as amended by the Shropshire Railways Act, 1891 (hereinafter called "the Act of 1891"), for the compulsory purchase of lands for and for the completion of the railways as described in and authorised by the Act of 1888, viz. :—

"A Railway (No. 1) commencing at or near the northern end of the platforms of the Abbey Station of the Potteries Railway, and terminating by a junction with the main line of the Potteries Railway at or near the junction therewith of the loop line of the Potteries Railway."

"A Railway (No. 2) commencing by a junction with the Railway (No. 1) and terminating by a junction with the loop line of the Potteries Railway."

"A Railway (No. 3) commencing by a junction with the loop line of the Potteries Railway and with the Railway (No. 2), at or near the termination thereof, as above described, and terminating by a junction with the Railway (No. 4) hereinafter described."

"A Railway (No. 4) commencing by a junction with the Railway (No. 3) and terminating by a junction with the Stoke Silverdale and Market Drayton branch of the North Staffordshire Railway."

6. To extend the period limited by the Act of 1888 as amended by the Act of 1891, for the compulsory purchase of the lands situate in the parish of Holy Cross and Saint Giles, in the county of Salop, and described in section 46 of the Act of 1888.

7. To transfer to and vest in or provide for the transfer to and vesting in the Company, upon such terms and conditions as may be agreed upon between the Company and the Shropshire Railways Company, or as may be specified in or prescribed by or under the Bill of all the property, works, rights, powers, interests, agreements and benefits of agreements of the Shropshire Railways Company in connection with—

(c) So much of the Railway No. 3 authorised by the Act of 1888, as lies between a point 13 chains from its commencement as shown on the deposited plans in respect of and referred to in that Act, and measured along the centre line of the said railway and the authorised point of termination of that railway and

(d) The whole of Railway No. 4 authorised by the Act of 1888 ;

such portion of railway and railway being the Market Drayton Separate Undertaking of the Shropshire Railways Company (which portion of railway and railway are hereinafter referred to as "the transferred railways"), and to enable the Company to exercise all or some of the powers, rights, and privileges as proposed to be extended by the Bill of the Shropshire Railways Company in connection with the transferred railways, including the power of taking lands, easements, and other property, and all other rights and powers of the Shropshire Railways Company in connection with

the transferred railways, to make such other provisions as may be necessary for giving effect to such transfer or vesting, and to confer all necessary powers upon the Shropshire Railways Company with respect thereto, and to sanction, confirm, and give effect to any agreement which may be entered into between the Company and the Shropshire Railways Company touching any such matters.

8. To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the railways proposed to be authorised by the Bill, and the transferred railways or any part or parts thereof, and works connected therewith, and upon the railway and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to confer upon the Great Western Railway Company, the North Staffordshire Railway Company, the Cambrian Railways Company, and the Shropshire Railways Company, similar powers with respect to the railways or portions of railways which it is proposed to authorise them respectively to run over as hereinafter mentioned, and to alter the tolls, rates and duties now authorised to be taken thereon or in respect thereof, and to confer, vary or extinguish exemptions from the payment of any such tolls, rates and duties.

9. To empower the Company and the Great Western Railway Company, the Shropshire Railways Company, the North Staffordshire Railway Company, the Cambrian Railways Company, or any other company or persons for the time being working or using or running over the railways proposed to be authorised by the Bill, or the transferred railways or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways following, or some or any one or more of them respectively (that is to say):—

(a) So much of the Wellington and Market Drayton Branch of the Great Western Railway and so much of the Nantwich and Market Drayton Railway (which is worked, managed, and maintained by the Great Western Railway Company) as lie between the proposed junction with the said Wellington and Market Drayton Branch Railway of the Railway (B) hereinbefore described, and the junction with the said Nantwich and Market Drayton Railway of the Stoke Silverdale and Market Drayton Branch of the North Staffordshire Railway, including the Market Drayton Station of the Great Western Railway Company ;

(b) So much of the Shrewsbury and Wellington Railway as lies between the termination of Railway (A) hereinbefore described, and the Shrewsbury General Station, including that station, and which portion of railway and station belong, or are reputed to belong, to the Great Western and London and North Western Railway Companies or one of them ;

(c) The Shrewsbury Separate Undertaking of the Shropshire Railways Company ;

(d) So much of the railways of the North

Staffordshire Railway Company as lie between the junction of that Company's railway with the said Nantwich and Market Drayton Railway and the Stoke-upon-Trent Station of the North Staffordshire Railway Company, including that station;

(i) So much of the railway of the Cambrian Railways Company as lies between their Llanymynech and Oswestry Stations, including those stations;

(j) The transferred railways;

(k) The proposed railways (A) and (B) before described,

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

10. To empower the Company on the one hand, and the Great Western Railway Company, the Shropshire Railways Company, the North Staffordshire Railway Company, and the Cambrian Railways Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or any or either of them; the supply and maintenance of engines, stock, plant, and machinery, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any of such agreements as aforesaid, and to confirm any agreements which have been or may be made, touching any of the matters aforesaid.

11. To empower the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Railways Company, and the North Staffordshire Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the following matters or any of them (that is to say):—

The point at which, the mode in which, and the terms and conditions upon which any junction or junctions of the proposed Railways (A) and (B) and the transferred railways or any of them with the railways of the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Railways Company, or the North Staffordshire Railway Company shall be made;

The alteration, reconstruction, working, use, management, and maintenance of any of the stations, platforms, sidings, works, and conveniences of the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Rail-

ways Company, or the North Staffordshire Railway Company;

The construction, use, management, and maintenance of new stations, platforms, sidings, works, and conveniences upon the railways of the Great Western Railway Company, the London and North Western Railway Company, the Shropshire Railways Company, or the North Staffordshire Railway Company;

and the Bill will or may provide for the settlement by arbitration or otherwise of any difference which may from time to time arise between the Company and the aforesaid Companies or any or either of them.

12. To provide, if thought fit, that the money deposited with the Chancery Division of the High Court of Justice in England as security for the completion of the transferred railways, and referred to in sections 49 and 50 of the Act of 1888, or some portion of that money shall remain as security for the completion by the Company of the transferred railways, or shall be repaid with or without interest thereon to the depositors thereof, or to such other body or persons as the Bill may nominate in that behalf.

13. To authorise the abandonment and relinquishment of the construction of the whole of Railway No. 4, and so much of Railway No. 3 described in and authorised by the Act of 1888, as lies between the commencement of Railway (B) hereinbefore described, and the authorised termination of the said Railway No. 3, and rendered unnecessary by the construction of the Railway (B) hereinbefore described, and by the conferring or exercise of the aforesaid running powers over the Wellington and Market Drayton Branch of the Great Western Railway, and the said Nantwich and Market Drayton Railway, and to provide for the re-transfer of the stock or the portion of the stock applicable to the said railway and portion of railway deposited with the Chancery Division of the High Court of Justice in England, together with all interest or dividends thereon, to the depositors thereof, or to such other body or persons as the Bill may nominate in that behalf, or to provide that some portion of that money shall remain as a security for the completion of the Railways (A) and (B) proposed to be authorised by the Bill.

14. To release the Company, or the Shropshire Railways Company, from all liabilities, penalties and obligations for the non-completion of such railway and portion of railway, to declare null and void and to cancel or rescind all contracts, agreements and arrangements entered into by or on behalf of the Shropshire Railways Company, with reference to the said railway and portion of railway, or the lands required for the purposes thereof.

15. To authorise the Company to raise money for the purposes of their undertaking, or of the Bill, by the creation and issue of shares, and by borrowing on mortgage by instalments or otherwise.

16. To enable the Company, out of the moneys to be raised by them under the powers of the Bill, to pay interest to the shareholders of the Company on the sums which may be from time to time paid on the shares allotted to them, anything in the Companies Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

17. To empower the Company, on such terms and conditions as may be prescribed by the Bill, or in default of agreement, as may be settled by arbitration, to construct, repair, alter, improve, equip and maintain—

(L) So much of Railway No. 1, authorised by the Act of 1888, as lies between the point of junction therewith of the Railway No. 2, authorised by the Act of 1888, and the commencement of Railway No. 1; as authorised by that Act;

(M) The whole of Railway No. 2, authorised by the Act of 1888; and

(N) So much of Railway No. 3 as forms part of the Shrewsbury Separate Undertaking authorised by the Act of 1888;

together with all stations, sidings, junctions, and conveniences connected therewith, and to fit and adapt the same to the conveyance and accommodation of passengers as well as goods, animal and mineral traffic from and to the transferred railways, and to do all necessary works in that behalf, and to apply their funds and revenues to such purposes or any of them. To make provision for the payment of the expenses incurred by the Company in such construction, repair, alteration, improvement, equipment, and maintenance or other works by the Shropshire Railways Company, together with interest thereon, at the rate of five pounds per centum per annum, and if thought fit to empower the Company to require the Shropshire Railways Company to execute and maintain the works necessary for the purposes aforesaid, and in default thereof to authorise the Company to execute the same, and to enable the Company for any of those purposes to use and exercise all the powers, rights, and privileges of the Shropshire Railways Company with respect to the compulsory purchase of lands necessary for such purposes, including the additional lands described in section 46 of the Act of 1888, and the Bill will provide and declare that if such portions of railway, railway and works are constructed by the Company that all moneys expended by the Company in respect thereof, together with the interest thereon as aforesaid, shall be a first charge thereon, and rank in priority to all mortgage bond, debenture, or other debts owing by the Shropshire Railways Company, until such time as the same shall be paid and discharged by the Shropshire Railways Company, and to authorise agreements between the Company and the Shropshire Railways Company with reference to the matters aforesaid, and to confirm and give effect to any such agreement.

18. To authorise or provide for the redemption by the Company, in cash or otherwise, of all or any part of the shares or stock issued or granted by the Shropshire Railways Company in respect of their Market Drayton Separate Undertaking, or to provide for the acceptance by the holders of any such shares or stock, of shares and stock in the capital of the Company, in exchange for or in lieu of the shares or stock so held by them, and to make such further provision as may be necessary with respect to any of such matters.

19. To alter, amend, extend or repeal sections 31, 32, 34, 35 and 39 of the Act of 1888, and sections 19, 20 and 21 of the Act of 1891 so far as they affect or relate to the Market Drayton Separate Undertaking of the Shropshire Railways Company, or are inconsistent with the objects of the intended Bill.

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

21. To incorporate with or make applicable to the Bill, subject to such modifications and

exemptions as the Bill may provide, all or some of the provisions of the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, and any Act amending any of the said Acts.

22. To alter, amend, or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament, following, that is to say:—5 and 6 Will. IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their undertaking; 9 and 10 Vic., cap. 204, and any other Act or Acts relating to the London and North Western Railway Company or their undertaking; 9 and 10 Vic., cap. 86, and 10 and 11 Vic., cap. 108, and any other Act or Acts relating to the North Staffordshire Railway Company or their undertaking; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking; 27 and 28 Vic., cap. 262, and any other Act or Acts relating to the Cambrian Railways Company or their undertaking; 24 and 25 Vic., cap. 44, and any other Act or Acts relating to the Nantwich and Market Drayton Railway Company or their undertaking; 51 and 52 Vic., cap. 192, and any other Act or Acts relating to the Shropshire Railways Company or their undertaking.

23. On or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, describing the lines and levels thereof, and the lands, houses, and property in, through, or under which they will be respectively made, or which may be taken therefor, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses and property, and also an ordnance map with the lines of the proposed railways delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in that county, and that on or before the same date a copy of the said plans, sections and book of reference as relates to each parish or extra parochial place in or through which the said railways and works, 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 the parish immediately adjoining thereto, at his residence.

24. 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, 1892.

NORTON, ROSE, NORTON and Co., 10, Victoria-street, Westminster Abbey, S.W., and 57½, Old Broad-street, E.C., Solicitors for the Bill.

ROBERTS and CHUBB, 6, Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

Lancashire and Yorkshire Railway.

(Extension of Clayton West Branch Railway and Widening of Railway; Works at Oldham; New Road at Bolton; Widening Bridge at Wigan; Widening Bridges at Accrington and at Church, and acquisition of Lands at both places; Works and Lands at Rochdale; Diversion of Footpaths at Westhoughton and at Summerseat, and acquisition of Lands at both places; Works in Salford; Diversion of Moreton-street, Manchester, and alteration of Provisions as to Widening Manchester and Leeds Railway in Manchester; Footbridge and acquisition of Lands at Nelson; Diversion of Footpath and acquisition of Lands at Brighthouse; Lands at Miles Platting; Middleton Junction; Pemberton; Chorley; Croston; Littleborough; Burnden, near Bolton; Salford; Liverpool; Bradley Wood, near Huddersfield; Wakefield; Goole; Knottingley, and Stainland; Easements under Lands at Bootle, Liverpool; Lands at Blackpool; Agreement with London and North Western Railway Company as to Arches in Salford; Alteration of powers of the Company as holders of shares or stock in the capital of the Hull Dock Company; Additional Capital; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof by the Lancashire and Yorkshire Railway Company (who are hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To enable the Company to make and maintain, wholly in the West Riding of the county of York, the railways and widening of railway hereinafter described, and to lay down additional lines of railway in or upon the said widening, with all necessary stations, sidings, approaches, works, and conveniences connected therewith respectively, and to stop up or divert such streets, roads, or footpaths as are shown on the deposited plans, hereinafter referred to, relating to the said railways and widening of railway as intended to be stopped up or diverted (that is to say):—

(a) A railway (Railway No. 1) commencing in the township of West Clayton, otherwise Clayton West, in the parish of High Hoyland, by a junction with the Company's Clayton West Branch Railway at the termination thereof, and terminating in the township of Darton, in the parish of Darton, by a junction with the Company's Barnsley Branch Railway, at a point about 300 yards measured along that railway in a north-westerly direction from the centre of the Darton Passenger Station. The said railway will be wholly situate in the townships and parishes following, or some of them (that is to say): West Clayton, otherwise Clayton West, High Hoyland, Kexbrough, Darton, Woolley, and Royston, all in the said West Riding.

(b) A railway (Railway No. 2) commencing in the township of Kexbrough, in the said parish of Darton, by a junction with the proposed Railway No. 1, hereinbefore described, at a point in a field belonging or reputed to belong to Wentworth Blackett Beaumont, Esq., and in the occupation of Joseph Fountain, about 325 yards east of the farmhouse or cottages known as Fox Hall, and terminating in the township of

Woolley, in the parish of Royston, by a junction with the said Barnsley Branch Railway, at a point about 1,100 yards measured along that railway in a south-easterly direction from the centre of the Haigh Passenger Station. The said railway will be wholly situate in the townships and parishes following, or some of them (that is to say): Kexbrough, Woolley, Darton, and Royston, all in the said West Riding.

(c) To widen and improve the said Clayton West Branch Railway for the whole length thereof from its junction with the Company's Huddersfield and Penistone Railway, in the township of Shelley, in the parish of Kirkburton, to its termination in the said township of West Clayton, otherwise Clayton West. The said widening and improvement will be made from, through, in, or into the several parishes, townships, and places following, or some of them (that is to say): Shelley, Kirkburton, Cumberworth, Cumberworth Half, Emley, High Hoyland, and West Clayton, otherwise Clayton West, all in the said West Riding.

2. To enable the Company at Oldham, wholly in the township of Oldham, in the parish of Prestwich-cum-Oldham, in Lancashire, to execute the following works, or some part or parts thereof, and to exercise all or some of the following powers (that is to say):—

(a) To make a new road, commencing at a point in Yates-street about 10 yards measured along that street in an easterly direction from its junction with Cromford-street, and terminating in Shaw-road at a point about 77 yards measured along the same in a northerly direction from the junction therewith of Daltry-street, and in connection with the said new road to execute the following works, and to exercise the following powers (that is to say):—

(1) To alter the levels of so much of Cromford-street aforesaid as lies between the junction of that street with Yates-street and a point in Cromford-street about 23 yards south of the said point of junction.

(2) To remove the existing footbridge carrying the footpath which leads from Stourport-street to Acre-lane over the Company's Oldham, Rochdale, and Royton Railway, and also the footbridge carrying the footpath which leads from Chapman-street to Cromford-street over that railway.

(3) To stop up the existing footpaths now traversing the triangular plot of land bounded on the west by the said Oldham, Rochdale, and Royton Railway, on the north-east by the backs of the houses on the south-west side of Acre-lane, and on the south by Yates-street.

3. To enable the Company, partly in the township of Little Bolton and partly in the township of Great Bolton, in the parish of Bolton-le-Moors, in Lancashire, to make a new road, commencing at or near the bridge over the River Croal, which bridge is about 40 yards north-west of the level crossing by a private road in continuation of Gilnow-lane of the Company's Bolton and Preston Railway, and terminating at the junction of Mayor-street with Spa-road.

4. To enable the Company at Wigan, wholly in the township of Wigan, in the parish of Wigan, in Lancashire, to increase the span of or make additional arches or openings on both

sides of the bridge carrying the London and North-Western Railway Company's North Union Railway over the Wigan and Southport line of the Company, and the Bill will or may enable the Company, for the purposes aforesaid, to pull down the whole or any portion of the existing bridge, and will or may authorise the Company and the said London and North-Western Railway Company to enter into and carry into effect agreements for or in relation to the execution of the said work or any matter connected therewith.

5. To enable the Company, wholly in the township of New Accrington, in the parish of Whalley, in Lancashire, to execute the following work and to exercise the following powers (that is to say):—

(a) To widen, on the southerly side, the bridge carrying the Company's Accrington to Blackburn Railway over Lonsdale-street.

(b) To acquire certain lands abutting on the south side of the said last-mentioned railway, and extending from a point about 20 yards east of Antley Old-lane to Lonsdale-street aforesaid; also other lands bounded on the north by the said lastly-mentioned railway, and on the west by Lonsdale-street aforesaid; also other lands bounded on the south-east by the said railway, and on the west also by Lonsdale-street.

6. To enable the Company at Church, wholly in the township of Oswaldtwistle, in the said parish of Whalley, in Lancashire, to execute the following work, and to exercise the following powers (that is to say):—

(a) To widen on the north-easterly side the bridge carrying the Company's said Accrington to Blackburn Railway over the public road leading from Blackburn to Accrington.

(b) To acquire certain lands abutting on the north-east side of the said last-mentioned railway, and lying between the Leeds and Liverpool Canal and the said public road.

7. To enable the Company at Rochdale, wholly in the township of Wardleworth, in the parish of Rochdale, in Lancashire, to execute the following works, or some part or parts thereof, and to exercise the following powers (that is to say):—

(a) To divert a portion of Foxholes-lane, such diversion commencing in the said lane at its junction with Taylor-street, and terminating in Foxholes-lane aforesaid at a point about 87 yards measured along the same in a north-westerly direction from its junction with Yorkshire-street.

(b) To increase the span of, or make additional arches or openings on the north-east side of the bridge carrying Taylor-street aforesaid over the Company's Rochdale to Shawforth Branch Railway, and the Bill will or may enable the Company for the purposes aforesaid to pull down the whole or any portion of the existing bridge.

(c) To acquire certain lands abutting on the north-easterly side of the said branch railway, and extending from Taylor-street to the approach on the north-east side of the Company's Wardleworth Passenger Station, and which said lands are partly intersected by Foxholes-lane aforesaid.

8. To enable the Company at Westhoughton, wholly in the township of Westhoughton, in the parish of Dean, in Lancashire, to execute the following work, and to exercise the following powers (that is to say):—

(a) To divert the public footpath leading from Top-o'-th'-Slack to the road which crosses the Company's Liverpool and Bury Railway on the level, about 700 yards measured along that railway in a north-easterly direction from the bridge carrying the public road leading from Adlington to Westhoughton over the said railway, such diversion commencing at a point in that footpath about 173 yards measured along the same partly in a south-easterly and partly in an easterly direction from Slack-lane, and terminating at or near the level crossing hereinbefore mentioned.

(b) To acquire certain lands situate on the north-west side of the said Liverpool and Bury Railway and extending from a point about 320 yards measured in a north-easterly direction along that railway from the bridge carrying the said Adlington to Westhoughton-road over the said railway to a point about 700 yards north-east of the said last-mentioned bridge.

9. To enable the Company at Summerseat, wholly in the township of Walmersley-cum-Shuttleworth, in the parish of Bury, in Lancashire, to execute the following work, and to exercise the following powers (that is to say):—

(a) To divert the public footpath leading from Rowlands to Springside, such diversion commencing in the said footpath at a point about 300 yards measured along the same in a southerly direction from the south-west corner of the boundary wall of Rowland's Wesleyan Chapel, and terminating in the same footpath at the junction therewith of the footpath leading from Summerseat to Springside across the Company's East Lancashire Railway.

(b) In connection with the said work to acquire certain lands abutting on the north-easterly side of the Company's East Lancashire Railway, and extending from the south-east corner of the Company's Goods Warehouse at Summerseat Station to a point about 350 yards south and south-east of the said Goods Warehouse.

10. To enable the Company, at Salford, wholly in the township of Salford, in the parish of Manchester, in Lancashire, to execute the following work and to exercise all or some of the following powers (that is to say):—

(a) To divert East Ordsall-lane, such diversion commencing at the junction therewith of Lower Islington-street and terminating at the junction of Queen's-terrace with East Ordsall-lane aforesaid.

(b) To stop up and extinguish all rights of way in and over, and appropriate to the purposes of the Company, the site and soil of so much of East Ordsall-lane aforesaid as lies between the point of commencement and termination of the lastly described work.

(c) To close and cover up the opening between the two existing bridges carrying the Company's Manchester and Bolton Railway and the sidings thereof over East Ordsall-lane aforesaid, and the Bill will or may repeal, alter, or amend so much of Section 15 of the Lancashire and Yorkshire Railway Act, 1890, as relates to or affects works to be executed in connection with East Ordsall-lane aforesaid, and the bridge carrying the Company's railway (as authorised to be widened) over that road or lane.

11. To enable the Company, at Manchester, wholly in the township of Manchester, in the

parish of Manchester, in Lancashire, to execute the following work and to exercise the following powers (that is to say):—

(a) To divert so much of Moreton-street as lies between a point about 30 yards (measured along that street in a south-westerly direction) from its junction with Great Ducie-street to that junction.

(b) To carry the widening of their Manchester and Leeds Railway (authorised by the Lancashire and Yorkshire Railway Act, 1890) over Ashley-lane and Back Irk-street respectively, by a horizontal girder-bridge, of which, in each case, the under side shall be of less height than is shown on the deposited sections referred to in Subsection (2) (g) of Section 18 of the said Act, and the Bill will or may alter and amend or repeal the said Subsection accordingly.

12. To enable the Company at Nelson, wholly in the township of Great Marsden and Little Marsden, in the parish of Whalley, in Lancashire, to execute the following works and to exercise the following powers, or some of them (that is to say):—

(a) To construct a footbridge, commencing on the north-east side of Barker House-road, at a point about 16 yards south-east of the centre of the level crossing of that road by the Company's Accrington and Colne Extension Railway, and terminating in the same side of Barker House-road aforesaid, at a point about 33 yards north-west of the centre of the said level crossing, and to divert the footway of Barker House-road between those points over the said footbridge, and to abolish the said level crossing for foot passengers.

(b) To acquire a certain strip of land, situate on the south-east side of the said railway lying between the footpath level crossing over that railway, known as Bowling Row Crossing, and a point distant about 37 yards north-east thereof. Also a piece of land lying on the north-west side of the said railway, extending from the said Bowling Row Crossing to a point distant about 57 yards measured along the Company's north-west boundary in a north-easterly direction from the said crossing.

13. To enable the Company at Brighouse, wholly in the township of Clifton, in the parish of Dewsbury, in the West Riding of the county of York, to execute the following work, and to exercise the following powers (that is to say):—

(a) To divert the public footpath leading from Thornhill-lane to the main road which passes underneath the Company's Brighouse Branch Railway, near the Clifton Road Station, such diversion commencing in the said footpath, at a point immediately east of the crossing by the same of that branch railway, and terminating in the said main road at a point about 30 yards measured in a westerly direction along the same from the viaduct carrying the said branch railway over the said road.

(b) To acquire certain lands situate on the west side of the Company's said Brighouse Branch Railway, and extending from the said main road for a distance of about 640 yards measured along that railway in a northerly direction.

14. To enable the Company to acquire by compulsion or agreement, in addition to the other lands and property which they will by the intended Act be authorised to acquire, the lands (in which term, wheresoever used

in this notice, houses, buildings, and other hereditaments are included) hereinafter described, or some of them, or some part or parts thereof, and to retain and hold such of the lands as have already been purchased by or on behalf of the Company and shown on the deposited plans hereinafter mentioned (that is to say):—

Certain lands at Miles Platting, situate partly in the township of Newton and partly in the township of Manchester, in the parish of Manchester, in Lancashire, bounded on the north-west by the Hunt's Bank Extension line of the Company, and lying between lands belonging to the Company, and which said lands are in part intersected by Chester-street, and the Bill will or may enable the Company to stop up and extinguish all rights of way in and over, and will vest in and appropriate to the purposes of the Company such portion of Chester-street as lies between a point in that street distant about 18 yards measured along the same in a north-westerly direction from its junction with Oldham-road to the north-west end thereof and such portion of Ford-street as lies between a point in the same street, distant about 17 yards measured along that street in a north-westerly direction from its junction with Oldham-road aforesaid to the north-west end thereof, and such portion of Pitt-street as lies between a point in the same street, distant about 24 yards measured along that street in a north-westerly direction from its junction with Oldham-road, also to the north-west end thereof.

Certain lands at Middleton Junction, wholly in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in Lancashire, abutting upon the east side of the Company's Manchester and Leeds Railway and lying between the Middleton Junction Passenger Station and the bridge under that railway, about 770 yards measured along the same in a southerly direction from the centre of the booking office at the said station.

Certain lands in the township of Pemberton, in the parish of Wigan, in Lancashire, abutting on the north side of the Company's Liverpool and Bury Railway, and extending for a distance of about 175 yards in a westerly direction from a point in the Company's northern fence about 117 yards west of the bridge carrying Little-lane over the said railway.

Certain lands at Chorley, wholly in the township of Chorley, in the parish of Chorley, in Lancashire, bounded on the east side by the Bolton and Preston section of the Company's railway, and extending from a point about 177 yards south-east of Brooke-street to a point about 364 yards, south-east of that street.

Certain lands at Croston wholly in the township of Croston, in the parish of Croston, in Lancashire, abutting on the north-west side of the Company's Liverpool, Ormskirk, and Preston Railway, and extending from a point about 270 yards south-west of the centre of the Croston Passenger Station, to a point about 500 yards south-west of that station.

Certain lands at Littleborough, partly in the township of Butterworth, and partly in the township of Blatchinworth and Calderbrook, in the parish of Rochdale, in Lanca-

shire, abutting on the north-west side of the Company's coal-yard at their Littleborough Station, bounded on the north-west side in part by Railway-street, and extending for a distance of about 380 yards south-west of that street.

Certain lands at Burnden, wholly in the township of Tonge-with-Haulgh, in the parish of Bolton-le-Moors, in Lancashire, lying between the Company's Manchester, Bolton, and Bury Canal and the River Croal, and extending from the Burnden Viaduct of the Company for a distance of about 343 yards in a south-easterly and easterly direction.

Certain lands at Salford, wholly in the township of Salford, in the parish of Manchester, in Lancashire, bounded on the north-west by Stanley-street, and on the south-east by the towing path of the River Irwell, and the Bill will or may enable the Company to stop up and extinguish all rights of way in, and over, and appropriate to the purposes of the Company the site and soil of so much of Stanley-street as extends from a point about 19 yards, measured in a north-easterly direction along that street, from its junction with Irwell-street to its junction with New Bailey-street.

Certain lands at Liverpool, wholly in the extra-parochial place of Toxteth Park, in Lancashire, bounded on the east by Caryl-street, and on the north by Warwick-street.

Certain lands at Bradley Wood, wholly in the township of Huddersfield, in the parish of Huddersfield, in the West Riding of the county of York, abutting on the north side of the Company's main line of railway, and extending from a point about 280 yards west of Bradley Wood Junction to a point about 780 yards also west thereof.

Certain lands at Wakefield, in the said West Riding, hereinafter described (that is to say):—

(a) Lands in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, abutting on the north side of the Company's Wakefield to Normanton Railway, and extending from a point about 200 yards east of the east end of the down platform of the Company's Wakefield Passenger Station to a point about 734 yards east of the said point; also other lands in the same township and parish abutting on the south side of the said railway from Wakefield to Normanton, and extending from the bridge carrying that railway over the River Calder to a point about 460 yards west of the said bridge.

(b) Lands in the township of Sandal Magna, in the parish of Sandal Magna, bounded on the north-west by the footpath abutting on the River Calder, on the south-west by the Company's Wakefield, Pontefract, and Goole Railway, and extending along the same for a distance of about 490 yards south-east of the River Calder.

Certain lands at Goole, wholly in the township of Hook, in the parish of Snaith, in the said West Riding, bounded on the south by Stanhope-street, and on the west by Mariners-street.

Certain lands partly in the parish of Pontefract (detached) and partly in the township of Ferry Fryston, otherwise Ferry-bridge, in the parish of Ferry Fryston, in the said West Riding, abutting on the north side of the Company's Wakefield, Pontefract, and Goole Railway, and which

lands are situate near to the distance post which indicates a distance of 57½ miles from Manchester.

Certain lands at Stainland, in the township of Stainland, in the parish of Halifax, in the said West Riding, abutting on the north-east side of the Company's Stainland Branch Railway, and extending from Station-road to a point about 280 yards north-west of that road.

15. To enable the Company by compulsion or agreement to purchase or acquire an easement in, over, or under the lands hereinafter described, wholly in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in Lancashire (that is to say):—

(a) Certain lands situate on the north-west side of the Kirkdale Tunnel, on the Company's Liverpool and Bury Railway, and lying between Breeze Hill and the grounds of the Bootle College.

(b) Certain lands also situate on the north-west side of the said tunnel, being a small triangular piece of land at the south end of the private road between the Manor House and Churchill House.

16. To enable the Company and the London and North Western Railway Company, as proprietors of the Preston and Wyre Railway, jointly, or either of them, with the consent of the other, to acquire by compulsion or agreement, and to retain and hold, the lands hereinafter described (that is to say):—

Certain lands, wholly in the township of Layton with Warbreck, in the parish of Bispham, in Lancashire, bounded on the west by the sidings of the Proprietors in connection with their Central Station in Blackpool, and which said lands extend for a distance of about 257 yards from a point measured about 8 yards in a northerly direction from Bloomfield-road.

17. The Bill will or may confirm, with or without modification, the provisions of an agreement dated the 16th day of September, 1892, and made between the Company of the one part, and the London and North Western Railway Company of the other part, relating to the use by the latter Company of certain bridges or archways between Gravel-lane and Norton-street, in Salford, in Lancashire, authorised to be made or widened under the powers of "The Lancashire and Yorkshire Railway Act, 1890."

18. To empower the Company to purchase lands, compulsorily or by agreement, for the purposes of the said railways, widening, and works, and for any of the other purposes of the Bill; and the Bill will extinguish all rights of way over, and will empower the Company to stop up and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the said works or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; and whensoever the Company shall have acquired under the powers of the Bill any lands or houses on both sides of any street, highway, or footpath shown on the said deposited plans, and described in the deposited books of reference, the Bill will empower the Company to stop up and appropriate the site and soil of so much of such street, highway, and footway as is co-terminous with the lands or houses so acquired, and all rights of way in or over the same shall be thenceforth extinguished.

19. To vest in the Company the usual powers granted to railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorise the Company, in connection with, and for the purposes of all or any of the said railways, widening, and works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be made, diverted or altered under the powers of the Bill as may be necessary in executing the said intended railways, widening, and works; and the Bill will also enable the Company to alter the width, level, and line of any road or street and to deviate from the lines of the railways, widening, and works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

20. To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the Bill without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

21. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways, widening, and works, and which houses and buildings may not be required to be taken for the purposes thereof.

22. The Bill will or may provide that every new or diverted or substituted road or footpath to be constructed, diverted, or substituted under the powers of the Bill shall be maintained and repaired by the same body or persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the new, diverted, or substituted roads or footpaths will be situate, are for the time being legally repairable, or in such other manner as the Bill shall or may prescribe, and it will or may also provide that as respects the said intended railways the Company shall not be liable, under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which shall be carried over the said intended railways or either of them by a bridge or bridges, or the immediate approaches thereto the levels of which said road or roads or approaches shall not be permanently raised.

23. To empower the Company on the one hand and any municipal, sanitary, highway, or local authority, and any company or person or persons and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill, on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution or modification of any works or the substitution of any other work or works in lieu of those authorised or agreed to be done or executed, and of the cost thereof and incidental thereto, the construction, repair, and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means, and the Bill will or may confirm any such contract or agree-

ment which may already have been or which at any time hereafter may be entered into for or in relation to any of the matters aforesaid.

24. To authorise the Company to appropriate any lands for the time being belonging to them for the erection thereon of, and to erect, dwellings for the labouring classes, and to appropriate for such dwellings any buildings for the time being belonging to the Company, and to sell or let such dwellings.

25. To repeal, alter, or amend Sections 10 and 12 of the Lancashire and Yorkshire Railway (Extension of Time, &c.) Act, 1868, Section 27 of the Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1874, and Section 8 of the Hull Docks Act, 1883, and any other provisions (if any) which limit the number of the votes of the Company at meetings of the Dock Company at Kingston-upon-Hull, or which prohibit the nominee of the Company voting in the election of Directors of the Dock Company or the Director appointed by the Company from voting in the choice of the Chairman or Deputy-Chairman of the Dock Company.

26. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill and also for the completion of lines of railway, widenings, and other works already authorised, and also for the general purposes of and incident to their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights and privileges attached thereto, or by borrowing or by the creation of debenture stock or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them or under the control of their Directors.

27. The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself certain of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and it will or may alter and enlarge the powers and provisions of the Act 6 and 7 Wm. IV, cap. 111, and of any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; the Act 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company or their undertaking; and the Act 5 and 6 Wm. IV, cap. 58, and all other Acts relating to the Preston and Wyre Railway, Harbour, and Dock.

28. Duplicate plans and sections describing the lines, situations, and levels of the proposed railways, widening, and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans, showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of such lands, houses, and other property, also an Ordnance map, with the lines of railway and widening delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection as follows (that is to say):—As regards the works, lands, and property in the county of Lancaster with the Clerk of the Peace for the county of Lancaster, at his Office at Preston,

and as regards the railways, widening, works, lands, and property in the West Riding of the county of York with the Clerk of the Peace for the said West Riding, at his Office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways, widening, and other works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 16th day of November, 1892.

CHRIS. MOORHOUSE, Solicitor for the Bill,
Hunt's Bank, Manchester.

DYSON and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1893.

Caledonian Railway.

(Widening of Portion of Dalmarnock Branch Railway; Acquisition of Lands therefor; Appropriation of Subsoil of Roads, &c.; Tolls, Rates, and Charges; Additional Lands; Abandonment of Mid-Calder Branch; Amalgamation of Greenock and Wemyss Bay Railway with Company; Extension and Revival of Powers for Purchase of Lands and Extension of Time for Completion of Works; Sanctioning and Maintenance, and Agreement with Proprietors of Certain Existing Railways; Stopping up Forth and Cart Junction Canal; Extension of Time for Sale of Company's Superfluous Lands; Provisions for Preventing Trespass on Company's Property; Bye-Laws; Extension of Time, &c., for Sale of Superfluous Lands of Solway Junction Railway Company; Additional Capital; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes (that is to say):—

To empower the Caledonian Railway Company (herein called "the Company") to make and maintain the railway or widening hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz:—

A railway, being a widening of a portion of the Company's Dalmarnock Branch, authorised by the Caledonian Railway (Dalmarnock Branch) Act, 1858, commencing by a junction with that branch at a point about 200 yards northward from the northern end of the viaduct by which the said branch is carried across the River Clyde, and terminating by a junction with the said branch at a point about 220 yards southward from the southern end of the said viaduct; which intended railway or widening, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish and Royal Burgh of Rutherglen, and the parish of Calton, and

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City and Royal Burgh of Glasgow, all in the county of Lanark.

To empower the Company, in the construction of the said railway or widening, to deviate laterally and vertically from the lines and levels thereof, as shown on the plans and sections hereinafter mentioned, to such an extent as will be defined thereon, or be prescribed by the Bill; to cross, stop up, alter, appropriate, and divert, temporarily or permanently, all streets or places, roads, footways, railways, tramways, sidings, passages, sewers, drains, rivers, streams, water-courses, telegraphic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, alter, appropriate, or divert, for the purposes of the intended railway or widening, and works connected therewith; and the Bill will or may provide that any altered, diverted, or substituted portions of road which may be constructed under the powers of the Bill shall, in all respects, form parts of or substitutes for the existing roads, and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to purchase, lease, feu, or otherwise acquire, by compulsion or by agreement, and to enter upon, take, and use, temporarily and permanently, for the purposes of the intended railway or widening, and of the works connected therewith, lands, houses, and other property in the parishes and places herein mentioned, and also rights of easement or servitude, and other rights in or over lands, houses, or other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

To repeal, modify, or alter, as respects the said intended railway or widening, and works connected therewith, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, and other matters pertaining to the construction of a railway, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory, or other premises where part only is required for the purposes of the Bill, and to confer on the Company all usual and necessary powers in connection with the construction, maintenance, and use of such railway or widening.

To empower the Company to appropriate and use the soil, subsoil, and under surface of, and to alter the lines and levels of any streets, roads, squares, passages, or places under or along which the said intended railway or widening will be made, or contiguous, or near thereto, and to alter any sewers, drains, mains, pipes, electric apparatus, and other works in and under the same, so far as may be necessary for the purposes of the said intended railway or widening.

To empower the Company to underpin or otherwise secure or strengthen any houses or buildings that may be rendered insecure or be affected by the said intended railway or widening, or works thereof, and which may not be required for the purposes thereof.

To authorise the Company to levy tolls, rates, duties, and charges on and in respect of the use of the said intended railway or widening, and works connected therewith, and the conveyance

of traffic thereon; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, for the purposes of the Glasgow Central Railway and Railway No. 1, authorised by the Caledonian Railway (Additional Powers) Act, 1890, or other purposes of their undertaking, the lands herein described, or some part or parts thereof, and all houses and other property thereon, and rights of easements or servitudes therein or thereover, viz. :—

Certain lands in the city parish of Glasgow and City and Royal Burgh of Glasgow, in the county of Lanark, situate on the south side of Argyle-street, between Dunlop-street and Stockwell-street;

Certain lands in the parish of Calton, in the City and Royal Burgh of Glasgow, in the county of Lanark, situate on the south side of London-road, between Summer-street and William-street.

To authorise the Company to relinquish and abandon the construction of the railway in the parish of Kirknewton, in the county of Midlothian, authorised by the Caledonian Railway Act, 1887, and therein called Railway No. 4 and to release the Company from all liabilities, penalties and obligations for or in respect of the non-completion of such railway, and from all contracts and agreements with reference thereto.

To authorise and provide for the amalgamation of the undertaking of the Greenock and Wemyss Bay Railway Company (hereinafter called the "Wemyss Bay Company") with the undertaking of the Company, or for the acquisition of and transfer to and vesting in the Company of that undertaking, including the railways, stations, piers, lands, heritages, estates, and effects, mortgage and other debts and liabilities, rights, powers, authorities, and privileges of the Wemyss Bay Company from and after such period, and upon such terms and conditions as have or may be agreed upon or be prescribed by the Bill; and upon such amalgamation, acquisition, or transfer and vesting, to dissolve or provide for the dissolution of the Wemyss Bay Company, and the winding up of their affairs, and to cancel the existing agreement for the working by the Company of the undertaking of the Wemyss Bay Company, and otherwise relating thereto.

To provide for the exercise and fulfilment by the Company, in their own name and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the Wemyss Bay Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges, the granting or issuing of mortgages or bonds, or otherwise.

To provide for the cancellation of the shares or stock of the Wemyss Bay Company, or for the conversion thereof into shares or stocks of the Company, or the issue in substitution therefor of shares or stocks of the Company. To provide for the payment off by, or for the Company becoming responsible for, the mortgages and debenture stock of the Wemyss Bay Company, or for the issue of debenture stock of the Company, with or without prior lien or charge on the Wemyss Bay Company's undertaking in substitution therefor, and to empower the Company to increase their share and loan capital for

the purposes of such amalgamation, acquisition, or transfer.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1891, for the compulsory purchase of lands for the construction of the railway authorised by the Caledonian Railway (No. 1) Act, 1884, and therein called Railway No. 2, and the works connected therewith, and to extend the time limited by those Acts, and the Caledonian Railway Act, 1889, for completing and opening the said railway; which railway, works, and lands will be and are situate in the Abbey parish of Paisley, the parish of Benfrew, and the burgh of Paisley, all in the county of Renfrew.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1890, for the compulsory purchase of lands for the construction of Railways Nos. 1, 2, 3, 4, 5, and 6 authorised by that Act, and the works connected with such railways respectively, and of the other or additional lands in the parish of Cambuslang, by the same Act authorised to be purchased; which railways, works, and lands will be and are situate in the following parishes or places, or some of them, viz., the Royal Burgh of Glasgow, the parishes of Calton, Shettleston, Barony, Old Monkland, Cambuslang, Dalziel, and Bothwell, in the county of Lanark.

To revive the powers granted by the Glasgow Central Railway Act, 1888, for the compulsory purchase or taking of certain lands and properties, for the construction of the railways and road authorised by that Act, except so far as Railway No. 2, authorised by that Act, is required to be abandoned by the Caledonian Railway (Additional Powers) Act, 1891, and the works connected therewith, and to extend the time limited by the Glasgow Central Railway Act, 1888, for such purpose; and to extend the time limited by the same Act for completing and opening such railways (except as aforesaid); which railways, road, and lands will be and are situate in the following parishes and places, or some of them:—the parishes of Calton, city parish of Glasgow, barony parish of Glasgow, Govan, Maryhill, and City and Royal Burgh of Glasgow; all in the county of Lanark.

To sanction and legalise as part of the undertaking of the Company, and to empower them to maintain a branch railway already constructed and in use, commencing by a junction with the Company's Clydesdale Junction Railway, at a point about 30 yards westwards from the bridge carrying the road from Burnbank to Whitehill across that railway, and terminating at Earnock Colliery, at a point about 550 yards northwards from the Farm Steading of Hillhouse, and all works and conveniences connected therewith; which railway, works, and conveniences are situate in the parish of Hamilton, in the county of Lanark.

To confirm an agreement between his Grace the Duke of Hamilton and Messrs. Colin Dunlop, and Company, iron and coal masters, Glasgow and Quarter, for the transfer to the Company of the branch railways already constructed and in use, leading from the said Messrs. Colin Dunlop, and Company's Pits Nos. 1, 4, 6, and 7 at Quarter, to the Company's Hamilton and Strathaven Branch Railway, at a point 310 yards measured in a south-easterly direction along the said railway from the bridge carrying the road from Hamilton to Strathaven across that railway, all in the parish of Hamilton and county of Lanark; and to provide that

the said branch railways shall form part of the Company's undertaking.

To sanction and confirm the application to the purposes of such branch railways of the funds expended, or which may be hereafter expended by the Company thereon or in the acquisition thereof; and to confer on the Company in reference to such railways and to apply thereto such powers and provisions for taking and receiving tolls, rates, and charges, and for the regulation and management of the said railways, and otherwise in relation thereto, as may be prescribed by the Bill; and to alter, vary, or rescind any existing agreement or arrangement relating to such railways, or either of them.

To authorise the Company to stop up and discontinue for traffic the cut or canal known as the Forth and Cart Junction Canal, in the parish of Old Kilpatrick, and county of Dumbarton, or such part or parts thereof as may be prescribed by the Bill, and to sell or dispose of the site thereof, or appropriate and use the same for their undertaking.

To extend the time limited by the Caledonian Railway (No. 2) Act, 1884, and the Caledonian Railway Act, 1887, for the sale of the Company's superfluous lands in the several parishes or places enumerated in Schedule B to the first of such Acts, including their lands at Blythwoodholm, in the city of Glasgow, and the time limited by any other Act relating to the Company, or by any Act incorporated therewith, for the sale of superfluous lands, and to alter and amend with reference thereto the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, and the Lands Clauses Consolidation Act, 1845.

To make further and more effectual provision for the prevention of trespassing upon the railways, stations, harbours, docks, works, and property belonging to or worked by the Company, and for the punishment of trespassers by the imposition of penalties, or otherwise, as may be provided by the Bill, and to confer upon the Company and their officers and servants further and more effective powers for the removal or apprehension of trespassers, and authorise the Company to make and enforce bye-laws in relation thereto.

To extend or revive the time limited by the Solway Junction Railway Act, 1882, and any other Act relating to the Solway Junction Railway Company, or any Act incorporated therewith, for the sale of all or any of the superfluous lands of that Company, or to authorise that Company to retain and hold all or any of such lands, and to confer further powers on them in relation thereto, and to alter and amend with reference thereto the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, and the Lands Clauses Consolidation Act, 1845.

To empower the Company to raise, by the creation and issue of new ordinary or new preference shares or stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes of the Bill, and other purposes of their undertaking, and to apply to any such additional capital the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890, as also to empower the Company to apply towards any of the said purposes any capital or funds belonging to or authorised to be raised by them, which may not be required for the purposes for which the same were authorised to be raised.

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

To alter, vary, amend, extend, or repeal so far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the local Acts hereinbefore mentioned, and of the following local Acts (that is to say):—8 and 9 Vic., cap. 162, and any other Act relating to the Caledonian Railway Company; 25 and 26 Vic., cap. 160, and 26 Vic., cap. 47, and any other Act relating to the Greenock and Wemyss Bay Railway Company; the Solway Junction Railway Act, 1864, and any other Act relating to the Solway Junction Railway Company.

To incorporate with, and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845; and the Railways Clauses Act, 1863; and any Acts amending any of the said Acts.

Plans, describing the lines and situation of the said intended railway or widening, and the lands, houses, and other property which will, or may be taken for the purposes thereof, and of the works and conveniences connected therewith, and also plans of the other lands, houses, and property, in respect of which compulsory powers of acquisition are proposed to be applied for, and sections describing the levels of the said intended railway or widening, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps, with the line of the said intended railway or widening delineated thereon, so as to show its general course and direction, and copies of this Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff Clerk of the county of Lanark; and copies of so much of the said plans, sections, and books of reference as relate to each parish in or through which the said intended railway or widening is intended to be made or lands taken, and to the Royal Burghs of Glasgow and Rutherglen, with copies of this Notice, will, on or before the said 30th day of November, be deposited, as respects each such parish, with the Session Clerk thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode, and as respects each such Royal Burgh, with the Town Clerk of such burgh, at his office.

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

Dated this 15th day of November, 1892.

H. B. NEAVE, 302, Buchanan-street,
Glasgow.

GRAHAMES, CURREY, and SPENS, 30, Great
George-street, Westminster.

In Parliament.—Session 1893.

Great Northern Railway.

(New Railways in the Counties of Nottingham and Derby; Abandonment of Authorised Railways; Powers to Midland and Great Northern Railway Companies; Diversion of Road at Hornsey; stopping up Bridle Path at Biggleswade; Stopping up Footpaths at Grantham and at Colwick; Diversion of Road at Doncaster; Extension of Bridge and Alteration of Level of Road at Lofthouse; Stopping up Footpath at Ossett; Widening of Bridge at Cutler Junction; Additional Lands at Finsbury Park, Hornsey, Doncaster, Wrenthorpe, Lofthouse, Armley, Ossett, Cutler Height and North Bierley; Powers to the West Riding Railway Committee; Powers to the Company as to the Victoria Hotel, Bradford; Alteration of Provisions of Section 18 of Great Northern Railway (Capital) Act, 1890; Extension of Time for Sale of Superfluous Lands; Agreements with Local Authorities; Application of Funds by the Great Northern and Midland Railway Companies, and by the West Riding Railway Committee; Incorporation, Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof, by the Great Northern Railway Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To enable the Company to exercise the following powers, and to make and maintain the railways, widening of railway, and other works, hereinafter described, or such of them, or such parts thereof as the Bill shall define, and to lay down additional lines of railway on or upon the said widening, with all needful stations, sidings, works, and conveniences connected therewith respectively, and to stop up or divert all such streets, roads, and footpaths as are shown on the deposited plans hereinafter referred to, relating to the said railways, widening of railway, and works, as intended to be stopped up or diverted (that is to say):—

Railways in Nottinghamshire.—A railway (No. 1), wholly in the townships and parishes of Kirkby-in-Ashfield and Sutton-in-Ashfield, commencing in the said township of Kirkby-in-Ashfield, in the said parish of Kirkby-in-Ashfield, by a junction with the Manchester, Sheffield, and Lincolnshire Company's Railway, at a point on that railway, under the west face of the bridge carrying Lindley-lane over the said railway, and terminating in the said township of Sutton-in-Ashfield, in the said parish of Sutton-in-Ashfield, by a junction with the Company's Extensions of Leen Valley Railway (Railway No. 1), authorised by the Great Northern Railway Act, 1892 (hereinafter called "the Act of 1892"), at a point on the last-mentioned railway, about 28 yards measured in a southerly direction along the centre line of that railway (as shown on the plans deposited in the month of November, 1891, with the Clerk of the Peace for Nottinghamshire, for the purposes of the application for the said Act), from the point where it crosses the Sutton-in-Ashfield Branch of the Midland Railway Company.

A railway (No. 2), wholly in the said township and parish of Kirkby-in-Ashfield, commencing by a junction with the intended Railway No. 1, at a point on the south

fence of the disturnpiked main road between Kirkby-in-Ashfield and East Kirkby, about 145 yards measured in a south-westerly direction from the south corner of the Railway Inn, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Company's Railway at a point on that railway about 450 yards measured in a westerly direction along the centre line of that railway, from the point where it crosses the Midland Railway Company's Branch Railway from Pye Bridge to Mansfield.

A railway (No. 3), wholly in the said township and parish of Kirkby-in-Ashfield, commencing by a junction with the intended Railway No. 1, at a point about 49 yards north-east of the south-west corner of the field numbered 275 on the $\frac{1}{2500}$ Ordnance map of that parish, and terminating in the field numbered 358 on the aforesaid map, about 107 yards south-west of the south end of the Kirkby Colliery sidings for empty wagons.

A railway (No. 4), wholly in the said township and parish of Kirkby-in-Ashfield, commencing by a junction with the intended Railway No. 1, at a point about 49 yards north-east of the south-west corner of the field numbered 275 on the $\frac{1}{2500}$ Ordnance map of that parish, and terminating about 3 yards from the west end of the northern boundary fence of the Kirkby Colliery sidings for full wagons.

Railways in Derbyshire.—Railway (No. 5), commencing in the township of Pleasley, in the parish of Pleasley, by a junction with the Company's Extensions of Leen Valley Railway (Railway No. 1), authorised by the Act of 1892, at a point on that railway about 74 yards, measured in a north-easterly direction along the centre line of that railway (as shown on the plans deposited in November, 1891, with the Clerk of the Peace for the county of Derby, for the purposes of the application for the said Act), from the point where it crosses Forge-lane, and terminating in the township of Upper Langwith, in the parish of Upper Langwith, by a junction with the Lancashire, Derbyshire, and East Coast Railway (Railway No. 12), authorised by the Lancashire, Derbyshire, and East Coast Railway Act, 1891, about 60 yards north of the north-west corner of the field numbered 55 on the $\frac{1}{2500}$ Ordnance map of that parish.

The railway (No. 5) will pass from, in, through, and into the townships and parishes of Pleasley, Shirebrook, and Upper Langwith.

A railway (No. 6), wholly in the said township and parish of Upper Langwith, commencing by a junction with the intended Railway No. 5, at a point about 95 yards north-east of the south-west corner of field numbered 108 on the $\frac{1}{2500}$ Ordnance map of that parish, and terminating by a junction with the said Lancashire, Derbyshire, and East Coast Railway (Railway No. 9), about 60 yards north of the south-west corner of field numbered 66 on the $\frac{1}{2500}$ Ordnance map of that parish.

To empower the Company to abandon the following portions of the Extensions of Leen Valley Railway, authorised by the Act of 1892:—

The portion of Railway No. 1 between the commencement thereof and the point herein-

before described as the termination of intended Railway No. 1;

The portion of Railway No. 1 between the termination thereof and the point hereinbefore described as the commencement of intended Railway No. 5; and

The whole of the Railways numbered 2, 3, 4, 5, 5A, 9, 10, and 11, authorised by the said Act of 1892.

To release the Company from all penalties and all other obligations under which they now are with reference to the railways or portions of railways to be so abandoned.

To empower the Company to execute the following works and exercise the following powers (that is to say):—

Diversion of Road at Hornsey.—To enable the Company, in the parish of Tottenham, in the county of Middlesex, to divert a portion of Western-road, situated near the north side of the Hornsey Gasworks, such diversion to commence at a point about 33 yards west of the north-west corner of those works, and to terminate opposite to the southernmost house in Western-road.

Stopping up Bridle Path at Biggleswade.—To enable the Company, in the parish of Biggleswade, in the county of Bedford, to stop up and discontinue, as a public highway, so much of the bridle road crossing the main line of railway of the Company, near the south signal box, at the Biggleswade Station, as lies between a point about 50 yards measured in an easterly direction from the eastern boundary of the Company's station yard along the said bridle road, to the point where the said bridle road crosses the western boundary of the Company's said station yard, and to vest in the Company the site and soil of so much of the said bridle road as is proposed to be stopped.

Stopping up of Footpath at Grantham.—To enable the Company, in the parish of Spittlegate, in the parts of Kesteven, in Lincolnshire, to stop up and discontinue, as a public highway, the footpath leading from the entrance to the Grantham Workhouse (now disused) into the Approach-road leading to the Company's Grantham Station, and to abolish the bridge carrying the Great Northern Railway over the said footpath, and the Bill will vest in the Company the site and soil of the said footpath.

Stopping up of Footpath at Colwick.—To enable the Company, in the township of Gedling, in the parish of Gedling, in the county of Nottingham, to stop up and discontinue, as a public highway, the footpath leading from the south-eastern fence of the new road to Ouse Bridge, on the public road leading from Carlton to Barton Joyce, and to vest the site and soil thereof in the Company, so far as the said footpath lies between the Company's fences.

Diversion of Road at Doncaster.—To enable the Company to construct, in the township of Balby-with-Hexthorpe, in the parish of Doncaster, in the West Riding of the county of York, a diversion of the public road known as Decoy Bank, such diversion commencing at a point about 50 yards west of the disused entrance to Decoy Wood, and terminating at its junction with Black Bank, and to extinguish all rights of way over so much of the said road as lies between the

commencement and termination of the said diversion, and to vest in the Company the site and soil of the said road between the said points of diversion.

Extension of Bridge at Loffhouse.—To enable the Company to make, in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the said West Riding, an additional arch or opening under the public road leading from Newton Lane End to Thorpe-on-the-Hill, on the west side of the existing bridge carrying the said public road over the West Yorkshire Railway of the Company, and for the purposes aforesaid to pull down and reconstruct the whole or any portion of the said existing bridge so as to make the same, and the new or additional opening, of one or more spans.

In connection with the said work to alter the levels of the said road for a distance of about 300 yards, measured in a north-westerly direction, from the said bridge carrying the said road over the West Yorkshire Railway of the Company.

Stopping up Footpath at Ossett.—To enable the Company, in the township of Ossett-cum-Gawthorpe, in the parish of Dewsbury, in the said West Riding, to stop up and discontinue as a public highway so much of the footpath leading from Queen-street to Intake-lane and adjoining the south-east side of the Company's Ossett Station Yard, as lies between the said Queen-street and Station-road, and to vest in the Company the site and soil of the said footpath between the said points.

Widening Bridge at Cutler Junction.—To enable the Company to make an additional arch or opening, in the township of Pudsey, in the parish of Calverley, in the said West Riding, on the east side of the bridge carrying Arkwright-street over the Gildersome Branch of the Great Northern Railway, and for the purposes aforesaid to pull down and re-construct the whole or any portion of the said existing bridge.

Powers to the Company and the Midland Railway Company.—To enable the Company and the Midland Railway Company, or either of them, with the consent of the other, to make and maintain the widenings of railway hereinafter described, and to lay down additional lines of railway in or upon the said widenings respectively, with all needful works and conveniences connected therewith respectively, (that is to say):—

A widening wholly in the parish of Spalding, in the parts of Holland, in Lincolnshire of the Bourn and Lynn Joint Railway belonging to the Great Northern and Midland Railway Companies, commencing by a junction with that railway, at a point about 120 yards west of the level crossing known as Cuckoo Crossing, and terminating by a junction with a siding belonging to those Companies, at a point about 120 yards measured in a south-westerly direction from the south-east corner of the engine shed belonging to those Companies in Spalding Station Yard.

Widening from Bourn to Twenty.—A widening of the Bourn and Lynn Joint Railway belonging to the Great Northern and Midland Railway Companies, on the north side thereof, wholly in the parish of Bourn, in the parts of Kesteven, in Lincolnshire, commencing by a junction with

the said Bourn and Lynn Joint Railway at a point about 9 chains measured in an easterly direction along that railway from the east side of the public road leading from Bourn to Market Deeping, and terminating by a junction with the said railway at a point about 3 chains east of the south-east corner of the goods shed at Twenty Station.

To vest in the Company and in the Midland Railway Company, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845; and to authorise the deviation from the lines of the railways and other works hereinbefore mentioned to any extent within the limits of deviation, to be shown on the plans to be deposited as hereinafter mentioned or defined by the Bill, and the deviations from the levels shown upon the sections to be deposited as hereinafter mentioned, to any extent which may be defined by the Bill; and to enable the Company and the Midland Railway Company, as the case may require, to purchase lands (including in that expression, where used in this Notice, houses, buildings, and other property), compulsorily or by agreement, for the purpose of the said railways and works; and to extinguish all rights of way over, and empower the Company and the Midland Railway Company, as the case may require, to appropriate the site and soil of so much of any roads, streets, or footways as will become unnecessary by reason of any of the foregoing diversions, or as are shown on the deposited plans as intended so to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; to levy tolls, rates, and charges in respect of the intended railways, and to exercise other rights and privileges.

Additional Lands.—To enable the Company to acquire, by compulsion or agreement, the lands hereinafter described, in addition to those which are required for the specific purposes hereinbefore mentioned, and to vest in and enable the Company to hold all such of the said lands as may have been acquired by them previously to the passing of the Bill; and to extinguish all rights of way, commonable and other rights in, over, under, or in relation to the said lands, or any of them. The additional lands so intended to be acquired by the Company are:—

Additional Lands at Finsbury Park:—Certain lands in the parish of St. Mary, Islington, in the county of London, bounded on the south-east, south-west, and east by the property of the Company, and on the west by Isledon Road, extending from north to south about 200 feet.

Additional Lands at Hornsey:—Certain lands in the parish of St. Mary, Hornsey, in the county of Middlesex (that is to say):—

(a) A triangular piece of land adjoining the west side of the sidings of the Company at the coal stage at Hornsey Station, and extending from Tottenham Lane (near the Railway Hotel) for a distance of about 220 yards in a southerly direction;

(b) Also a triangular piece of land adjoining the west side of the land of the Company adjoining the sidings on the down side of the line at Ferme Park, and situate between points respectively about 60 yards and 270 yards north of the north end of Uplands Road.

Certain other lands in the said parish of St. Mary, Hornsey, lying between the eastern boundary of the Company's property and a line parallel to and about 20 yards west of the west side of Clarendon Road.

Certain lands in the parish of Tottenham, in the county of Middlesex, bounded on the south and west by the property of the Company, and lying between the Hornsey Gas Works and Western Road.

Certain other lands in the said parish of Tottenham, bounded on the west by the main line of the Company, on the east by Western Road, on the south by Middleton Road, and extending northwards for about 160 feet.

Lands at Biggleswade:—Certain lands in the parish of Biggleswade, in the county of Bedford (that is to say:—

(a) A triangular piece of land adjoining the western boundary of the Company's Biggleswade Station Yard, and extending from a point in that boundary about 233 yards measured in a southerly direction from the south end of the goods shed to another point in the same boundary, about 83 yards measured in a south-westerly direction from the south end of the said goods shed;

(b) Certain lands adjoining the eastern boundary of the Company's Biggleswade Station Yard, and extending from a point in the said boundary nearly opposite the north signal box, to another point in the same boundary at the south-west corner of the field numbered 192 on the 1855 Ordnance map of that parish;

(c) Certain other lands adjoining the said eastern boundary of the Company's Biggleswade Station Yard, and extending from the rear of the houses in Back Street to a point in the said boundary nearly opposite the North Signal Box.

Additional lands at Doncaster:—

(a) Certain lands in the township of Balby-with-Hexthorpe, in the parish of Doncaster, in the said West Riding, bounded on the south-west partly by the property of the Company, partly by the property of the Great Eastern Railway Company, and partly by the property of the London and North Western Railway Company, and lying between the disused entrance to Decoy Wood and the junction of Black Bank and Decoy Bank;

(b) Certain other lands in the said township of Balby-with-Hexthorpe and parish of Doncaster, bounded on the south-west by land belonging to the Great Eastern Railway Company, on the south-east by Red Bank, and on the east by Decoy Bank, and on the north-west by Ten Pound Walk.

(c) Certain other lands in the said township of Balby-with-Hexthorpe and parish of Doncaster, bounded on the south-east by Ten Pound-walk, and on the north by Doncaster Cemetery, and lying between the south-east of Carr Lane and the allotment gardens lying between Ten Pound-walk and Whitham-street.

Additional Lands at Wrenthorpe:—Certain lands in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the said West Riding:—

(a) A strip of land adjoining the west side of the West Yorkshire Railway of the Company, and lying between Potoven's Lane and the public road leading from Wakefield to Bradford;

(b) A piece of land adjoining the east side of the same railway, and extending from the occupation level crossing north of Potoven's Lane to and partly bounded by the said public road.

Additional Lands at Lofthouse:—Certain other lands in the township of Stanley-cum-Wrenthorpe, in the parish of Wakefield, in the said West Riding, situated on the west side of the West Yorkshire Railway of the Company, and adjoining Lofthouse Station, and extending from the south-west side of the public road leading from Newton Lane End to Thorpe-on-the-Hill to a point 250 yards measured in a southerly direction along the western boundary of the said railway from the said public road.

Certain other lands in the said township of Stanley-cum-Wrenthorpe, bounded on the east and south by the property of the Company, on the south-west by the public road leading from Newton Lane End to Thorpe-on-the-Hill, and on the north-west by a field belonging to the Governors of the Free Grammar School of Queen Elizabeth at Wakefield.

Additional Lands at Armley:—Certain land in the township of Armley, in the parish of Leeds, in the said West Riding, situated on the north side of the Leeds, Bradford, and Halifax Railway of the Company, and adjoining the public road known as Whingate, on the north-east side thereof, and about 44 yards north-west of the centre of the bridge carrying Whingate over that railway.

Additional Lands at Ossett:—Certain land in the township of Ossett-cum-Gawthorpe, in the parish of Dewsbury, in the said West Riding, bounded on the north-west by the Ossett Station Yard of the Company, and on the south-west by the north-east side of Station-road, the said land measuring about 50 feet from north-east to south-west, and about 10 feet from north-west to south-east.

Additional Lands at Cutler Height:—

(a) A strip of land in the said township of Pudsey, in the parish of Calverley, about 120 yards wide throughout, situate on the north-eastern side of the Railways No. 5 and No. 6, authorised by the Great Northern Railway (Various Powers) Act, 1885, and now in course of construction, and extending from a point about 130 yards east of the occupation road leading to Tyersall House to the junction of the said Railway No. 6 with the Gildersome Branch of the Great Northern Railway.

(b) Also a strip of land (in the same township or parish) about 32 yards wide throughout, situate on the southern side of the said Railway No. 5, authorised by the Great Northern Railway (Various Powers) Act, 1885, and extending from Tyersall Lane to a point about 130 yards east of the said occupation road leading to the said Tyersall House.

(c) Also a triangular piece of land situate in the same township and parish, and included between the said authorised Railways No. 5 and No. 6 and the said Gildersome Branch Railway.

Additional Lands at North Bierley:—

(a) A triangular piece of land in the township of North Bierley, parish of Bradford, in the said West Riding, situate between the north-western fence

of the branch railway now in course of construction from Low Moor to Dudley Hill (being "Dudley Hill to Low Moor Railway No. 1," authorised by the Great Northern Railway Act, 1883), and Merrydale Road, and extending from a point about 100 yards south-west of the bridge carrying Back Lane over that railway for a distance of about 200 yards in a south-westerly and westerly direction.

(b) Also a strip of land in the said township of North Bierley, on the south-easterly side of the said branch railway, commencing at the said bridge and extending along the said Back Lane for about 163 yards, and thence for a distance of about 490 yards in a south-westerly direction parallel with and at a distance of about 100 yards from the south-eastern fence of the said Dudley Hill to Lower Moor Railway No. 1.

Powers to the West Riding Railway Committee.—To authorise the purchase by the West Riding Railway Committee of the lands next hereinafter described, and to extinguish all rights of way, commonable and other rights in, over, under, or in relation to the said lands, or any of them (that is to say):—

A strip of land in the parish of Crofton, in the said West Riding, situated on the south-west side of the Crofton Branch Railway, belonging to the West Riding Railway Committee, and between the mile posts denoting $\frac{3}{4}$ mile and 1 mile respectively from Hare Park Station.

To authorise the Company to hold, furnish, stock, maintain, carry on, and manage in connection with their railway, and, as part of their undertaking, the Victoria Hotel and Refreshment Rooms connected therewith, at Bradford, in the said West Riding.

To exempt the Company and the Midland Railway Company respectively from their liability, under Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase the whole of any lands for the purposes of the Bill.

To empower the Company to alter the provisions of Section 18 of the Great Northern Railway (Capital) Act, 1890, providing that the holders of preferred converted ordinary stock and deferred converted ordinary stock shall be entitled to such number of votes in respect thereof as the nominal amount of ordinary stock represented by such stocks would have entitled them to, previous to the conversion of the ordinary stock of the Company into preferred and deferred stocks by the said Great Northern Railway (Capital) Act, 1890, or to repeal the said section and make other provisions in lieu thereof with respect to the voting of holders of the said stocks at meetings of the Company.

To authorise the Company to appropriate any lands for the time being belonging to them, for the erection thereon of, and to erect, dwellings for the labouring classes, and to appropriate for such dwellings any buildings for the time being belonging to them, and to sell or let such buildings.

To enable the Company, with respect to lands acquired by them alone, and the Company and any other company with whom they jointly hold any lands under the powers of any Act relating to the undertaking of the Company, or of such other company or companies, to retain and hold such of those respective lands as are not yet used or applied by them respectively, for a term or terms to be prescribed by the Bill,

notwithstanding anything contained in the 127th and subsequent sections of the Lands Clauses Consolidation Act, 1845; and to enable the Company, or the Company and such other company or companies, to demise any of the said lands for building or other purposes.

The Bill will or may provide that all or some of the new roads, footpaths, and diversions of roads shall be maintained and repaired by the same bodies or persons who now maintain and repair the roads and footways for which the same will be respectively substituted; and it will or may provide, as respects the said intended railways, that the Company and the Midland Railway Company, or either of those Companies, shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road or street which shall be carried over the said railways by a bridge or bridges, or the immediate approaches thereto, the levels of which road or street shall not be permanently raised.

To empower the Company and the Midland Railway Company respectively, to apply to the purposes of the Bill to be carried into execution by those Companies respectively, and by the West Riding Railway Committee, any capital, funds, and money belonging to or authorised to be raised by those Companies respectively, or by the said Committee, or which are or may be under the control of the directors of the respective Companies or Committee.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will or may enlarge or amend the powers and provisions of all or any of the Acts hereinbefore referred to, and also of the following local Acts, viz.: 9 and 10 Vict., cap. 71, and any other Acts relating directly or indirectly to the Great Northern Railway Company or their undertaking; 7 and 8 Vict., cap. 18, and any other Acts relating directly or indirectly to the Midland Railway Company or their undertaking; the West Riding and Grimsby Railway (Transfer) Act, 1866, and any other Acts relating directly or indirectly to the Company, and the Manchester, Sheffield, and Lincolnshire Railway Company jointly or to the West Riding Railway Committee.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and other works, and the lands and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and also an Ordnance map with the lines of railway delineated thereon, so as to show their course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection, as regards the works to be executed and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices, also hereinafter mentioned (that is to say):—For the county of Nottingham at Newark, the county of

Derby at Derby, the county of Middlesex at Broad Sanctuary, Westminster, the county of Bedford at Bedford, the parts of Kesteven, in the county of Lincoln, at Stamford, the county of London at Clerkenwell, the West Riding of the county of York, at Wakefield, the parts of Holland, in the county of Lincoln, at Boston. And on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, and in the case of an extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode. Excepting that with respect to the parish of St. Mary, Islington, the deposit for such parish will be made with the vestry clerk of such parish at the Vestry Hall, Upper-street, Islington.

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 12th day of November, 1892.

NELSON, BARR, and NELSON, 29, Abingdon-Street, Westminster, S.W.; and 4, South-parade, Leeds, Solicitors.

DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

Aire and Calder Navigation.

(Repeal or Variation of Provisions of Barnsley Canal Acts, and New Provisions as to Mines and Minerals under that Canal; Making of New and Alteration of Existing Agreements, Release of Claims and Abatement of Actions, &c.; Entry upon Lands in Case of Subsidence of Canal, &c.; Compensation; Closing Upper Portion of Barnsley Canal; Repeal of Provisions as to Width, &c., of Barnsley Canal, and Enrolment of Deeds; Extension of Time for Purchase of Lands for New Canal Authorised by the Aire and Calder and River Dun Navigations Junction Canal Act, 1891; Stopping-up and Vesting in Undertakers of Former Approaches to Whitley Bridge; Agreements or Provisions in Relation to Foreshore, &c., of River Ouse; Application of Funds; Incorporation and Amendment of Acts, and other purposes.)

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

1. To repeal, vary, or amend or suspend or limit the operation of the provisions or some of the provisions of the Act (Local) 33 George III, cap. 110, relating to the Barnsley Canal, by which that canal was authorised, and of any other Act or Acts relating to that canal, and to make new provisions with respect to the working, entry upon, and inspection of mines and minerals, or some of them, under, near, or adjoining such canal and the banks and towing-paths thereof, and the railways or roads, reservoirs and works, connected therewith, or some part or parts thereof, and to the rights and liabilities of the owners, lessees, and occupiers and workers of such mines and minerals and the Undertakers of the Navigation of the Rivers of Aire and Calder in the West Riding of the county

of York (hereinafter called "the Undertakers") respectively with respect to the working, leaving, entry and inspection of or otherwise relating to such mines and minerals, and for regulating the mode and extent of such working, and the liability of the said parties respectively for damage or injury to the said canal and works thereof, or mines and minerals and other matters, and to sanction, confirm and give effect to any agreement or agreements which have been or may be made between the Undertakers and any such owner or class of owners, lessees and occupiers, or workers of such mines and minerals, or any of them, with respect to any such matters, and to authorise and empower the Undertakers and such persons to enter into and give effect to any such agreements.

2. To alter or rescind any existing agreements or arrangements between the Undertakers and any such parties with regard to the working, inspection, or otherwise of mines and minerals under, near, or adjoining the said canal, and to provide for the discontinuance, stay, or suspension in such manner and on such terms as the Bill may prescribe, of all actions and legal and other proceedings by or against the Undertakers or their trustees, and for the release or waiver by the Undertakers and the owners, lessees, and occupiers of such mines and minerals respectively of all claims for damages, losses, compensation, and expenses in respect of any mines or minerals, or the working thereof.

3. To authorise the Undertakers under such conditions and in such events as the Bill may prescribe to enter upon, take, and use from time to time any lands necessary to enable the Undertakers to execute works or to do things for remedying or preventing subsidence of the said canal and the banks and towing paths thereof, and the railways, roads, bridges, reservoirs, and works connected therewith or any part or parts thereof, and to keep up the level of the waterway of the said canal or the height of any of the banks and towing paths, bridges, or works thereof.

4. To make provisions with respect to the payment for or compensation to be made by the Undertakers in respect of entering upon or interfering with or stopping of the working of any such mines or minerals or for any damage or injury arising thereto from flooding or otherwise, and for the taking and using of lands as aforesaid, and with respect to the liability of any owners, lessees, occupiers or workers of any such mines or minerals for damages, compensation, or expenses for improper working thereof, contrary to the provisions of the Bill or for making good or preventing injury to the canal and works arising therefrom.

5. To authorise and empower the Undertakers to discontinue for the purposes of navigation the portion of their Barnsley Canal lying between Barnby Basin (including that basin) and Barugh Lower Lock and the locks, towing-paths, and other works thereof, or part thereof, and to relieve the Undertakers from all liability or obligation to maintain such portion of canal and works as a navigation, and to empower the Undertakers to appropriate and use the site thereof, and all lands and works connected therewith, for any purpose connected with their undertaking, or to stop up and close the said portion of canal, and to sell, let, or dispose of the same, and to extinguish all rights of way or user, and other rights and easements affecting the said portion of canal, and the bed, banks, towing-paths, locks, and works thereof.

6. To repeal, alter, or amend Section 14 of

the Act 33 George III, cap: 110, with regard to the breadth of canal towing paths and works and so much of Section 19 as relates to the enrolment of contracts, agreements, sales, exchanges, conveyances, and assurances or other deeds with the Clerk of the Peace for the West Riding of the county of York, and if thought fit, to make new provisions in respect thereof.

7. To extend the time limited by the Aire and Calder and River Don Navigations Junction Canal Act, 1891, for the compulsory purchase of lands for the construction of the new canal thereby authorised, and works connected therewith, which canal, lands, and works are, or will be, situate in the parishes and places following, or some of them, namely, the townships of Barnby-upon-Don, Kirk Bramwith, Moss Fishlake, Sykehouse and Snaith, and Cowick, and parishes of Barnby-upon-Don, Kirk Bramwith, Fishlake, and Snaith, all in the West Riding of the county of York.

8. To empower the Undertakers to stop up and discontinue as a public highway any portions of the approaches to Whitley-bridge, in the townships of Egborough, Kellington and Whitley, or some of them, in the parish of Kellington in the said West Riding, which are or may be rendered or become unnecessary for the highway by reason of the alteration by the Undertakers of the said bridge and approaches, and to extinguish all rights of way and other rights in and over such portions of road to be stopped up, and to appropriate the site and soil of the said portions of road for the purposes of, and to vest the same in the Undertakers or their trustees.

9. To authorise the Undertakers or their trustees and the owners of lands abutting upon the River Ouse to enter into and carry into effect agreements and arrangements with regard to the foreshore or bed of such river between such lands, and the training walls and works authorised and constructed or which may be constructed by the Undertakers by and under the powers of the Ouse (Lower) Improvement Act, 1884, in that river, and the user and enjoyment thereof or the transfer or conveyance thereof to such owners, and the release of any rights or claims of such owners in respect thereof. And to make any such agreement or arrangement entered into by the owner for the time being of such lands or foreshore, or by a trustee or limited owner binding upon his heirs in estate or heirs and assigns, or to make provisions in the Bill in relation to such matters, and to sanction, confirm, and give effect to any such agreements or arrangements already made or which may be made in connection with such foreshore.

10. To authorise the Undertakers to apply for the purposes of the Bill any funds belonging to them, or to raise by mortgage or the creation and issue of debenture stock or otherwise, and apply for such purposes further money, or raise and apply for such purposes as aforesaid any money which under any Act relating to their undertaking they have now power to raise, and are not required for the other purposes of their undertaking.

11. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer, vary, or extinguish other rights and privileges.

12. To incorporate with the Bill, with or without such variations as may be thought expedient, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and

1869, and the Railways Clauses Act, 1863, or of any Acts amending the same or some of those Acts.

13. To alter, amend, extend and repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the before mentioned Acts, and of the Acts following among others, viz., (local) 10 and 11 Will. III, cap. 19, 14 Geo. III, cap. 96, 48 Geo. III, cap. 13, 1 Geo. IV, cap. 39, 9 Geo. IV, cap. 98, 34 and 35 Vic., cap. 195, 52 and 53 Vic., cap. 32, and any other Act or Acts relating to the Undertakers 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 15th day of November, 1892.

KILLICK, HUTTON and VINT, Bradford,
Solicitors for the Bill.

GRAHAMES, CURREY and SPENS,
30, Great George-street, West-
minster, Parliamentary Agents.

In Parliament.—Session 1893.

Whitstable Oyster Fishery Company.

(Reconstitution of Company; Power of Sale and other Provisions; Dissolution and Reincorporation of Company; Regulation of Affairs of Company and of its Members; Amendment of Acts.)

NOTICE is hereby given that the Company of Free Fishers and Dredgers of Whitstable, in the county of Kent (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for the following purposes, or some of them, that is to say:—

To provide for the reconstitution of the Company under the provisions of the Companies Clauses Consolidation Acts, or otherwise, with limited liability and a capital divided into shares, and to authorise the Company to issue, sell, or otherwise dispose of any of such shares, or to distribute the same amongst its members or prospective members, or other persons, or otherwise to deal therewith as may be provided by the intended Act; to prescribe the rights and interests of the members or prospective members or other persons in the capital, property and assets of the Company; to make provision as to the payment of the loan and other debts of the Company, and to release the members from personal liability in respect thereof, and if and so far as may be necessary to dissolve and re-incorporate the Company.

To empower the Company to sell, lease, or otherwise dispose of the Fishery at Whitstable, in the county of Kent, heretofore carried on and enjoyed by the Company or the members thereof, and all the rights of fishing and other rights, powers, easements, privileges and advantages belonging to or exercisable by the Company and the members thereof for the time being, together with the manor or royalty acquired by the Company under the authority of the Act of the thirty-third year of His late Majesty King George the Third, intituled: "An Act for incorporating the Company of Free Fishers and Dredgers of Whitstable, in the county of Kent, and for the better ordering and government of the Fishery" (hereinafter referred to as "the said Act"), and all the lands, buildings, property, estate and effects of the Company and the members thereof, and either together or in parts, and either subject to or freed from all or some of the obligations, conditions, or liabilities now attaching thereto, and either to a new Com-

pany to be constituted for the purpose, or to any such other Company, body, persons or person, and upon such terms or for such consideration as may be authorised or provided by the intended Act.

To make provision with reference to the distribution of the proceeds of any such sale, lease, or other disposition as aforesaid, and of the assets and moneys of the Company, to and amongst all or some of the present and prospective members thereof, or other persons, in such manner, and at such time or times, and on such terms, and with such restrictions and limitations as may be prescribed or provided for by the intended Act, and for the winding up and dissolution of the Company.

To make further provisions with reference to the regulation of the affairs of the Company, the abolition or restriction of the rights of apprenticeship and future admission of members, and the exercise by the members of the Company of rights of fishing and dredging, and to vary or extinguish all or any of the rights or privileges connected with the said Fishery, and the lands and property of the Company which would or might in any manner impede or interfere with the objects of the intended Act, or any of them, or which it may be necessary or expedient to vary or extinguish, and to confer other rights and privileges.

To amend or repeal all or some of the provisions of the said Act, and of any other Act or Acts relating to the Company.

On or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 18th day of November, 1892.

WILSON, BRISTOWS and CARPMAEL, 1,
Cophthall-buildings, London, E.C., Soli-
citors for the Bill.

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

In Parliament.—Session 1893.

London, Deptford, and Greenwich Tramways.

(Extension of Time for Construction of Authorized Tramways; Further Powers to Company and to London County Council and Greenwich District Board of Works, with respect to Authorized New Street from Evelyn-street to Creek-road, Deptford; and with respect to Creek-bridge, Deptford; and Agreements with reference thereto; Further Power as to Sale and Lease of Tramways to and from Local and Road Authorities; and Application of Purchase Moneys and Release of Deposit; Transfer to said Council or Board or other Road Authority of Powers to Construct Tramways; Power to use Electrical and other Mechanical Motive Power other than Steam; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Deptford, and Greenwich Tramways Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To extend the time limited by the Southwark and Deptford Tramways Act, 1889, and the London, Deptford, and Greenwich Tramways Act, 1891, for the completion of the works authorized by those Acts respectively, and to make further provision with regard to the release of the deposit fund

referred to in sections 36 and 37 of the last-mentioned Act.

To make further provision and confer further powers upon the Company and the London County Council, and the Greenwich District Board of Works with respect to the new street, bridge and works mentioned in section 5 of the said Act of 1891, and the contributions towards the costs thereof therein mentioned, and to authorize and make provision for the advance to the Company by the said Council and District Board or either of them, of all or some of the moneys which the Company are by section 25 of the said Act authorized to borrow, and for the repayment of such moneys by the Company.

To make further provision with respect to the sale by the Company to the said Council or District Board or other local or road authority of their existing and authorized tramways, and to the lease thereof to the Company, and to empower the Company to take leases of such tramways from such Council, Board, or Local Authority, and to enter into agreements with such authorities with regard to the user and working of such tramways, and to extend the provisions of sections 19 and 44 of the Tramways Act, 1870, to all or any tramways of the Company, whether completed or authorized, and if thought fit to transfer or provide for the transfer to the said Council and District Board or either of them, or to any other road authority, of all or some of the powers, rights, privileges, and duties of the Company in relation to the construction and maintenance of the tramways and works authorized by the said Acts of 1889 and 1891, in such manner and upon such terms and conditions as may be agreed upon or may be prescribed or provided for by the intended Act, and to relieve the Company from all liabilities and obligations in respect thereof, and to make provision for the repayment by the Company to the said Council and District Board or either of them, or to any other road authority, of all or any of the moneys expended by them upon the construction of the said tramways, and to make provision for the release and payment out of court of the deposit fund in respect of the tramways authorized by the said Act of 1891.

To make provision with respect to the application of any moneys to be received by the Company on a sale of their Undertaking, or any part thereof, and the payment thereof of the costs, charges, and expenses incurred by the Company in relation to the promotion of the Bills for the said Acts of 1889 and 1891 and the intended Act.

To empower the Company and the said Council and District Board, or any two of them, to enter into and carry into effect agreements with respect to the matters aforesaid, or any of them, and to confirm and give effect to any such agreement which may have been, or may be, made prior to the passing of the intended Act.

To authorize and sanction the use from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the intended Act, upon the Undertaking of the Company, or such part thereof as may be authorized or prescribed by the intended Act, of such electrical cable or other mechanical power, fixed or mov-

able, other than steam, in substitution for, or in addition to animal power, as may be prescribed or authorized by the intended Act, and to empower the Company to hold and acquire patent and other rights or licenses, to use patent rights in relation to any such mechanical power as aforesaid, and to authorize agreements between the Company and the owners, lessees, or licenses of any such rights with respect to the supply of such mechanical power, and otherwise with respect to the matters aforesaid, or any of them, and if thought expedient to alter, amend, extend, or enlarge some or all of the provisions of section 43 of the said Act of 1889, and section 44 of the said Act of 1891.

To empower the Company on the one hand, and the said Council and the several vestries, District Boards of Works, and other bodies having respectively the control or management of any streets or roads along which any of the tramways of the Company are laid, or are authorised to be laid, or any of them, on the other hand, to enter into and carry into effect, agreements with respect to the use of any such mechanical power, and to confirm and give effect to any such agreement which may have been, or may be entered into prior to the passing of the intended Act.

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, 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 several Acts hereinbefore mentioned, and the Southwark and Deptford Tramways Act, 1879, and any other Act or Acts relating to the Company.

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

Dated this 18th day of November, 1892.

SUTTON, OMMANNEY, and RENDALL,
3 and 4, Great Winchester-street,
London, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1893.

Metropolitan Outer Circle Railway.

(Abandonment of Railway; Release of Deposit; Winding up and Dissolution of Company; Repeal or Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the next Session, for an Act for the following purposes, or some of them (that is to say):—

To authorise the abandonment of the railways and works authorised by The Metropolitan Outer Circle Railway Act, 1888, and to release the Metropolitan Outer Circle Railway Company (hereinafter called "the Company") from all liabilities, penalties, forfeitures, and obligations for the non-completion thereof.

To annul all contracts and agreements entered into by or on behalf of the Company with reference to the said railways and works, and to provide for the release and repayment or

transfer to the person or persons, or the majority of the persons named in the Warrant or Order referred to in Section 5 of the Metropolitan Outer Circle Railway (Extension of Time) Act, 1891, or to their assigns by the Chancery Division of the High Court of Justice in England, of all moneys or stock deposited in respect of the application to Parliament for the said Act of 1888, and now remaining in Court as security for the completion of the said railways and works, together with all interest or dividends which may have accrued on such moneys or stock.

To make all provisions incidental to or necessary for the purposes aforesaid, to vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

To provide for the winding up of the affairs and the dissolution of the Company and the discharge of their debts and liabilities, and to repeal, vary, alter, or amend the Metropolitan Outer Circle Railway Act, 1888, and the Metropolitan Outer Circle Railway (Extension of Time) Act, 1891.

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

Dated this 12th day of November, 1892.

BIRCHAM and Co., 46, Parliament street, S.W., Solicitors.

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

In Parliament—Session 1893.

Goole and District Gas and Water.

(Acquisition of Lands for and Erection of New Gasworks, and Laying of Gas Mains, &c.; Continuance or Removal of Existing Gas Works; Disposal of Sites thereof; New Waterworks and Road; Acquisition of Lands for same and other purposes; Stopping-up portion of Road; Taking, &c., of Water; Easements; Opening, &c., of Roads and Streets, &c., for Gas and Water Mains; General Powers; Rates and Charges; Powers as to Supply of Electricity, &c.; Purchase of Undertaking by Goole Local Board; Revival and Extension of Time for Construction of Old Goole Water Tower; Application of Company's Funds; New Capital; Power for Undertakers of Aire and Calder Navigation and Goole Local Board to Subscribe and Take Shares in Company; Application of their Funds; Power for Undertakers and Local Board to Raise or Borrow Money; Provisions as to Directors, Proxies, &c.; Incorporation and Amendment of Acts; and other purposes.)

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

To authorise the Goole and District Gas and Water Company (hereinafter called "the Company") to purchase, take on lease, or otherwise acquire by compulsion or agreement, and to hold and use for the purposes of their undertaking all or some of the following lands, that is to say:—

(A) A piece of land containing five acres, or thereabouts, situate in the township of Rawcliffe, in the parish of Snaith, in the West Riding of the county of York, and adjoining the Rawcliffe Bridge Pumping

Station of the Company, and bounded on the south in part by the said pumping station, and in other part by the property of the Undertakers of the Navigation of the Rivers of Aire and Calder, in the West Riding of the county of York (hereinafter called "the Undertakers") on the northern bank of the Knottingley and Goole Canal; on the east by an imaginary straight line drawn parallel to the eastern end of the said Pumping Station in a northerly direction, for a distance of five hundred and two feet, from a point on the northern boundary of the said property of the Undertakers, about three hundred and fifty-two feet eastward of the south-eastern corner of the said Pumping Station; on the north by an imaginary straight line drawn at right angles to the line forming the eastern boundary for a distance of four hundred and seventy-two feet westward or south-westward from the termination of such last-mentioned line; and on the west in part by an imaginary straight line drawn at right angles to the line forming the northern boundary southward from the termination of such last-mentioned line to the northern side of the said Pumping Station, and in other part by the eastern end of such Pumping Station.

(B) A piece of land in the same township and parish, forming the site of the roadway into the Rawcliffe Bridge Pumping Station of the Company from Bridge-lane, and extending from the said Pumping Station to Bridge-lane.

(C) A piece or pieces of land situate in the townships of Rawcliffe, Armin (otherwise Airmyn), and Hook, all in the said parish of Snaith, being part of the northern foreshore and bank of the Dutch River, and extending from the bridge carrying Bridge-lane over the Dutch River, known as Rawcliffe Bridge, to the south end of Capstan-street, in the township of Hook.

To authorise the Company to construct, erect, lay down, and provide, and from time to time to maintain, alter, improve, enlarge, extend, renew, and discontinue upon the lands (A) above described, and on the land next hereinafter mentioned, gasworks and works for the manufacture, storage, distribution and supply of gas, and for the manufacture, conversion, utilisation, storage, and distribution of residual products arising from or connected with the manufacture of gas and of materials used in or about the same, and to empower the Company on and from such lands to manufacture, store, and supply gas, and to manufacture, convert, utilise, store, and distribute such residual products and materials as aforesaid.

The land last hereinbefore mentioned consists of:—A piece of land containing one acre and two roods or thereabouts, situate in the said township of Rawcliffe and parish of Snaith, and forming the site of the Company's Rawcliffe Bridge Pumping Station, bounded on the southern side by the property of the Undertakers on the northern bank of the Knottingley and Goole Canal, and on the western side and part of the northern side by property belonging or reputed to belong to Ralph Creyke, and on the remaining part of the northern side and on the eastern side by other property belonging or reputed to belong to the said Ralph Creyke, being the property (A) above described.

To authorise the Company to continue their existing gasworks in the townships of Goole

and Hook in the said parish of Snaith, or to discontinue and remove the same or any part thereof, or to retain, hold and use the site or sites thereof for any purposes of their undertaking, or to sell, lease, exchange, or otherwise dispose of the same or of any other lands for the time being belonging to them and not required for their undertaking.

To empower the Company in, under, along, or upon the lands (B) and (C) above described, to construct, lay down, and from time to time maintain, renew, alter, enlarge, repair, and remove mains, pipes, syphons, valves, valve houses, governors, governor houses, culverts, drains and other works for the conveyance, transmission, regulation or supply of gas for distribution or use within the Company's limits of supply.

To empower the Company to construct and maintain the following works in connection with their water undertaking, viz. :—

- (1.) A pumping station, with a well, tank or tanks, engines and pumps, and all other necessary works in connection therewith (hereinafter called "the Southfield Pumping Station"), to be situate in the township of Snaith and Cowick, in the parish of Snaith, on the north side of and adjoining the property of the Undertakers on the northern bank of the Knottingley and Goole Canal, about 17 chains westward of the west side of the Southfield Bridge House of the Undertakers.
- (2.) An aqueduct or line of pipes, to be situate in the township of Snaith and Cowick, and the township of Rawcliffe, in the parish of Snaith, commencing at the said Southfield Pumping Station, at a point about 17 chains westward of the west side of the said Southfield Bridge House, and terminating by a junction with the Company's line of pipes No. 1, authorised by the Goole and District Gas and Water Act, 1881 (hereinafter called "the Act of 1881"), at a point about 40 feet south-westward from the extreme south-east corner of the pumping house of their Rawcliffe Bridge Pumping Station.
- (3.) A new road in the township of Snaith and Cowick and parish of Snaith, commencing by a junction with the existing occupation road along the northern side of the Knottingley and Goole Canal, at a point about 19 chains westward from the west side of the said Southfield Bridge House, and terminating by a junction with the existing occupation road leading to Park House, at a point about 121 yards north-westward from the north-west corner of the said Park House.

Together with all proper pumping engines, shafts, wells, tanks, towers, sluices, gauges, drains, conduits, culverts, channels, cuts, adits, roads, approaches, embankments, apparatus, meters, meter houses, valves, valve houses, pumps, machinery, works and conveniences connected with or necessary or convenient for the sinking for, pumping, raising, obtaining, collecting, storing, filtering, cleansing, or distributing water, or repairing, conducting, or managing the waterworks and water supply of the Company.

To empower the Company to deviate from the lines and levels of the intended works as shown on the plans and sections thereof to be deposited as hereinafter mentioned to any extent which may be defined on the plans or prescribed by the Bill.

To authorise the Company to purchase, take

on lease, or otherwise acquire by compulsion or agreement lands, houses, springs, streams, waters, and other hereditaments and easements in and over lands, houses, springs, streams, waters, and other hereditaments for the purposes of the said works and other purposes of their undertaking, and the Bill will or may vary or extinguish all rights of way and easements, or other rights or privileges connected with any such lands, houses, springs, streams, waters and hereditaments.

To empower the Company to stop up so much of the said existing occupation road along and alongside of the northern bank of the Knottingley and Goole Canal as lies to the east of the point of commencement of the intended new road which is to be made in substitution thereof, and to make provisions for the regulation and user of such new road, and the maintenance thereof by the Company or the parties now liable to maintain the existing road, or such other parties, and in such manner as may be prescribed by the Bill.

To empower the Company to take, collect and divert into the intended waterworks, and therein impound and to appropriate, use and distribute the waters of any springs or streams on, in, under or near the site of the said intended waterworks, or any of them, or which can be collected or taken by means thereof, or on, in, or under any lands to be acquired by or for the time being belonging to the Company.

To empower the Company to acquire compulsorily or by agreement easements or way leaves in, through, under or over any lands or hereditaments for the purposes of laying and maintaining the said intended aqueduct or line of pipes and other gas and water mains, pipes, valves, governors and other works, and works connected therewith in lieu of acquiring such lands or hereditaments.

To authorise the Company to lay down, maintain, alter, enlarge, repair and remove mains, pipes, culverts, syphons, valves, valve houses, governors and governor houses, drains, and other works for the conveyance, distribution, regulation, and supply of gas and water in, through, across, along, and under, and to cross, open, break up and divert, stop up or otherwise interfere with, either temporarily or permanently, any lands, highways, streets, public or private roads, footpaths, bridges, canals, navigations, docks, streams, watercourses, railways, tramways, water-pipes, sewers, drains, rivers, and other passages and places, and to confer on the Company the same powers of laying down and maintaining mains, pipes, and apparatus in streets and roads laid out or made but not dedicated to the public, as they from time to time possess in respect of public roads, and all necessary and usual powers for the construction and maintenance of gas and water works.

To empower the Company to demand, take, and recover rates, rents, and charges for the supply of gas and water and residual products, and other matters and things, and for the sale and hire of gas and water meters and fittings and gas stoves, and other gas and water machinery appliances and apparatus.

To alter existing rates, rents, and charges; to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

To confer upon the Company power to make applications for power to supply electricity, and to apply their funds for that purpose, and for the purposes of such supply, and to supply

electricity, and erect, acquire, and provide works and appliances, and enter into contracts, and do all necessary acts in connection therewith.

To provide that the works proposed by the Bill shall form part of the undertaking of the Company, and to apply the provisions of the Act or Acts relating to the Company to such new works, and the supply of gas and water therefrom, and to the undertaking of the Company as enlarged and extended by the Bill, and to extend the power of sale and purchase of the Company's undertaking to and by the Goole Local Board under the Act of 1881 to the undertaking as so enlarged and extended, and to the powers proposed to be conferred on the Company by the Bill.

To revive and extend the time limited by the Act of 1881 for the construction and completion of the Old Goole Water Tower in the township of Goole in the said parish of Snaith authorised by that Act.

To enable the Company to apply for all or any of the purposes of the Bill any funds or moneys belonging to them or which they have power to raise, and for those purposes and the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential or both) and by borrowing on mortgage or by issue of debenture stock or otherwise.

To authorise or require the Undertakers or their trustees on their behalf and the Goole Local Board (hereinafter called the Local Board) respectively or either of them to subscribe to the additional capital of the Company authorised to be raised by the Bill or to take shares or stock in such capital to such amount and on such terms and conditions as may be prescribed by the Bill and to define and regulate the rights of the Undertakers and the Local Board in respect thereto.

To empower the Undertakers and their trustees to apply for the purposes of the Bill any funds or moneys belonging to the Undertakers, or which the Undertakers are or may be authorised to raise, and to raise or borrow additional money therefor, and to empower the Local Board to apply their funds, property, rates and revenue for the like purposes, and to levy, demand and recover rates, and (in addition or not to any other moneys they may be empowered to borrow) to borrow and reborrow money for any of the purposes of the Bill, or to enable them to carry any of the powers or provisions thereof into effect upon the security of any of their rates, revenues or property (including, if thought fit, any shares, stock or other interest of the Local Board in the undertaking of the Company) either by mortgage or by the issue of debentures or debenture stock, or annuity certificates under the Local Loans Act, 1875, or in such other manner and subject to such terms and conditions as will or may be prescribed by the Bill.

To provide for the application of any revenue accruing to the Undertakers or the Local Board from any shares, stock, or interest belonging to them respectively in the undertaking of the Company.

To amend the provisions of the Act of 1881 in respect to the directors of the Company, and their election, appointment, retirement, and rotation, to increase, alter, or reduce their number and qualification, and to make other provisions in connection therewith. To increase, alter, or reduce the number of directors at present appointed or to be appointed by the

Undertakers and the Local Board respectively, and to enable the Undertakers and the Local Board respectively to appoint directors of the Company and persons who may or may not be shareholders in the Company to vote on their behalf at meetings of the Company in respect of any shares or stock held or to be held by them respectively in the Company, and to make other provisions or to alter the rights of the Undertakers and Local Board respectively in connection with such matters.

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

To incorporate with the Bill, with or without such variations and modifications as may be necessary, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869; the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Waterworks Clauses Acts, 1847 and 1863; and the Railways Clauses Consolidation Act, 1845; or any such Acts.

To alter, amend, enlarge, or repeal so far as necessary for any of the purposes aforesaid the provisions of the following Acts (local and personal), viz., the Act of 1881, 10 and 11 Will. III, cap. 19, 14 Geo. III, cap. 96, 1 Geo. IV, cap. 39, and 9 Geo. IV, cap. 98, and any other Acts relating to the Company, the Undertakers, or the Goole Local Board.

Plans and sections describing the lines and situation and levels of the proposed waterworks and road, and the lands, houses, and other property which may be taken for the purposes thereof, and plans of the other lands to be taken compulsorily under the powers of the Bill, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, 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 West Riding of the county of York, at his office at Wakefield, and a copy of the said plans, sections, and book of reference, with a copy of this Notice, will on or before the same day be deposited for public inspection with the parish clerk of the said parish of Snaith, 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 15th day of November, 1892.

GEORGE ENGLAND, Goole, Solicitor.

GRAHAMES, CURREY, and SPENS, 30,
Great George-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1893.

Cheadle Railway Mineral and Land Company,
Limited.

(Extension of time for the completion of the Railway and Works authorised by the Cheadle Railway Mineral and Land Company, Limited, Act, 1888, Amendment of Act, &c.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing Session, by or on behalf of the Cheadle Railway Mineral and Land Company, Limited, for leave to bring in a Bill to extend the time limited by the Cheadle Railway Mineral and Land Company, Limited, Act, 1888, for the com-

pletion of the railway and works described in and authorised by that Act, and so far as may be necessary for that purpose to amend, repeal, or extend the provisions, or some of the provisions, of the said Act, and to vary or extinguish all existing rights and privileges inconsistent with, or which would or might interfere with the objects of the intended Bill, and to confer other rights and privileges.

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, 1892.

KEARSEY, HAWES, and WALSH, 35, Old Jewry, London, E.C., Solicitors for the Bill.

BIRCHAM and Co., 46, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1893.

Todmorden Local Board.

Gas Purchases.

(Purchase of the Todmorden Gas Company's undertaking; purchase of gas undertaking and gas property of Fielden Brothers, Limited; purchase of gas undertaking and gas property of Wilson Brothers, Limited; confirmation of agreements for purchase, transfer, and vesting of gas undertakings; dissolution of Gas Company; manufacture, storage, and supply of gas, gas fittings, and residuals by the Local Board; gas lands; rates, rents, and charges, quality and pressure of gas, and testing place; power to borrow money; amendment and incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Todmorden Local Board for the Todmorden Urban Sanitary District, partly in the county of Lancaster and partly in the West Riding of the county of York, but for administrative purposes as defined by the Local Government Act, 1888, entirely within the administrative county of the West Riding of the county of York (hereinafter called the Local Board and the District respectively), for leave to bring in a Bill (hereinafter called the Bill), for all or some of the following purposes or objects (that is to say):—

To authorise the Local Board to purchase and to provide for the transfer to and vesting in the Local Board of the undertaking, works, lands, property (real and personal), rights, powers, privileges, and authorities now belonging or which at the date of the transfer may belong to the Todmorden Gas Company (hereinafter called the Gas Company), for such price or consideration, and upon such terms, conditions, and stipulations as are contained in a certain agreement dated the 18th day of October, 1892, and made between the Gas Company of the one part and the Local Board of the other part, or upon such other terms, conditions, and stipulations as may be agreed upon between the parties, and to authorise the Gas Company to sell and transfer their undertaking, property, rights, powers, and privileges accordingly, and to confirm and carry into effect (with or without modification) the said agreement, or to enact in the Bill the provisions containing or giving effect to the terms of such agreement, with or without modification, and to make all necessary and consequential provisions in regard to such sale and transfer.

To provide for the dissolution and winding-

up of the Gas Company, and for the payment and distribution of the purchase-money or other consideration to the Gas Company, or amongst the shareholders of the Gas Company, and other persons entitled or interested therein.

To authorise the Local Board to purchase and acquire the gas undertakings of Fielden Brothers, Limited, and of Wilson Brothers, Limited, or either of them, or some part or parts thereof, all within the district, and to provide for the transfer of and vesting in the Local Board of all or some of the gasworks, mains, and plant, rights, powers, and privileges of those Companies, and to confirm and carry into effect any agreements entered into prior to the passing of the Act for the acquisition of the said undertakings or either of them or some part or parts thereof respectively.

To extend and define the limits within which the Local Board shall be authorised to supply gas, and to include within such limits the whole of the district (except so much thereof as is comprised within the limits of supply of the Hebden Bridge Gas Company, as defined by the Hebden Bridge Gas Act, 1870), and so much of the townships of Stansfield and Erringden, in the parish of Halifax, in the West Riding of the county of York, as is at present comprised within the limits of the Gas Company, or such other limits as may be defined in the intended Act either within or beyond the limits hereinbefore described.

To empower the Local Board to carry on the undertaking of the Gas Company, and to have and exercise within the limits of supply of the Local Board, the rights, powers, privileges, and authorities of the Gas Company, in as full and ample a manner in all respects as the Gas Company can or may lawfully exercise the same within their present limits, and also to have and exercise all usual and necessary powers conferred on Gas Companies, particularly the power to maintain, alter, and enlarge gasworks, to establish and maintain new gasworks, to break up streets, roads, and places, to lay down, repair, and maintain mains, pipes, and other works, to manufacture, purchase, sell, let, hire, or otherwise deal in meters, stoves, engines, fittings, and other apparatus, articles and things, to acquire, hold, and use patent rights, and licenses thereunder, to sell, supply, and distribute gas for lighting, heating, ventilating, and motive purposes, and at such price or prices, and on such terms, as may be defined in the Bill, to manufacture, sell, and dispose of coal, coke, tar, and the residual products arising, resulting, or obtainable from the manufacture of gas, and such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid as may be thought expedient or proper, and as may be defined in the Bill.

To empower the Local Board to manufacture and store gas, and residual products arising from the manufacture of gas, upon the lands which the Gas Company are now authorised to manufacture and store gas and residuals, and also the following lands (that is to say),

(A) All that plot of land in the township of Stansfield, in the parish of Halifax, in the West Riding of the county of York, now belonging or reputed to belong to, and in the occupation of, the Gas Company, bounded on the northerly side partly by premises belonging or reputed to belong to Mitchell Barnes, partly by premises belonging or reputed to belong to the

Executors of Martha Ashworth, deceased, and partly by the stable and offices of the Todmorden Gas Company, on the westerly side by the private road leading from the Halifax-road to the Todmorden Gas Works, on the southerly side by the plot or parcel of land described in Schedule A to the Todmorden Gas Act, 1871, on part of which is now erected the retort house and yard of the Gas Company, and on the easterly side by a close of land belonging or reputed to belong to Mrs. Elizabeth Ingham, and Mrs. Annie Mary Ingham, or one of them.

(B) All that plot of land (formerly part of the Leeming Hall Estate) in the said township of Stansfield, now held by and in the occupation of the Gas Company, bounded on the northerly side by a street called Pickthall-terrace, on the westerly side by a close of land belonging or reputed to belong to Mr. Benjamin Outram, Mr. Charles Hartnett, and Messrs. George Beauchamp Humphreys and John Fawcett Hirst, or some or one of them, on the southerly side by the Millrace or Tail Goit of Stansfield Mill, belonging or reputed to belong to William Sutcliffe, Esquire, on the easterly side partly by a private road leading from Halifax-road to the Todmorden Gas Works, and partly by land belonging or reputed to belong to William Sutcliffe, Esquire.

(C) All that close of land with the barn and cottage standing thereon situate at Millwood, in the township of Stansfield, in the parish of Halifax, in the West Riding of the county of York, bounded on the northerly side by the Halifax-road, on the westerly side by a close of land belonging or reputed to belong to Messrs. John Henry Maden and Caleb Hoyle, and in the occupation of John Roberts; on the southerly side by the Millrace or Tail Goit of Stansfield Mill, belonging or reputed to belong to William Sutcliffe, Esquire; on the easterly side partly by the road to Pickthall-terrace, and partly by a close of land on which the Gas Company have recently erected works for the manufacture of their residual products, and which first mentioned close of land and barn are now in the occupation of Mr. Abraham Ashworth, and the cottage in the occupation of Mr. John Buck, and belong, or reputed to belong to Mr. Benjamin Outram, Mr. Charles Hartnett, and Messrs. George Beauchamp Humphreys and John Fawcett Hirst, or some or one of them.

(D) All that plot of land situate at Water-side, in the township of Langfield, in the parish of Halifax, in the West Riding of the county of York, on which are placed the gasholders, gas purifying plant, gas exhauster and governor, of Fielden Brothers, Limited, and which plot of land now belongs, or is reputed to belong to, and in the occupation of Fielden Brothers, Limited, bounded on the northerly side by an occupation road and a portion of the weaving shed of the said Fielden Brothers, Limited; on the westerly side by the sizehouse and warehouse and another weaving shed of the said Fielden Brothers, Limited, and on the southerly side by an occupation road and privies adjoining the said weaving shed, and on the easterly side by a vacant

plot of land, the property of the said Fielden Brothers, Limited.

(E) All that plot of land situate at Cornholme, near Todmorden, in the township of Cliviger, in the county of Lancaster, on which are placed the gasholders, retort-houses, boiler-house, naphtha and acid rooms, and yard of Wilson Brothers, Limited, which plot belongs to or is reputed to belong to the Honourable Emily Frances Gordon Lennox (commonly called Lady Alexander Gordon Lennox), and is in the occupation of Wilson Brothers, Limited, and is bounded on the northerly side by the road to Park Side and Brown Birks-farm, on the westerly side by the bobbin works of Wilson Brothers, Limited, on the southerly side partly by a private road to the said works and partly by the charcoal sheds of Wilson Brothers, Limited, and on the easterly side by Wilson-street.

To authorise the Local Board to purchase and take for the general purposes of their gas undertaking other than the manufacture and storage of gas or residuals, such other lands as may be required.

To empower the Local Board to levy rates, rents, and charges for the supply of gas, or for the hire or use of gas meters, stoves and fittings, within the gas limits of the Local Board, and to vary existing rates, rents, and charges, and to empower the Local Board to refuse to supply gas to persons quitting premises without paying their gas and meter rents.

To provide for the giving of notice to the Local Board by the consumer before leaving premises.

To make provision in regard to the quality and pressure of gas to be supplied by the Local Board, and provide a testing place for the same.

To authorise the Local Board to borrow money for the purposes of the Bill upon the security of their gas undertaking, or the revenue thereof, and upon the district fund and general district rate, and upon any other rates or property of the Local Board, or upon any of such securities, and to empower the Local Board to grant and issue Mortgage Debentures and Debenture Stock and Annuities in respect thereof.

To vary and extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the Bill, and to confer upon the Local Board and others, all such other rights, powers, and privileges, and make all such other provisions as may be necessary or expedient for carrying out such several objects.

To repeal, alter, or amend all or some of the provisions of the Todmorden Gas Act, 1871, and to incorporate or apply, with or without amendment, all or some of the provisions of the Lands Clauses Acts, the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Public Health Act, 1875, and the Local Loans Act, 1875, or any Acts amending those Acts.

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

Dated this 10th day of November, 1892.

DAN SUTCLIFFE, Solicitor, Todmorden,
SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1893.

Pontypridd Local Board (Gas).

(Purchase of Undertaking of the Pontypridd Gas Light and Coke Company by, and Vesting of same in, Local Board, and to Confirm any Agreement or Agreements relating to such Purchase; Dissolution of the said Company; Power to Maintain and Continue and Extend Existing, and to Erect New, and other Gasworks; Manufacture of Gas and Residuals; Purchase and Sale of Lands; Stopping Up and Diversion of Footpaths; Extension of Limits of Supply for Gas; Supply of Gas and Fittings in District of Local Board and beyond; Rates and Charges; Agreements with other Sanitary Authorities and Companies as to Supply of Gas; Borrowing Powers; Incorporation and Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Local Board for the District of Pontypridd, in the county of Glamorgan (being the Urban Sanitary Authority for the said district, and hereinafter called the "Local Board"), for an Act for the following purposes, or some of them (that is to say):—

To authorise and empower the Local Board to purchase the undertaking of the Pontypridd Gas Light and Coke Company (hereinafter called "the Company"), and to transfer and vest the same to and in the Local Board, and to enable them to acquire and hold all the undertaking of the Company, and all lands, works, mains, pipes, and other property and effects connected therewith, now belonging to the Company, and to confer all necessary powers in that behalf upon the Local Board and the Company.

To sanction and confirm any contract or agreement made, or which may be made, between the Local Board and the Company, for the said purchase.

To provide for the dissolution of the Company and the winding up of their affairs, and the distribution of their assets amongst the shareholders and other persons entitled thereto.

To authorise the Local Board, upon the lands occupied by the Company, and hereinafter described, to maintain and continue, and from time to time improve, enlarge, alter, renew, and repair the existing works of the Company (that is to say):—

Certain lands now occupied by the existing gasworks and offices of the Company, situate in the parish of Llanwornno, and district of the Local Board, in the county of Glamorgan, and containing by admeasurement 2,422 square yards or thereabouts, and bounded on the northerly side by lands belonging or reputed to belong to Lord Tredegar; on the southerly side as to part by the street known as Morgan's-court, as to part by lands belonging or reputed to belong to the Reverend Richard Lister Venables, Robert Arthur Valpy, and the Honourable William Napier Bruce, the present trustees of the Will of Thomas Thomas, deceased, and to Stonhewer Edward Illingworth, and Howard Charles Kennard, the devisees in trust of the Will of Edward Llewellyn Thomas, deceased, as to part by the public road known as the Gas-road, and as to the remaining part by lands belonging or reputed to belong to the said trustees of the Will of Thomas Thomas, deceased, and the said devisees in trust of the Will of Edward Llewellyn Thomas, deceased; on the

easterly side by the River Taff, and on the westerly side by lands belonging or reputed to belong to the said trustees of the Will of Thomas Thomas, deceased, and the said devisees in trust of the Will of Edward Llewellyn Thomas, deceased.

And upon those lands, and upon other lands (hereinafter described) to be acquired by the Local Board, by compulsion or agreement, under the powers of the intended Act, to construct new and further works, and to manufacture, supply, and store gas, and to convert, treat, and manufacture and store all or any products arising in or resulting from the manufacture of gas.

To empower the Local Board to purchase and acquire, by compulsion or agreement, and to hold the lands hereinafter described (that is to say):—

Certain lands forming part of Gwernygerwn Farm, in the parish of Eglwysilan, in the county of Glamorgan, belonging or reputed to belong to Lady Llanover, and in the occupation of Richard Thomas Richards, containing by admeasurement $4\frac{1}{2}$ acres, or thereabouts, and bounded on the northerly side, as to part, by other lands belonging to Lady Llanover, in the occupation of the said Richard Thomas Richards, as to part by an occupation road belonging or reputed to belong to the said Lady Llanover, and as to the remaining part by a cottage and garden belonging to the said Lady Llanover in the occupation of John Mould; on the southerly side as to part by lands belonging or reputed to belong to Edward Rhys Wingfield and Harriet Diana Arabella Mary Mackintosh, in the occupation of Evan Thomas and Elizabeth Miles, and as to the remaining part by lands belonging to the said trustees of the Will of Thomas Thomas, deceased, and the said devisees in trust of the Will of Edward Llewellyn Thomas, deceased, in the occupation as to a portion thereof of the said Elizabeth Miles, and as to the other portion thereof of Bartlett Lewis and Thomas Lewis; on the easterly side by the Pontypridd, Caerphilly, and Newport Railway from Pontypridd to Newport, and on the westerly side by the Glamorganshire Canal.

To empower the Local Board to stop up and close as to its present course and to divert the footpath leading to the spring or well situate on the western boundary of the said lands to be purchased by them as aforesaid in the said parish of Eglwysilan, into a new course on the said lands continuing the access to the said spring or well, and to extinguish all rights of way in and over, and to appropriate to the purposes of the Local Board the site and soil of the present course of the said footpath over the said lands.

To authorise the Local Board to purchase by agreement or take on lease, for the general purposes connected with the supply of gas other than the manufacture or conversion of gas or residual products or the storage of gas, such other lands as may hereafter be required, or to appropriate any lands for the time being vested in them for those purposes, and to sell, lease, or otherwise dispose of any lands for the time being acquired by or belonging to the Local Board, and not required for the purposes of their gas undertaking.

To extend and define the limits within which the Local Board shall be authorised to supply gas, and to include within such limits the whole

of the district of the Local Board, so much of the district of the limits of supply of the Company as defined by the Pontypridd Gas Act, 1850, as extends beyond the district of the Local Board, excepting so much of the said limits of supply of the Company in the said parish of Llanwonno as is now comprised in and forms part of the urban sanitary district of the Local Board of Mountain Ash.

So much of that portion of the parish of Llanwonno in the county of Glamorgan which is comprised within and bounded by an imaginary line commencing at a point being the southern corner of the close numbered 1,451 on the Ordnance Survey for Wales, published upon a scale of $\frac{1}{25344}$ or 25'344 inches to a mile, and following thence in a north-westerly direction to a point at the southern end of the fence dividing close numbered 1,452 from close numbered 1,438, on the said Survey, where the urban sanitary districts of Pontypridd, Ystradyfodwg, and Mountain Ash meet; thence following the boundary of the urban sanitary district of Mountain Ash in a north-easterly, north-westerly, north-easterly, and south-easterly direction to a point on the public road leading from Llanwonno Church to the town of Pontypridd, and numbered 1,516 on the said Survey, and which point is 30 yards or thereabouts measured in a north-westerly direction along the said public road from opposite the southern end of the fence dividing close numbered 1,469 from close numbered 1,487 on the said Survey, and thence in a south-westerly direction to and terminating at the point of commencement.

So much of that portion of the parish of Llanfabon, in the said county, which is comprised within and bounded by an imaginary line commencing at a point in the centre of the River Taff, 150 yards or thereabouts, measured in a northerly direction along the said river from opposite the southern boundary of the close numbered 946 on the said Survey, and following thence in a generally northerly direction along the centre line of the said river to a point in such centre line due west of the northernmost part of the fence dividing close numbered 393 from close numbered 396 on the said Survey, thence following in a due easterly direction in a straight line to the said northern boundary of close numbered 396; thence in an easterly direction along such northern fence to the point at which the fence dividing close numbered 397 from close numbered 393 meets such northerly fence; thence following in a straight line in an easterly direction from the junction of the last aforesaid fences across the Glamorganshire Canal, and the towing path belonging thereto, across the main road between Pontypridd and Aberdare Junction, the Graig Evan Leyshon Common to the western end of the southern fence of the road or lane leading from Graig Evan Leyshon Common to Penygraig; thence in an easterly direction along such fence to the eastern end thereof; thence in a north-easterly, southerly, easterly and north-easterly, south-easterly, and north-easterly direction along the fence dividing closes numbered 449, 455, 472, 471, 481, 482, and 488 from closes numbered 448, 447, 456, 469, 470, 483, 485, and 487 on the said Survey; thence in a southerly direction along the fence dividing close numbered 488 from close numbered 495 to a point due west of the western end of the fence dividing close numbered 493 from close numbered 494; thence in a straight line across the said close numbered 495 to and along the said fence dividing close numbered 493 from close numbered 494 to the

centre line of Nant Ddu brook; thence southerly along the centre line of the said brook to the centre line of the Nantcaedudwg brook, and thence generally south-westerly along the boundary between the parishes of Llanfabon and Eglwysilan, which for the most part follows the centre line of the Nantcaedudwg brook to a point 50 yards or thereabouts, measured in an easterly direction from the westernmost end of the fence dividing close numbered 969 from close numbered 968 on the said Survey, thence in a north-westerly direction to and terminating at the point of commencement.

So much of that portion of the parish of Eglwysilan, in the said county, which is comprised within and bounded by an imaginary line commencing at a point 50 yards or thereabouts measured in an easterly direction from the westernmost end of the fence dividing close numbered 969 from close numbered 968 on the said Survey, thence in a north-easterly direction along the boundary between the parishes of Eglwysilan and Llanfabon, which for the most part follows the centre line of the Nantcaedudwg brook to a point opposite the western end of the fence dividing close numbered 158 from close numbered 174 on the said Survey; thence in a southerly direction along the eastern bank of the stream running through close numbered 158, and dividing closes numbered 158, 172, 171, 167, 166, and 179 from closes numbered 173, 176, 177, 178, and 181 on the said Survey to the eastern corner of close numbered 179, marked by a boundary stone bearing the letters P.L.B. and C.L.B. upon it; thence in a straight line drawn in a nearly southerly direction for a distance of about 500 yards to another boundary stone marked as last aforesaid, and placed at the north-east corner of close numbered 150 on the said Survey; thence in a straight line in a nearly southerly direction across close numbered 150 to a point 110 yards or thereabouts measured in a northerly direction from the bench mark 1166.8 on the said Survey; thence in a north-westerly direction to and terminating at the point of commencement.

And so much of that portion of the said parish of Eglwysilan which is comprised within and bounded by an imaginary line commencing at a point 40 yards or thereabouts, measured in a south-easterly direction along the north-eastern bank of the Nant Corwg brook, from the northern end of the fence dividing close numbered 651 from close numbered 245 on the said Survey; thence along the north-eastern bank of the said brook to another boundary stone bearing the letters P.L.B. and C.L.B. placed at the junction of the Nant Corwg with another stream near the south-west end of the fence dividing close numbered 245 from close numbered 1,166 on the said survey; thence, south-easterly in a straight line for a distance of about 308 yards to another boundary stone marked as last aforesaid, and placed at a point on the east side of the occupation road about 50 yards south of the old quarry, near the figures 1,166 on the said Survey; thence in a southerly direction along the east side of the said occupation road to its junction with the road leading to St. Helen's Church; thence in a south-easterly direction, along the north-east side of the last-mentioned road to the south corner of close numbered 1,758 on the said Survey; thence generally northerly along the centre line of the stream dividing close numbered 1,764 from close numbered 1,758; thence generally easterly along the fence divid

ing close numbered 1,764 from close numbered 1,759 to the most northerly point of close numbered 1764; thence in a straight line to and along the fence dividing closes numbered 1,764, 1,774, and 1,784 from closes numbered 1,786 and 1,785; thence in a southerly direction along the centre line of the stream dividing closes numbered 1,784 and 1,781 from closes numbered 1,783 and 1,782 on the said Survey; thence in a southerly direction across the road leading to Groeswen; and thence in a south-easterly, easterly, and south-easterly direction along the centre line of the stream dividing closes numbered 1,776 and 1,777 from closes numbered 1,779 and 1,778 on the said Survey; thence in a south-easterly direction along the fence dividing close numbered 2,241 from closes numbered 2,242 and 2,243 on the said Survey; thence south-westerly along the fence dividing close numbered 2,241 from close numbered 2,245; thence in a straight line across the road leading to Nantgarw to the north-eastern end of the fence dividing close numbered 2,218 from close numbered 2,240, and wood numbered 2,226; thence south-westerly and westerly along the last aforesaid fence; thence south-westerly along the centre line of the stream dividing closes numbered 2,221, 2,222, 2,224, and 2,225 from the said wood numbered 2,226 to the point where the said stream flows under the road near Tysidra; thence in a straight line in a south-westerly direction across the said road, wood numbered 2,209, the Glamorganshire Canal, numbered 2,207 and the towing path belonging thereto and wood numbered 2,192 on the said Survey, to the north-east corner of close numbered 2,193; thence in a westerly direction along the fence dividing close numbered 2,193 from the said wood numbered 2,192, to a point at the northern end of the line running through close numbered 2,193 on the said Survey; thence in a southerly direction along such line to the eastern end of the fence dividing close numbered 2,193 from close numbered 2,200; thence in a westerly and north-westerly direction along the fence dividing closes numbered 2,200 and 2,193, and along the line running across close numbered 2,193 to the eastern end of the fence dividing close numbered 2,194 from close numbered 2,199 on the said Survey; thence along the said fence to the western end thereof, and in a straight line across the occupation road leading to Dyffryn Isaf, to and along the fence dividing close numbered 2,195 from close numbered 2,198 to the southern corner of close numbered 2,195; thence south-westerly in a straight line across the main road between the towns of Pontypridd and Cardiff to the south-western side thereof; thence north-westerly along the south-western side of the said road to a point at the north-eastern end of the fence dividing close numbered 2,152 from close numbered 2,196; thence south-westerly along the said fence dividing close numbered 2,152 from close numbered 2,196 to the Willowford-road; thence due south along a straight line across the said road to the centre line of the River Taff; thence along the centre line of the River Taff towards the source thereof in a generally north-westerly direction to the point in the centre line of the said river at the most southerly extremity of the said district of the Local Board; thence in a north-easterly direction to and terminating at the said point of commencement, being 40 yards or thereabouts, measured in a south-easterly direction along the north-eastern bank of the said Nant Corwg Brook, from the northern end of the fence

dividing close numbered 651 from close numbered 245 on the said Survey.

To empower the Local Board to supply gas for public and private purposes, in bulk or otherwise, for purposes of light, heat, cooking, or motive power, and for any other purpose for which gas is, or may become, suitable or applicable, within the limits of supply of gas, as proposed to be extended by the intended Act, and for that purpose to break up streets, roads, highways, lanes, and other public and private roads, ways, passages, and places, and to lay down, maintain, and renew gas mains, pipes, and other works and apparatus, and to supply, fix, and deal in meters, lamps, stoves, ranges, machinery, engines, and fittings, for the use of gas within the limits aforesaid, and to exercise all such other powers as are necessary for, or incidental to, the supply of gas, and to sell and deal in coal, and also in coke, culm, tar oil, ammoniacal liquor, and other residual products and things.

To empower the Local Board to levy and recover rates and charges for the supply of gas and residual products manufactured or otherwise, and for the hire or use of meters, lamps, stoves, machinery, engines, and fittings, and if thought fit, to alter existing rates and charges, and to vary and extinguish all rights and privileges, if any, inconsistent with, or which would interfere with, or impede the carrying out of, the objects of the intended Act.

To authorise the Local Board to acquire, hold, and use, patent rights and licences in connection with the manufacture of gas and of residuals arising therefrom.

To authorise the Local Board and any other sanitary authority, or any company, body, commissioners, or persons, to enter into, and carry into effect, contracts and agreements with respect to the supply by the Local Board of gas beyond the limits defined by the intended Act, and to confer upon the Local Board special powers with reference thereto, and to the laying down and maintaining pipes and apparatus in streets or roads within, or adjoining, or near to their district of supply, as proposed to be authorised by the intended Act, and for the protection of the gas works and gas supply of the Local Board, and the prevention of waste or misuse of gas.

To alter and enlarge the present borrowing powers of the Local Board, and to enable them to apply to any purposes to be authorised by the intended Act any moneys they are already authorised to borrow, and for those purposes to borrow and re-borrow additional moneys on mortgage, debentures, debenture stock, and annuities, and to charge as well the whole or part of the undertaking, rents, revenues, and property, or any part of which they may become possessed under the intended Act, as also the general district rate and any other rate or rates levied or leviable within the said district, and all or any of the estate, rents, revenues, and property of the Local Board with and as security for all or any part of the moneys to be borrowed.

To vary and extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the intended Act, and to confer upon the Local Board and others all such rights, powers, and privileges, and make all such other provisions as may be necessary or expedient for carrying out such several objects.

To incorporate with the intended Act and to confer upon the Local Board, with or without alteration, all or some of the powers and pro-

visions of the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, and the Lands Clauses Acts, and to alter and amend all or some of the provisions of the Pontypridd Gas Act, 1850, and any other Acts or Act relating to the Company.

And notice is hereby also given, that, on or before the 30th day of November instant, plans of the lands proposed to be acquired by compulsion by the Local Board under the powers of the intended Act, other than those now occupied by the Company, 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 Glamorgan, at his office, at Cardiff, and that on or before the same day, a copy of the said plans, book of reference, and Notice will also be deposited with the parish clerk of the parish of Eglwysilan, at his residence.

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

Dated this 15th day of November, 1892.

GROVER and GROVER, Solicitors, Pontypridd;

LEWIN, GREGORY, and ANDERSON, 13, King-street, Whitehall, London, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

Weaver Navigation.

(Opening Bridges; New Roads; New Lines and Alteration of Existing Lines of Water Pipes and Gas Pipes; Stopping Up and Breaking Up Streets and Roads; Temporarily Stopping Weaver Navigation; Compulsory Purchase of Lands, Houses, and Property; Underpinning; Application of Borrowed Money; Incorporation and Amendment of Acts.)

THE Trustees of the River Weaver Navigation intend to apply to Parliament in the next Session thereof for leave to introduce a Bill for the following, or some of the following, among other powers and purposes:—

1. To enable the Trustees to construct, maintain, regulate and renew the following works in the county of Chester, that is to say:—

Work No. 1.—An opening bridge wholly in the township of Northwich, in the parish of Great Budworth, to carry the public road leading from Northwich to Chester over the River Weaver at Northwich, such bridge to be in substitution for, and in the same situation as the present fixed bridge, carrying the said road over the said river; the intended bridge will commence at a point in the said road about 45 feet measured along that road, in a westerly direction from the abutment of the existing bridge on the left bank of the said river, and will terminate at a point on the right bank of the said river about 95 feet east of the said abutment.

Work No. 2.—A new road wholly in the township of Castle-Northwich in the said parish of Great Budworth, commencing at the junction of Navigation-road with the part of the Northwich and Chester-road known as Castle-street, and thence proceeding in a south-easterly direction along the said Navigation-road for a distance of about 2½ chains, and thence in an easterly direction for a distance of about 3 chains and terminating at or near the left bank of the river Weaver at a point about 5½ chains from the commencement of the said intended new road.

Work No. 3.—An opening bridge in the said

township of Castle-Northwich, and in the township of Leftwich, in the parish of Davenham, to carry a road over the River Weaver to connect the said Work No. 2 and Work No. 4 hereinafter described, and commencing at the termination of Work No. 2 in the said township of Castle-Northwich, and terminating on the right bank of the River Weaver, in the township of Leftwich, at a point about 1½ chains from the commencement of the said bridge.

Work No. 4.—A new road wholly in the said township of Leftwich, in the said parish of Davenham, commencing at the termination of Work No. 3, on the right bank of the river Weaver and terminating at a point in the road leading from Northwich to Davenham about one chain north-west of the north-west corner of St. Paul's Graveyard.

Work No. 5.—A line of water pipes commencing in the said township of Castle-Northwich, by a junction with the water main of the Northwich Local Board at or near the junction of Waterloo-road with that part of the said Northwich and Chester-road known as Castle-street and terminating in the township of Witton-cum-Twambrooks in the said parish of Great Budworth by a junction with the water main of the Northwich Local Board at or near the junction of Timber-lane with Witton-street. This work will be wholly in the said townships of Castle-Northwich, Leftwich and Witton-cum-Twambrooks.

Work No. 6.—A line of gas pipes commencing by a junction with the gas main of the Northwich Gas Company at or near the junction of Castle-street aforesaid with Navigation-road and terminating in the premises of the Northwich Gas Company in Timber-lane aforesaid. This work will be wholly in the said townships of Castle-Northwich, Leftwich and Witton-cum-Twambrooks.

Work No 7.—A line of water pipes wholly in the said township of Northwich and parish of Great Budworth, commencing at or near the said commencement of Work No. 1, and terminating at or near the said termination of that work.

Work No. 8.—A line of gas pipes wholly in the said township of Northwich, in the said parish of Great Budworth, commencing at or near the commencement of the said Work No. 1, and terminating at or near the termination of that work.

2. To authorise the Trustees to construct, make, and place all such approaches, piling, staging, dams, walls, embankments, piers, buttresses, pontoons, machinery, valves, appliances, and conveniences as may be deemed necessary or expedient for the construction and maintenance of the said works, and for the opening and closing of the said bridges or either of them.

3. To authorise the Trustees for the purposes of and in connection with the construction and maintenance of the several works hereinbefore described, to exercise the powers usually conferred on railway companies for the construction of railways, and so far as may be necessary for the purposes of the intended works, and of the Bill to temporarily close the navigation of the River Weaver, and to cross, open, or break up, cut through, divert, stop up, or interfere with temporarily, streets, roads, highways, footpaths, water courses, drains, culverts, sewers, gas and water mains, and pipes, telegraphic, electric and other wires and apparatus, and other works, and

to alter the levels of streets, roads, and footways communicating with the said works, or any of them (for the making convenient junctions or accesses therewith and thereto), and for the same purposes to deviate, laterally and vertically, to any extent from the lines and levels of the works, as shown on the plans and sections to be deposited as hereinafter mentioned.

4. The Bill will or may provide for the maintenance and repair of the proposed new roads by the Local Board for the District of Northwich, and will or may authorise the Trustees to enter into and fulfil contracts and agreements with the said Local Board and the Northwich Gas Company respectively, for and in relation to the construction and maintenance and of the vesting of the said Works No. 2, No. 4, No. 5; or any of them in the said Local Board, and for and in relation to the construction and maintenance and of the vesting of the said Work No. 6 in the said Northwich Gas Company, or for any other purpose or object in relation to the matters aforesaid, and will or may confirm any such agreement which may have been, or which during the progress of the Bill may be so entered into, and will or may authorise the said Local Board and the said Gas Company respectively to apply their funds and rates accordingly.

5. To extend the powers of the Trustees under their existing Acts of Parliament to purchase, take on lease, or otherwise acquire, compulsorily or by agreement, lands, tenements, hereditaments, to the purchasing, taking on lease, or otherwise acquiring, compulsorily or by agreement, any lands, tenements, or hereditaments for the purposes of the Bill and also to authorise the Trustees to vary and extinguish any rights of way and other rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill.

6. To enable the Trustees to purchase so much of any house or other building as they may require for the purposes of the Bill without being subjected to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

7. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses or buildings may not be required to be taken for the purposes thereof.

8. To empower the Trustees from time to time to make, alter and enforce by-laws, rules and regulations for the use of the opening bridges by the Bill authorised.

9. To authorise the Trustees to apply to the purposes of the Bill, any moneys which they were enabled to borrow under the powers of the River Weaver Navigation Act, 1866; the Weaver Navigation Act, 1872, or the Weaver Navigation Act, 1877, notwithstanding any restrictions contained in any of the said Acts of the purposes to which the money so authorised to be borrowed should be applied.

10. The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will or may incorporate with itself so far as may be necessary, the powers and provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act 1845, the Water Works Clauses Acts 1847 and 1863, and the Gasworks Clauses Acts 1847 and 1871, and will, or may for the purposes aforesaid extend and vary, and if need be repeal the provisions of the Northwich Gas Act, 1882, and any other Act relating directly or indirectly to the Northwich Gas Company, and the Northwich Local Board Act, 1885, and any other Act

relating directly or indirectly to the said Local Board, and the following Acts relating to the River Weaver Navigation, viz.:—The Acts 7 Geo. 1, cap. 10; 33 Geo. 2, cap. 49; 47 Geo. 3 (Session 2), cap. 82; 6 Geo. 4, cap. 29; 10 Geo. 4, cap. 70; 29 Vict., cap. 93; 35 and 36 Vict., cap. 98, and 40 and 41 Vict., cap. 16, and any other Act relating directly or indirectly to the Trustees.

Duplicate plans and sections, showing the lines, situation and levels of the proposed works, and the lands, houses and other property in or through which they will be made together with a Book of Reference to such plans, containing the names of the owners or lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, with the Parish Clerk of the parish of Great Budworth, at his residence, and with the Parish Clerk of the parish of Davenham, at his residence.

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

Dated this 16th day of November, 1892.

TRAFFORD & COOK, Northwich, Cheshire,
Solicitors for the Bill.

Dyson & Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

East London Water.

(Power to raise further money by Debenture Stock; Special provisions as to application thereof; Substitution of provisions of Section 89 of Companies Clauses Consolidation Act, 1845, for those of Section 47 of the Company's Act, 1853, as to casual vacancies in the office of Director; Alteration and Repeal of Section 144 of the Company's Act of 1853, and of Sections of other Acts therein-mentioned; Extension of the Provisions of the Waterworks Clauses Act, 1847, and further provision as to removal of, or injury to, or interference with fittings or property of the Company, and for preventing waste, misuse, or undue consumption of water; Penalties; Power to lay down rails over footpath in parish of Low Leyton, otherwise St. Mary, Leyton, Essex; Alteration of line and level of Copper Mill-lane, in parish of Walthamstow, Essex; Compulsory purchase of lands; Purchase by compulsion or by agreement, and extinguishment of Lammas, commonable, or other rights over lands acquired by Company; Definition of word "Owner" in certain enactments; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the East London Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To authorize the Company to raise further money, not exceeding five hundred thousand pounds, by the creation and issue of debenture stock, such money to be applied by the Company solely in payment of the costs, charges, and expenses of and incident to the applying for, obtaining, and passing of the intended Act, and in the purchase of lands and property for the purposes of the Company's undertaking, and in sinking and constructing new wells and reservoirs, and

providing and laying down mains and pipes for, or in connection with, the supply of water, and in fulfilling their statutory obligations relating to the supply of water, or otherwise, and in meeting the increased demand for water within their existing limits of supply.

2. To repeal Section 47 of the East London Waterworks Act, 1853 (hereinafter called, "the Act of 1853"), which provides for the supply of occasional vacancies in the office of directors by a general meeting of the Company, and to substitute the provisions of Section 89 of the Companies Clauses Consolidation Act, 1845, which provides for the temporary filling of such vacancies by the remaining directors of the Company.

3. To alter or repeal, wholly or in part, Section 144 of the Act of 1853, and to repeal the several sections and provisions hereinafter mentioned of certain Acts which are cited in that section, and which were thereby, notwithstanding the repeal of certain Acts, continued in force, viz., 10 Geo. IV., cap. 117, sections 67, 68, 69, 70, 71, and 72.

4. To amend and extend the provisions of Section 60 of the Waterworks Clauses Act, 1847, and to provide for the imposition of the penalty mentioned in that section, or other penalties upon persons removing, injuring, or in any way interfering with, or shutting off, or turning on any lock, cock, valve, pipe, work, or engine belonging to the Company.

5. To make further provision for preventing the waste, misuse, or undue consumption of water, to enable the Company to make regulations in that behalf, and to provide for the imposition and recovery of penalties for any breach of such provisions or regulations.

6. To enable the Company to lay down and maintain a line or lines of rails over that part of the footpath, in the parish of Low Leyton, otherwise St. Mary, Leyton, in the county of Essex, leading from Lea Bridge-road, across the Cambridge line of the Great Eastern Railway Company, to Church-lane, Leyton, which is situated in the field numbered 226 on the $\frac{1}{2500}$ Ordnance Map of the said parish of Low Leyton, otherwise St. Mary, Leyton, such line or lines of rails to cross the said footpath at a point 19.40 chains, or thereabouts, measured in a north-westerly direction from the point where the said footpath crosses the westernmost fence of the said Cambridge line, and to exclude or modify as regards the laying down and maintenance of the said line or lines of rails, the provisions, or some of the provisions, of the Railways Clauses Consolidation Act, 1845, and to empower the Company to use such line or lines with engines, carriages, trucks, and horses in connection with any other line or lines of rails for the time being of the Company, on adjoining lands acquired or to be acquired by them, without being liable to indictment, or any other proceeding, or to make compensation to any person or persons by reason of interference with any public or private rights of way or other rights over or affecting the said footpath.

7. To authorize the Company to alter the line and level of the carriage road or highway known as Copper Mill-lane, in the parish of Walthamstow, in the county of Essex, such alteration commencing at a point opposite the entrance to the Copper Mills from the said Copper Mill-lane 5.15 chains, or thereabouts, measured in an easterly direction from the centre of the bridge carrying the said Copper Mill-lane over the East London Waterworks Canal, and terminating at a point in the said Copper Mill-lane opposite the south-western corner of the Elms Farm-house 5.76 chains or thereabouts, measured in an easterly direction, from the centre of the bridge

or culvert carrying the said Copper Mill-lane over the Dagenham Brook. To authorize lateral and vertical deviation from the line and level shown on the plans and sections hereinafter mentioned, and to divert, alter, or stop up, whether temporarily or permanently, footpaths, pipes, sewers, streams, and water-courses within the said parish of Walthamstow, so far as necessary or convenient for the purposes of the intended work, and to authorize the Company to purchase or take by compulsion or agreement lands, houses, tenements, and hereditaments for the purposes of the intended work, and to vary or extinguish all rights and privileges in any manner connected with the said lands, houses, tenements or hereditaments.

8. To authorize and empower the Company to purchase and acquire compulsorily or by agreement, and the Bill will or may extinguish, the lammas, or commonable or other rights (if any) to which any lands already acquired by, and in the occupation of, the Company are subject, and to incorporate with the Bill and apply to any such purchase the provisions, with or without modification, of sections 99 to 107 (both numbers inclusive) of the Lands Clauses Consolidation Act, 1845; or otherwise to provide by the Bill for the compensation to be paid by the Company for or in respect of any such rights, or the extinguishment thereof.

9. To declare and define the meaning of the word "owner" in any provision of any special Act or Acts relating to the Company or of the Waterworks Clauses Act, 1847, or any other Act or Acts incorporated with any such special Act or applicable to the Company or their undertaking, and in any bye-law or bye-laws, regulation or regulations made under any such Act or Acts as aforesaid, and relating to or affecting the Company.

10. To vary or extinguish all rights and privileges inconsistent with or that may in any way interfere with any of the objects of the Bill, and to confer other rights and privileges.

11. To alter, amend, and repeal so far as may be necessary for any of the purposes of the Bill all or some of the provisions of the several Acts following or some of them, that is to say:— 47 Geo. III., Sess. 2, caps. 5 and 72; 48 Geo. III., cap. 8; 10 Geo. IV., cap. 117; 15 and 16 Vic., caps. 7 and 164; 16 and 17 Vic., cap. 166; 17 and 18 Vic., cap. 65; 18 and 19 Vic., cap. 196; 25 and 26 Vic., cap. 22; 30 and 31 Vic., caps. 148 and 149; 44 and 45 Vic., cap. 160; and 49 and 50 Vic., cap. 82; and any other Acts relating to the Company and any other local and personal Acts which it may be necessary or expedient to alter, amend, or repeal for any of the purposes of the Bill.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections describing the line, situation, and level of the line or lines of rails and alteration of line and level of road, which it is proposed to authorize the Company to lay down and alter or construct as aforesaid, and the lands in or through which such line or lines of rails and alteration of road respectively will be made, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and 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 each of the parish clerks of the said parishes of Low Leyton, otherwise St. Mary, Leyton, and Walthamstow, at their respective residences.

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

Dated this 16th day of November, 1892.

BIRCHAM and Co., 46, Parliament-street, Westminster, Solicitors for the Bill.

REES and FRERE, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Great Eastern Railway (New Line and Improvements at Cambridge, &c.)

(New Railway, and Widening and Improvement of Line and Station in the parishes of St. Andrew-the-Less and Cherry Hinton, Cambridge; Diversion and Alteration of Coldham Lane; Purchase of Lands; Exclusion of 92nd section of Lands Clauses Consolidation Act, 1845; Tolls; Further Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Great Eastern Railway Company (in this Notice called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):

1. To authorize the Company to make and maintain, in the county of Cambridge, with all proper stations, approaches, works, and conveniences connected therewith respectively, the following railway, widening of railway, station improvement, and other works, or some of them, or some part or parts thereof respectively (that is to say):

(a.) A railway, commencing in the parish of St. Andrew-the-Less, otherwise Barnwell, by a junction with the Company's Cambridge and Ely main line at a point thereon 1 chain, or thereabouts, measured along the said railway in a northerly direction from the point where the public road known as Coldham-lane crosses the said railway on the level, and passing into and terminating in the parish of Cherry Hinton by a junction with the Company's Newmarket Branch Railway, at a point thereon 30 chains, or thereabouts, measured along the said railway in an easterly direction from the mile-post on the said railway indicating one mile from Cambridge.

And it is intended by the Bill to take for, or in connection with, the purposes of the intended railway, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantity to be taken, viz. :—

Name (if any) by which the lands are known.	Where the lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Coldham Common	Parish of Saint Andrew-the-Less, otherwise Barnwell, above-mentioned	15 acres	3 acres 1 rood

(b.) A widening wholly in the parish of St. Andrew-the-Less, otherwise Barnwell, aforesaid, of the Company's Cambridge main line (on the east side thereof), and improvement of the Company's Cambridge station,

also in that parish, commencing at a point 10 yards, or thereabouts, measured in a northerly direction along the said main line from the Hills-road Bridge, and terminating at a point 10 yards, or thereabouts, measured in a southerly direction from the bridge by which Mill-road is carried over the said main line.

(c.) A diversion and alteration of the line and levels of Coldham-lane, in the parish of St. Andrew-the-Less, otherwise Barnwell, aforesaid, for a distance of about 9 chains eastward, and a distance of about 8 chains westward, of the point at which that lane is carried on the level over the Company's Cambridge and Ely main line at Cambridge.

And the Bill will or may extinguish all public or other rights of way or other rights over or affecting the said railway at the point at which Coldham-lane now crosses the same on the level, and will authorize the stopping up of such level crossing.

2. To authorize the Company to purchase by compulsion or agreement lands, houses, and buildings, and rights and easements on, over, or affecting lands, houses, and buildings, for all or any of the works and purposes of the intended Act, and to authorize the purchase of so much only of any house, building, manufactory, or property as may be required for the purposes of the intended Act, or other purposes connected with the Company's undertaking, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

3. To authorize the Company in the construction of any of the works proposed to be authorized by the intended Act, to deviate from the lines and levels thereof, shown on the plans and sections to be deposited, as hereinafter mentioned, to any extent to be prescribed by the intended Act, whether within or beyond the limits prescribed in either case by "The Railways Clauses Consolidation Act, 1845," and to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, water-courses, sewers, drains, pipes, telegraphic and other tubes, wires, and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act.

4. To demand, levy, take, and recover tolls, rates, and charges for or in respect of the works to be authorized by the intended Act, and to confer exemption from the payment of such tolls, rates, and charges respectively.

5. To authorize the Company for all or any of the purposes of the intended Act, or other the purposes of the Company, to raise or borrow and appropriate any capital which they may have power to raise or borrow, and which may not be required for the purposes for which it is now authorized to be raised or borrowed, and to raise further money by the creation and issue of ordinary or deferred stock or by preference stock or preference stock convertible into ordinary stock at such times and upon such terms (pecuniary or other) and conditions as the Company may think proper or the Bill may prescribe, and by debenture stock or by mortgage, and to prescribe the ranking of any preference or debenture stock or mortgages to be created or granted under the powers of the Bill.

6. To repeal or amend the provisions, or some

of the provisions, of the Great Eastern Railway Act, 1862, and any other Act or Acts relating to the Company or to their undertaking.

7. To vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with the purposes of the intended Act, and to confer other rights and privileges.

Plans and sections showing the lines, situations, and levels of the railway, widening, improvements, and other works proposed to be authorized by the Bill, the plans showing also the lands and other property in or through which the said works will be made or pass, and which may be taken compulsorily under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and 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 Cambridge, at his office at Chesterton, in that county; and on or before the same day copies of so much of the said plans, sections, and books of reference as relates to each parish or extra-parochial place in or through which the works proposed to be authorized by the Bill will be made, or in which any lands or other property intended to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice, will be deposited, in the case of each such parish, with the parish clerk of 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 next.

Dated this 15th day of November, 1892.

EDWARD MOORE, Liverpool-street Station,
E.C., Solicitor for the Bill.

REES and FRERE, 13, Great George-street,
Westminster, S. W., Parliamentary
Agents.

In Parliament.—Session 1893.

Dover and Calais Submarine Tubular Railway. (Construction of a Tubular Railway under the Straits of Dover; Appropriation of Soil and Bed of the Straits of Dover; Special Powers relating to the Fixing and Levying of Tolls, and for regulating by Order in Council exercise of Powers of Bill; Agreements with South-Eastern, London, Chatham, and Dover, and Channel Tunnel Companies as to construction, Maintenance, Use, and Working of intended Railway, or any Railway connecting therewith; Powers and Agreements to and with South-Eastern Railway Company and Channel Tunnel Company with reference to Transfer, &c., of Lands for purposes of Bill and Construction of Connecting Railway; Powers and agreements with reference to any of the Objects of the Bill to and with South-Eastern Railway Company, Channel Tunnel Company, London, Chatham and Dover Railway Company, and other Companies, Bodies, and other Persons; Payment of Interest out of Capital; Amendment of Memorandum and Articles of Association of Channel Tunnel Company Limited; Incorporation and Amendment of Acts, and other purposes.)

A APPLICATION is intended to be made to Parliament in the next Session by the

Channel Tubular Railway Preliminary Company (hereinafter called the Company) to bring in a Bill for the following among other purposes (that is to say):—

To authorize and empower the Company to make, lay down, and maintain the Tubular Railway, hereinafter described, with all proper works and conveniences connected therewith, or necessary therefor, or incidental thereto, and to make and maintain any soundings, borings, and other works subsidiary thereto, or by way of experiment.

The said Tubular Railway will consist of two or more tubes, and will commence immediately below low-water mark on the shore at a point east-south-east, or nearly east-south-east, of Abbot's Cliff houses, in the county of Kent, and will proceed thence in a south-easterly direction obliquely downward, following the slope of the sea bed at a suitable gradient, and curving southwards until it points to or near to Cape Griz-Nez on the coast of France, and will thence proceed in a straight line, or nearly so, in the direction of the coast of France, and terminate on that coast at a point of the Sandstone Cliff, situate one mile, or thereabouts, south of the Cape aforesaid.

The gauge to be adopted for the said Tubular Railway will be 4 feet 8½ inches, and the motive power to be used thereon will be steam, electric, or other mechanical power as may be prescribed by the Bill.

To empower the Company to enter upon and appropriate for the purposes of the proposed Tubular Railway, or any part thereof, lands and soil beneath the Straits of Dover and the bed of the English Channel or sea, and to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the intended Tubular Railway and works, or any of them, and to confer other rights and privileges.

To enable the South-Eastern Railway Company (hereinafter called the "South-Eastern Company") and the Channel Tunnel Company, Limited (hereinafter called the "Tunnel Company"), or either of them, to sell and transfer to the Company any land now belonging to them, or either of them, or which they or either of them have power to acquire or to grant easements over the same for the purposes of the intended undertaking, or any part thereof, and for the purpose of the construction of a railway (hereinafter called the "Connecting Railway"), whether temporary or permanent, and works and conveniences connected therewith, to connect the South-Eastern Railway with the Tubular Railway, and for the purpose of storing materials and plant during the construction of the said Tubular Railway, or any other purpose, as may be provided by the Bill, and also to empower the Company on the one hand, and the South-Eastern Company and the Tunnel Company, or either of them, on the other hand, to enter into and carry into effect, vary, or rescind contracts, and agreements in relation thereto, or to the construction of the connecting Railway and works, or in relation to any of the objects of the intended Bill, as may be prescribed by the Bill.

To enable the Company to deviate laterally from the lines of the intended Tubular Railway, as hereinbefore described, to any extent, as may be provided by the Bill.

To authorize the Company to levy and take such tolls, fares, rates, and charges as may be prescribed by the Bill, or the Bill will or may

provide for such tolls, rates, fares, and charges being such as the Company, subject to the approval of the Board of Trade, the Railway Commissioners, or other authority to be prescribed by the Bill, may fix, and the Bill will or may authorize the Board of Trade or the Railway Commissioners, or such other authority, to give such approval, and will empower the Company from time to time to alter and increase such tolls, fares, rates, and charges, subject to such approval as aforesaid.

To authorize the Company, either alone or with any other company, association, Government authority, persons or bodies of persons, whether English or foreign, to undertake and execute any soundings, borings, and other works in connection with the construction of the Tubular Railway, or any part thereof, and any works and conveniences connected therewith, and in or through the tubes aforesaid.

To enable the Company on the one hand, and the South-Eastern Company, the London, Chatham, and Dover Railway Company, and the Channel Tunnel Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts and agreements with respect to the construction, working, use, management, and maintenance of the said Tubular Railway or the connecting railway and works, and any railway to connect the Tubular Railway with the London, Chatham, and Dover Railway, or either of such railways, or any part or parts thereof, and to the costs, charges, and expenses of such working, use, management, and maintenance, and the fixing, levying, and apportionment of tolls, rates, and charges in respect thereof.

The Bill will or may provide for the powers conferred upon the Company for making, maintaining, and using the intended Tubular Railway and works, or part thereof being exercised, subject to such conditions, restrictions, and requirements as may from time to time be prescribed by Her Majesty, by Order in Council, for providing for the due execution of the said railway and works, the safety of Her Majesty's dominions, the jurisdiction, powers, and authorities of Her Majesty, and of Her Courts of Law, and of Her Officers and Servants, and for the administration of Justice and the punishment of offences committed within the tubes hereinbefore mentioned, under the Straits of Dover, and to give effect to any convention or arrangements made, or to be made, in relation to the several matters aforesaid, or otherwise, between Her Majesty's Government and the Government of France, and to provide that any such conditions, restrictions, and requirements prescribed or imposed by Her Majesty by Order in Council, shall have the same force and effect in all respects as if they were enacted in the intended Act, and that such of the provisions, if any, of such Order in Council as are inconsistent with the provisions of the intended Act shall supersede the provisions thereof.

To enable the Company, or the directors of the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," out of moneys raised, or to be raised, by the Company, or out of any other funds of the Company, to pay interest or dividends during the construction of the intended Tubular Railway and works, and until the completion thereof respectively, or until such other time as may be prescribed by the intended

Act to the shareholders of the Company, on the sums which have been, or may be from time to time, paid up on the shares allotted to or held by them respectively.

To alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the Memorandum and Articles of Association respectively, of the Channel Tubular Railway Preliminary Company and the Channel Tunnel Company, and also all or some of the several local and personal Acts following, or some of them (that is to say):—the 6th William IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company, the "Channel Tunnel (Limited) Act, 1875," and the Acts 16 and 17 Vic., cap. 132, 22 and 23 Vic., caps. 45, 54, and 154, and 42 and 43 Vic., cap. 173, and all other Acts relating to the London, Chatham, and Dover Railway Company; and the Bill will incorporate, with or without exemptions and modifications, the "Lands Clauses Consolidation Acts, 1845, 1863, 1869, and 1883," the "Railways Clauses Consolidation Act, 1845," and the "Railways Clauses Act, 1863."

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, 1892.

R. W. COOPER and SONS, 7, Victoria-street, S.W.

In Parliament—Session 1893.

Stockton Corporation Gas.

(Extension of limits of Gas Supply; New Works for Manufacture of Gas, and for Manufacture and Conversion of Residual Products; Powers to break open streets, &c., to lay down pipes, and to levy and recover rates, rents, and charges within extended limits; Purchase of land by Agreement and disposal of superfluous lands; Confirmation of Agreements; Further borrowing powers; Altering definition of the Borough for the purposes of the Stockton Gas Acts; Incorporation, Amendment, Repeal, &c., of Acts and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session, by the Mayor, Aldermen, and Burgesses of the borough of Stockton-on-Tees, in the county of Durham (hereinafter called "the Corporation"), for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

1. To extend the limits within which the Corporation may supply gas, and to empower them to supply gas for all public and private purposes to and within the following townships, parishes, and other places, or some of them, or some part or parts thereof respectively, that is to say:—Billingham, Haverton Hill, Cowpen Bewley, Grindon, Thorp Thewles, Elton, Long Newton, and Egglecliffe (otherwise called Eaglescliffe), in the county of Durham; and the part of the township of Linthorpe, in the parish of Middlesbrough, in the North Riding of the county of York, included in the borough of Stockton-on-Tees (hereinafter called "the Borough"), in addition to the parishes, townships, and places which the Corporation are, by the Stockton Gas Act, 1857, now authorised to supply with gas.

2. To empower the Corporation to construct, use, and maintain new or additional works for the manufacture and storage of gas, and for the

manufacture, conversion, and utilisation of residual products producible in or resulting from the manufacture of gas, upon the following pieces of land or one of them, or some part or parts thereof, that is to say:—

- (A) All that piece or parcel of ground situate at Thornaby-on-Tees, in the township of Thornaby, in the parish of Stainton, in the North Riding of the county of York, belonging or reputed to belong to James Buck Wilson, and in the occupation of Albert Edward Hobbs, and having access thereto from Mandale-road through Wilson-street, containing 10 acres or thereabouts, and bounded on the east by lands of the Earl of Harewood, on the west by the Bon Lea Foundry belonging to Messrs. Allan and Sons, on the north by a strip of ground reserved for sidings to the Stockton and Middlesbrough Branch of the North Eastern Railway Company, and on the south in part by lands of James Buck Wilson and in other part by lands of William Nimmo.
- (B) All that piece or parcel of ground situate at Thornaby-on-Tees, in the said township of Thornaby and parish of Stainton, in the North Riding of the county of York, belonging or reputed to belong to William Fairless Masterman and Cleveland Masterman, heretofore comprising the site of the South Stockton Iron Works, but now disused, containing in the whole 11a. 2r. Op. or thereabouts, and bounded on the east in part by the high road leading from Stockton to Thornaby, and in other part by a street called Wedgewood-street, on the west by the River Tees, on the north in part by land of the North Eastern Railway Company, and in other part by a street called Hope-street, and on the south in part by a street called Sun-street, and in other part by land of Messrs. Ambrose Walker and Co., and now or late in the occupation of the South Stockton Iron Company.
3. To authorise the Corporation to exercise within such extended limits all or any of the powers with respect to the supply of gas which the Corporation now exercise, or are authorised to exercise, within their present limits of gas supply; subject to such alterations (if any) as the Bill may prescribe, and such other powers as may be conferred upon them, and particularly to lay down and maintain, and from time to time alter, enlarge, extend, and renew mains, pipes, and other works in, along, through, over, under, and across, and for that purpose to break open, cross, alter, raise, lower, stop up, divert, remove, or otherwise interfere with (temporarily or permanently) public and private streets, roads, lanes, footpaths, ways, passages, and places, highways, bridges, railways, tramways, canals, towing-paths, subways, tunnels, sewers, drains, rivers, streams, and watercourses and telegraphic, telephonic, and electric lines, tubes, and apparatus, and other works within the aforesaid townships, parishes, and places included within the said extended limits of supply; and to levy, demand, and take rates, rents, and charges for the supply of gas, and for the hire of gas meters and gas cooking ovens and stoves for cooking and heating purposes, and to vary such rates, rents, and charges, and to confer exemptions therefrom, and to recover such rates, rents, and charges.
4. To empower the Corporation to purchase and acquire by agreement and to hold the pieces of land hereinbefore described, and

other lands, works, and other property, and rights and easements in and over such lands and other property, for the purposes of their gas undertaking or of the Bill, and to make provision with respect to the appropriation, use, sale, and disposition by the Corporation of superfluous land not required for the purposes of their gas undertaking; and to sanction and confirm any agreement which may have been made, or which may be made before the passing of the Bill by the Corporation for the purchase or acquisition of any lands, works, property, rights, and easements, for the purposes of the Bill.

5. To empower the Corporation to borrow money for the purposes of the Bill and of their existing gasworks and gas undertaking, and to charge the money borrowed on the credit of their gasworks, gas-rents, and revenue of their gas undertaking, and of the borough fund and borough rate, district fund, and general district rate, and of any other estates, funds, rates, and revenues of, leviable by, or under the control of, the Corporation, whether as a municipal or sanitary authority, or of any one or more of the said funds, rates, rents, revenues, or securities; and if thought fit to raise money for the purposes aforesaid by the issue of Corporation Stock created and issued under the Stockton-on-Tees Extension and Improvement Act, 1889.

6. To amend and extend the provisions of the Stockton Gas Act, 1857, the Stockton Gas Act, 1866, and the Stockton Gas Act, 1873, and to enact that the borough mentioned or referred to in those Acts shall be deemed to mean the municipal borough of Stockton-on-Tees, as defined by the Stockton-on-Tees Extension and Improvement Act, 1889.

7. To incorporate with the Bill, with or without variations, such of the provisions, as may be thought fit, of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Gas Works Clauses Acts, 1847 and 1871, the Local Loans Act, 1875, and any Acts amending or extending the same respectively.

8. To amend, extend, alter, vary, or repeal, the provisions of the Stockton Gas Act, 1857 (20 and 21 Vic. cap. 52), the Stockton Gas Act, 1866 (29 and 30 Vic., cap. 106), the Stockton Gas Act, 1873 (36 Vic., cap. 67), and the Provisional Order relating to the borough of Stockton-on-Tees confirmed by the Local Government Board's Provisional Orders Confirmation Act, 1885 (48 Vic., cap. 1); the Stockton-on-Tees Extension and Improvement Act, 1889 (52 and 53 Vic., cap. 92), and any other local Act or Provisional Order confirmed by Parliament, in force within the borough so far as may be necessary or expedient for effecting the objects of the Bill, and to repeal or alter any local Acts or Provisional Orders confirmed by Parliament, and to vary or extinguish all rights and privileges which would or might prevent or interfere with the carrying out of those objects, and if necessary, to confer other rights and privileges.

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

Dated this 15th day of November, 1892.

MAT. B. DODDS, Stockton-on-Tees, Town Clerk.

DURNFORD and Co., 38, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

London Improvements.

(New Central Street, Holborn to Strand; Widening of Strand; Subsidiary Streets; Widening, &c., Improvements; Compulsory Purchase of Lands in Parishes of St. George, Bloomsbury; St. George the Martyr, Holborn; St. Giles-in-the-Fields; St. Clement Danes; St. Martin-in-the-Fields; St. Paul, Covent Garden, and St. Mary-le-Strand. Approach to Tower Bridge (south side), New-street, and Widening in Bermondsey, Southwark, and Horsleydown; Alteration of London, Brighton, and South Coast and South Eastern Railways. Widening of Wood Lane, Hammersmith, Contributions by Vestry of Hammersmith. Rebuilding Vauxhall Bridge; New Approaches to Vauxhall Bridge; Construction of Temporary Bridge at Millbank. New Ferry (Rotherhithe and Ratcliff); Approaches, pontoons, &c.; Tolls and Charges; Bye-laws and Regulations; Control of Vessels; Dredging. Widening Approach (south side) to Woolwich Ferry. General and Incidental Powers; Stopping up and Diversion of Streets, Roads, Courts; Works in the River Thames; Compulsory Purchase of Lands; Modifications of Lands Clauses Acts; Contributions in respect of Improved Value of Lands; Entry for Survey and Valuation, etc.; Special Provisions as to Compensation; Terms of Purchasing Insanitary Property; Compulsory Purchase of Lands for Re-housing Persons of the Working Classes displaced; Compensation to Persons Displaced; Free Conveyance, &c.; Maintenance, Repair, Lighting, &c.; Hoardings; Sale and Exchange of Lands; Application of Moneys; Creation and Issue of Stock; Contributions from County Rate; Amendment of Acts.)

THE London County Council (in this Notice called "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes, hereinafter mentioned, namely:—

To authorize and empower the Council to execute the works hereinafter described, namely:—

New Central Street.

A new Central street to commence at the junction of Southampton-row and Vernon-place, in the parish of St. George, Bloomsbury, to be partly situate in the parish of St. Giles-in-the-Fields, and to terminate on the north side of the parish church of St. Mary-le-Strand, in the parishes of St. Mary-le-Strand and St. Clement Danes.

A junction roadway at the southern end of the said new Central street to form a double junction with the Strand; on the western side about 60 yards west of the western entrance to St. Mary's Church, and on the eastern side, about 60 yards eastward of the eastern wall of St. Mary's Church.

A widened roadway to be formed by the removal of the block of buildings between Holywell-street and the Strand, and of the buildings between the southern end of the new Central street and St. Mary's Church; such widened roadway to commence at the western end of the junction roadway hereinbefore described, and to terminate at or near the centre of the roadway, between the eastern end of Holywell-street and St. Clement Danes Church.

To enable the Council to alter the roadway surrounding St. Clement Danes Church, and to alter and set back the railings round the church, so as to throw portions of the land around the church into the roadway.

To enable the Council to alter and set back the railings round St. Mary's Church, and to throw into the widened roadway part of the enclosed ground at the west end of the church.

To make other new streets—or street alterations—in connection with the new Central street as follows:—

1. To make a new street, or widened street, following the line of Wych-street, to commence in the parish of St. Clement Danes and St. Mary-le-Strand (or one of them), by a junction with the intended new Central street, at or about the southernmost corner of the Olympic theatre, and to terminate in the roadway at the present junction of Wych-street and Holywell-street, in the parish of St. Clement Danes.

2. A new street in the parish of St. Clement Danes to commence by a junction with the intended new Central-street at or about the eastern end of the courtyard known as Craven-buildings and to terminate by a junction with Houghton-street at the south-western end thereof.

3. A new street to commence in the parish of St. Clement Danes by a junction with the intended new Central street, at or about the present junction of Stanhope-street and Clare-street, and to terminate in the parish of St. Giles-in-the-Fields, by a junction with the roadway at the south-western corner of Lincoln's-Inn-Fields.

It is also intended to form in the parish of St. Clement Danes junctions between the new street lastly described and—

(a) Portugal-street, at its western end.

(b) St. Clement's-lane, at its north-western end.

(c) Clare-market, between Clare-street and Houghton-street.

4. A new street in the parish of St. Giles-in-the-Fields in continuation of the southernmost roadway of Lincoln's-Inn-Fields, in a direct line to join the intended new Central-street. This new street to commence by a junction with the intended new Central-street at or about the present site of the Strand Workhouse, and to terminate at the south-western corner of Lincoln's-Inn-Fields.

5. A new street, partly in the parish of St. George-the-Martyr, Holborn, and partly in the parish of St. George, Bloomsbury, to commence by a junction with the intended new Central-street, at a point 50 yards, or thereabouts, northward of High Holborn, and to terminate by a junction with Eagle-street at the western end thereof.

6. A new street, partly in the parish of St. George-the-Martyr, Holborn, and partly in the parish of St. George, Bloomsbury, to commence by a junction with the intended new Central-street, at a point 70 yards, or thereabouts, northward of High Holborn, and to terminate by a junction with Fisher-street, at the western end thereof.

7. A new street in the parish of St. Giles-in-the-Fields, to commence by a junction with the intended new Central-street at or about the northern end of the Metropolitan Electric Supply Company's Sardinia-place station, and to terminate by a junction with Wild-court at a point about 30 yards from the eastern end thereof.

8. A new street, partly in the parish of St. Giles-in-the-Fields, and partly in the parish of St. Clement Danes, to commence by a junction with the intended new Central-street at a point about 90 yards north eastward from the junction of Kemble-street and

Great Wild-street, and to terminate by a junction with Great Wild-street at or near the said junction of Great Wild-street and Kemble-street.

9. A widening of Stanhope-street on the north-eastern side thereof, to commence in the parish of St. Clement Danes by a junction with the intended new Central-street at or near the junction of Denzell-street and Stanhope-street, and to terminate in the parish of St. Giles-in-the-Fields at the north-western end of Stanhope-street.
10. A new street in the parishes of St. Clement Danes, St. Mary-le-Strand, St. Martin-in-the-Fields, and St. Paul, Covent Garden, to commence in the said parish of St. Clement Danes by a junction with the intended new Central-street, at or near the present junction of Blackmoor-street and Stanhope-street, and to terminate near the junction of White Hart-street and Catherine-street.
11. A new street to commence in the parishes of St. Mary-le-Strand and St. Clement Danes, by a junction with the said intended new Central street at the junction of the same with Wych-street, and to terminate in the said parishes by a junction with Drury-lane, at a point about 35 yards south-east of White Hart-street.

To enable the Council to purchase and acquire by compulsion or agreement for the purpose of the new streets and works, and for the general re-arrangement and improvement of the streets and courts in the neighbourhood thereof, lands in the parishes of St. George, Bloomsbury, St. George the Martyr, Holborn, St. Giles-in-the-Fields, St. Clement Danes, St. Martin-in-the-Fields, St. Paul, Covent Garden, and St. Mary-le-Strand, which are comprised within a line drawn as follows:—

Commencing in the centre of the roadway of the Strand opposite the entrance to the Law Courts, thence along the Strand to a point 30 yards, or thereabouts, eastward of Catherine-street, thence into and along Helmet-court to the northern end thereof, thence northward to the boundary of the parish of St. Mary-le-Strand, thence westward along the said boundary to Catherine-street, thence along Catherine-street to a point opposite the house numbered 32 in Catherine-street, thence eastward, including the said house and the houses and premises abutting on the northern side of White Hart-street, to a point in Drury-lane, 25 yards, or thereabouts, to the northward of the junction of Drury-lane and White Hart-street, thence north-westward along Drury-lane to Kemble-street, thence along Kemble-street to its junction with Great Wild-street, thence along Great Wild-street, to its junction with Little Wild-street, thence eastward along Little Wild-street, to the house numbered 11 in Little Wild-street, thence northward to include the said house, and other premises fronting on Little Wild-street, Sardinia-place, and Wild-court, to a point in Wild-court 28 yards, or thereabouts, to the westward of its junction with Sardinia-place, thence northward so as to include the property numbered 14 in Wild-court, to the School attached to the Great Queen-street Methodist Chapel, thence to and along Wild-court and Sardinia-place to the northern end thereof, thence passing to the eastward of the said Methodist Chapel, to a point in Great Queen-street, 66 yards, or thereabouts, westward of its junction

with Little Queen-street, thence northward (including the Novelty Theatre), to Parker-street, thence eastward along Parker-street to the rear of the premises fronting on Little Queen-street, thence northward to include the buildings and premises fronting or abutting on the west side of Little Queen-street (excluding Trinity Church, but so as to include the Holborn Restaurant), to High Holborn, thence eastward along High Holborn to the premises numbered 121, High Holborn, at the corner of Southampton-row and High Holborn, thence northward (to include the said premises numbered 121, High Holborn, and also all the premises fronting or abutting on Southampton-row), to Vernon-place, thence northward (to include the premises on the western side of Southampton-row (the Albion Public House) at the corner formed by its junction with Vernon-place) to a point in Southampton-row, 20 yards or thereabouts northward of its junction with Theobald's-road, thence eastward, including the premises fronting or abutting on Theobald's-road to a point in Gloucester-street, 5 yards or thereabouts northward of its junction with Theobald's-road, thence southward to the Holborn Fire Brigade-station, thence southward so as to include all the premises fronting or abutting on the east side of Kingsgate-street, to a point in High Holborn, 6 yards or thereabouts eastward of the junction therewith of Kingsgate-street, thence southward to Gate-street, following the line of boundary between the premises numbered respectively 228 and 229 in High Holborn, thence eastward and southward along Gate-street, to and along the western boundary of the garden of Lincoln's-Inn-Fields to the roadway at the south-western corner of Lincoln's-Inn-Fields, thence including the premises numbered 49 and 49a Lincoln's-Inn-Fields to Portsmouth-street, across the end of Portugal-street to King's College Hospital, thence to a point in Clement's-lane, immediately to the northward of the Vestry Hall, thence westward to a point in Clare Market, 18 yards or thereabouts, northward of the end of Houghton-street, thence westward to Clare-passage, including the houses and premises fronting or abutting upon Holles-street, thence along Clare-passage to and across Houghton-street, and thence along New Inn-passage to the south end thereof, thence eastward to the rear of St. Clement Danes Schools, and southwards so as to include New Inn and the premises between Danes Inn and Wych-street, to the entrance to Clement's Inn, thence along the roadway between St. Clement Danes Church and the Law Courts to the commencement hereinbefore described.

Note:—Where the said line is described as passing along the street, it is to be considered as including the whole width of such street.

To enable the Council, so far as they may deem necessary in connection with the improvements, to divert, alter, or stop up and appropriate the sites of any of the following streets, in the parishes aforesaid, viz.:—

Kingsgate-street; George-yard; Twyford-buildings; Sardinia-place; Little Wild-street; Hall's-yard; Sardinia-street (eastern end); Portsmouth-place; Bear-yard; Vere-street; Denzell-street; Clare-passage; Sheffield-street; Portsmouth-street; Holles-street; Stanhope-street (southern end);

Newcastle-street; Holywell-street; Wind-sor-court; Denham-yard; Drury-court; Maypole-alley; Craven-buildings; Craven-yard; Feather's-court; Little Catherine-street; New Church-court; Angel-court; Clare-court; White Horse-yard; Grauby-place; Harford-place; Nag's Head-court; Eversleigh-buildings; and Half Moon-court, together with any other streets, courts, passages, and places within the limits of the land hereinbefore described.

Approach to Tower Bridge.

To enable the Council to make a new approach to the Tower Bridge, now in course of construction, from the southern side, viz.:-

- (a.) A widening of the Bermondsey New-road on the north-western side, commencing in the parish of St. George the Martyr, Southwark, at the junction of the Bermondsey New-road with the Old Kent-road, and terminating at the junction of Rothsay-street with the Bermondsey New-road, in the parish of St. Mary Magdalen, Bermondsey.
- (b.) A widening of the Bermondsey New-road on the eastern side, in the parish of St. Mary Magdalen, Bermondsey, commencing at the entrance to Goulston's-buildings, and terminating in Grange-road, about 40 yards eastward of its junction with Star-corner.
- (c.) A new road, commencing in Grange-road, at the point aforesaid, to form a junction with the Bermondsey New Road, as proposed to be widened, and to terminate in Artillery-street, opposite the end of Church-row, in the parish of St. John, Horsleydown.
- (d.) A widening of Church-row, in the parish of Saint John, Horsleydown, in continuation of the new road hereinbefore described to and terminating in Tooley-street, opposite the approach to the Tower Bridge now in course of construction.

To enable the Council for the purpose of carrying the intended new road under the London, Brighton and South Coast, and South Eastern Railways, to alter the piers and archways of the viaduct, on which the same are constructed, the said alteration to be made in the parish of Saint John, Horsleydown, extending from the southern side of the said railways, at a point 20 yards, or thereabouts, eastward of Church-street, to a point in Coxson-place, about 25 yards eastward of Church-street.

To enable the Council, so far as they may deem necessary in connection with the improvement, to divert, alter, or stop up and appropriate the sites of Providence-place and Bermondsey-square, in the parish of St. Mary Magdalen, Bermondsey, and to remove or alter the fence or railings surrounding the Church of Saint Mary Magdalen, Bermondsey.

Widening of Wood-lane, Hammersmith.

To enable the Council to widen Wood-lane, in the parish of St. Peter and St. Paul, Hammersmith, at the southern end where it joins the Uxbridge-road; the widening to extend from the Uxbridge-road northward for a distance of 3 chains, or thereabouts, to the wider portion of the said Wood-lane.

To authorise and require contributions towards the expenses of the proposed widening of Wood-lane, Hammersmith, by the Vestry of the parish of St. Peter and St. Paul, Hammersmith, and to confer all necessary powers upon the said Vestry for raising the money required for such contributions, and upon the Council for collecting and recovering the amount of such contributions.

Vauxhall Bridge.

To enable the Council to construct a new bridge across the River Thames, at Vauxhall,

in the county of London, in substitution for the existing bridge, known as Vauxhall Bridge, to be situate in the parishes of St. John the Evangelist, Westminster, and St. Mary, Lambeth.

The said bridge will occupy as nearly as may be the site of the present bridge, having the south-eastern end in the parish of Lambeth, and the north-western end in the parish of St. John the Evangelist, Westminster, and the new approaches thereto on both sides of the river will follow as nearly as may be the line of the present approaches, commencing on the south-eastern side at the eastern end of New Bridge-street, and on the north-western side at the junction of Grosvenor-road with Vauxhall Bridge-road.

To enable the Council to take down and remove the existing bridge over the Thames at Vauxhall, known as Vauxhall Bridge, situate partly in the said parish of St. John the Evangelist, Westminster, and partly in the said parish of St. Mary, Lambeth.

To enable the Council to make and maintain a temporary bridge over the Thames at Millbank, situate partly in the parish of St. John the Evangelist, Westminster, and partly in the parish of St. Mary, Lambeth, commencing on the Albert Embankment roadway about midway between Gloucester-street and Glasshouse-street, and terminating in the Grosvenor-road opposite the entrance to the Millbank Penitentiary.

To enable the Council to make and maintain such other temporary works as may be desirable in connection with the new bridge.

To enable the Council to make in connection with the said new bridge and works, all such viaducts, embankments, piers, wharves, walls, fences, drains, stairs, buildings, and all such works and conveniences as they may deem proper.

To enable the Council to construct over the said new bridge and the approaches thereto such carriage way, tramways, and footways as they may think proper.

Rotherhithe and Ratcliff Ferry.

To authorize the Council to establish and maintain a ferry across the River Thames between Rotherhithe and Ratcliff for foot passengers, horses, carriages, and vehicles of all kinds, by means of vessels or boats propelled by steam or otherwise, and for that purpose to construct, provide, and maintain all necessary approaches, landing stages, dolphins, bridges, works, and other conveniences, including those hereinafter specified:---

On the north side of the river in the Hamlet of Ratcliff:

An approach road, commencing at the Commercial road immediately to the eastward of the Stepney Junction Station, passing to and along the east side of London-street, and terminating at the river bank near the south end of London-street.

An alteration of the piers and archways under the Blackwall Railway, belonging to the Great Eastern Railway Company, and a new bridge under the same railway immediately to the westward of and parallel to Horseferry Branch-road.

A pontoon to be situate in the river at a distance of about 80 yards from the bank at the termination of the said approach road.

A bridge or bridges from the termination of the said approach road to the said pontoon.

On the south side of the river, in the parish of St. Mary, Rotherhithe:

An approach road, commencing in the Lower-road, Rotherhithe, at the junction there-

with of Albion-street, consisting in part of a widening of Albion-street, Neptune-street, and St. Mary Church-street, and terminating at the River Bank 60 yards or thereabouts eastward of Elephant-stairs.

A pontoon to be situate in the river at a distance of about 80 yards from the bank, at the termination of the said approach road.

A bridge or bridges from the termination of the said approach road to the said pontoon.

To enable the Council to work and regulate the said ferry between the pontoons or landing stages at Ratcliff and Rotherhithe above mentioned.

To provide for, and regulate the use of the said pontoons or other works by steam, and other vessels, on payment of such toll or charge, and generally on such terms and conditions as may be defined by the intended Act.

And to empower the Council, if they think fit, to make and levy charges and tolls in respect of such use.

To enable the Council to dredge or deepen the river at or near the site of the said ferry, and to place and maintain such staging, piling, cofferdams, and other works in the river at or near the site of the said ferry as they may deem necessary or expedient; and to enable the Council to make and enforce by-laws and regulations for controlling the traffic resorting to the said ferry, both on the vessels used at the ferry and the pontoons, landing-stages and other works connected therewith, and the approaches thereto, and for the regulation and conduct of vessels of all kinds using any of the said landing-stages, pontoons, or other works.

To make provision for the protection of the vessels used at the said ferry, and other vessels passing up and down the river, from collision, and to authorize the framing of regulations for the control of vessels passing up and down the river at the site of the said ferry, either by the Council or the Conservators of the River Thames, or in such manner as may be defined in the Bill, and to provide for the enforcement of such regulations by penalties and otherwise.

Widening Approach (South Side) to Woolwich Ferry.

To enable the Council to acquire land in the parish of Woolwich, on the south side of the river, for widening the Approach-road leading from Nile-street, South Woolwich, to the Woolwich Ferry, the said land being situate at the north end of the vacant land belonging to the Council, on the west side of Surgeon-street.

Sundry Incidental Powers.

To enable the Council for the purposes of any of the intended works to alter and interfere with the bed and foreshore of the River Thames.

To alter and remove any drinking troughs and other buildings, and erections upon the streets or lands shown on the deposited plans, and to stop up and appropriate the site and soil of any streets, courts, passages, thoroughfares or alleys shown upon the said plans.

To enable the Council in connection with the proposed works to make junctions with streets and diversions and alterations of streets, both as regards line and level, and to divert, alter, and remove sewers, steps, areas, drains, tubes, wires and pipes.

To enable the Council to purchase by compulsion or agreement all such lands, houses, and other property as may be required for the purposes of the Bill, and as will be included within the limits to be defined upon the deposited plans, and any easements over and affecting the same.

To enable the Council to deviate, laterally and

vertically from the line and levels of the intended works shown upon the deposited plans and sections hereinafter mentioned.

To prohibit the breaking-up or interference with any of the new works hereinbefore mentioned for laying down any gas, water, or other main, or pipe, or other work except with the consent of the Council, and subject to such terms and conditions as to payment and otherwise as the Council may determine.

To incorporate and apply to the purposes of the intended Act, with modifications and variations, the provisions of the Lands Clauses Acts, and to enable the Council to purchase so much only of any property as may be required for the purposes of the intended Act, and to exempt the Council from the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845, and from the provisions of the said Act with respect to the sale of superfluous lands.

To make provision as to the payment of costs in certain cases of disputed compensation by persons claiming compensation from the Council.

To define the principle on which purchase money and compensation payable in respect of lands and property required for the proposed improvements and works are to be determined, and to provide for limiting the amount thereof and claims in respect thereof.

To limit the amount of purchase money and compensation to be paid in respect of houses or buildings of an insanitary character, or in unhealthy areas, and to regulate and provide for the manner in which such purchase money and compensation shall be assessed and determined.

To provide that in assessing any compensation claimed in respect of the execution of any of the powers of the intended Act, any probable increase in traffic, or other facilities or benefits, or enhancements of value, which will result from the works, shall be taken into account.

To provide that owners or occupiers of lands and property increased in value by the proposed improvements and works shall contribute towards the expense thereof, in proportion to such increase, and to provide for fixing, collecting, and levying such contribution, by rating or otherwise, as may be prescribed in the Bill.

To fix and define in the Bill, or to provide in the Bill for fixing and defining by arbitration or otherwise, an area in the neighbourhood of each of the proposed improvements and works, or some of them in which such contributions may be required and levied, and for determining the amount of such contributions, and the persons by whom they shall be made, and the manner in which they shall be paid and recovered.

To enable the Council and their officers to enter, survey and value at any time lands and buildings shown on the deposited plans, and to obtain information as to value and ownership.

To confer on the Council powers to erect, or authorise the erection of hoardings or other works in streets during the execution of any of the intended works.

To provide for the maintenance, repair and lighting of the new streets and works, and to charge the same upon the rates leviable within the parishes and districts within which they are situate.

To empower the Council to purchase and acquire by agreement, or compulsion, the lands or any of the lands next hereinafter described, on which to provide for erection of dwellings for persons of the labouring and poorer classes, whose dwellings will be removed for the purposes of the intended Act, viz. :—

(a) Certain lands in the parish of St. Andrew, Holborn (including the premises of the Hol-

born Union Workhouse and lands abutting on Gray's-Inn-road), which lands are situate within the area bounded by Gray's-Inn-road on the west, by Little Gray's-Inn-lane on the south and east, and by Elm-street on the north.

- (b) Certain lands in the parish of St. James and St. John, Clerkenwell, on the south-east side of the new street known as Rosebery-avenue, lying between Rydon-crescent and Lloyds-row, and including Spa-cottages.
- (c) Certain lands in the parishes of St. Pancras and St. James and St. John, Clerkenwell, at the junction of Lower Calthorpe-street with King's Cross-road, situate on the north-west side of Lower Calthorpe-street, and lying between the British School and King's Cross-road.

To provide for assisting any of such persons who may be displaced from their dwellings to travel to and from their present places of occupation by free conveyance, or to provide such other compensation as may be practicable in each case.

To enable the Council to sell, convey, lease, exchange and otherwise dispose of any lands, houses and property, or any easement, right or privilege, in, under, through or over the same, which may be acquired or vested in them under the powers and may not be required for the purposes of the Bill, and to sell and dispose of any building, paving, or other materials.

To enable the Council in selling or disposing of lands acquired by them for purposes of the proposed improvements, but not required for the actual works, to attach conditions as to the use thereof, and to enable the Council to enforce such conditions by power of re-entry, penalties, or otherwise.

To alter and amend, so far as may be necessary, for the purposes aforesaid, the Metropolis Management Act, 1855, and the Acts amending the same, and any other Acts relating to the London County Council and the Local Management of the Metropolis.

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act.

To authorise and provide for the payment of expenses from time to time incurred by the Council in the execution of the powers of the intended Act, and to charge such expenses on the county rate.

To enable the Council, from time to time, to raise money by the creation and issue of Consolidated Stock, or by borrowing, to such amount as may be necessary for the purposes of the intended Act, or to use for those purposes, or any of them, money standing to the credit of the Consolidated Loans Fund, and to make provisions as to the redemption of such stock or repayment of loans, and the payment of interest or dividend thereon out of the Consolidated Loans Fund and County rate, and to include in their estimates and precepts, for the purpose of the county rate, such sums as may be requisite for those purposes.

Duplicate plans and sections describing the lines, situation and levels of the proposed works, and plans showing the lands, houses, and other property, in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this notice will, on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green, and on or before the same day a copy of the said

plans, sections and book of reference, together with a copy of this notice, will be deposited as follows, viz. :—

So far as relates to the parishes of St. Giles-in-the-Fields and St. George, Bloomsbury, with the Clerk to the St. Giles District Board of Works, 197, High Holborn, W.C.

So far as relates to the parishes of St. Mary-le-Strand, St. Clement Danes, and St. Paul, Covent Garden, with the Clerk to the Strand District Board of Works, at his office at 5, Tavistock-street, Strand, W.C.

So far as relates to the parishes of St. George-the-Martyr and St. Andrew, Holborn, with the Clerk to the Holborn District Board of Works, at his office at the Town Hall, Grays Inn-road, Holborn, W.C.

So far as relates to the parish of St. Martin-in-the-Fields, with the Vestry Clerk of that parish, at his office at the Town Hall, Charing Cross-road, W.C.

So far as relates to 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, S.E.

So far as relates to the parish of St. Mary Magdalen, Bermondsey, with the Vestry Clerk of that parish, at his office at the Town Hall, Spa-road, S.E.

So far as relates to the parish of St. John, Horsleydown, with the Clerk to the St. Olave District Board of Works, at his office, 86, Queen Elizabeth-street, S.E.

So far as relates to the parish of St. Peter and St. Paul, Hammersmith, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Broadway, Hammersmith, W.

So far as relates to the parish of St. John the Evangelist, Westminster, with the Clerk to the United Vestry of the parishes of St. Margaret and St. John the Evangelist, Westminster, at his office at the Town Hall, Caxton-street, Westminster, S.W.

So far as relates to the parish of St. Mary, Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Kennington-green, S.E.

So far as relates to the Hamlet of Ratcliff, with the Clerk to the Limehouse District Board of Works, at his office, White Horse-street, Commercial-road, E.

So far as relates to the parish of St. Mary, Rotherhithe, with the Vestry Clerk of that parish, at the Vestry Offices, Lower-road, Rotherhithe, S.E.

So far as relates to the parish of Woolwich, with the Vestry Clerk of that parish, at his office at the Town Hall, William-street, Woolwich, S.E.

So far as relates to the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish, at his office at the Vestry Hall, 58, Rosoman-street, Clerkenwell, E.C., and

So far as relates to the parish of St. Pancras, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Pancras-road, N.W.

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

Dated this 18th day of November, 1892.

H. DE LA HOOKE, Clerk of the London County Council, Spring Gardens, Charing Cross, S.W.

DYSON AND CO., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

North Eastern Railway.

(Additional Powers with reference to New and Existing Railways, Roads, Footpaths, and other Works and Lands in the Counties of Northumberland, Durham, and York (North and West Ridings), and in the City of Newcastle-upon-Tyne, and town of Kingston-upon-Hull; Power to Levy Rates, &c.; Agreements with Tees Conservancy Commissioners; Provisions as to Repair of Roads, and as to Rating of certain Railways of Company; Provisions with reference to Traction Engines; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make and maintain the new railways and widenings and alterations of railways and other works hereinafter described, with all requisite stations, sidings, approaches, roads, jetties, works, and conveniences connected therewith (that is to say):—

In the county of Northumberland:

1. A Railway (No. 1) commencing in the township of West Sleekburn and parish of Bedlington by a junction with the Company's Blyth and Tyne Railway at a point thereon about 300 yards measured along that railway in a southerly direction from the south end of the viaduct over the River Wansbeck and terminating in the township of Cambois and parish of Bedlington by a junction with the Cambois Branch of the said Blyth and Tyne Railway at a point thereon, about ten yards measured along that railway in a westerly direction, from where it crosses on the level the road from Marchey's House to West Sleekburn Colliery and which railway will be made in or pass through the several parishes, townships or places following (that is to say), Bedlington, West Sleekburn and Cambois.
2. A Railway (No. 2) situate wholly in the township of Cambois and parish of Bedlington, commencing by a junction with the Cambois Branch of the Company's Blyth and Tyne Railway at or near to the junction between such branch railway and the private railway leading to the Cambois Colliery and terminating at the south end of a jetty to be erected in the River Blyth at a point about 200 yards east of the steam ferry across the said River Blyth at High Pans.
3. The widening and alteration of the Cambois Branch of the Company's Blyth and Tyne Railway between the junction of the said Cambois Branch with the said Blyth and Tyne Railway in the township of West Sleekburn and parish of Bedlington, and the junction of the said Cambois Branch with the proposed Railway No. 2 in the township of Cambois and parish of Bedlington, and which widening and alteration will be made in or pass through the several parishes, townships, or places following (that is to say), Bedlington, West Sleekburn, and Cambois.
4. A Railway (No. 3) situate wholly in the township of Amble and parish of Warkworth, commencing at the western boundary fence of the Radcliffe Wagon-way, at a point

thereon about 1,000 yards measured along that wagon-way in a southerly direction from the level crossing by which such wagon-way crosses the Company's Amble Branch Railway, and terminating by a junction with the said Amble Branch Railway at a point thereon about 470 yards measured along such railway in a south-westerly direction from the said level crossing.

5. A Railway (No. 4) situate wholly in the township of Amble and parish of Warkworth, commencing by a junction with the Company's said Amble Branch Railway at or near the proposed junction between such railway and Railway No. 3, and terminating at a point about 175 yards north-east of the said level crossing by which the said Radcliffe Wagon-way crosses the said Amble Branch, and in connection therewith to stop up and abolish the said level crossing.

In the county of Durham:

6. A Railway (No. 5) situate wholly in the township and parish of Billingham, commencing by a junction with the Company's Port Clarence Railway at a point thereon about 180 yards measured along that railway in a westerly direction from the west end of Haverton-hill Station, and terminating at or near the north side of Billingham Beck at a point about 550 yards measured along such beck in a westerly direction from its confluence with the River Tees.

In the West Riding of the county of York:

7. A Railway (No. 6) situate wholly in the township and parish of Castleford, commencing by a junction with the siding known as Breffit's Siding at a point thereon about 80 yards measured along such siding in an easterly direction from the Castleford Old Station Signal Cabin on the Company's York and Normanton Railway and terminating at a point in the Aire and Calder Glass Bottle Works about 50 yards south of the main entrance thereto.
8. A Railway (No. 7) commencing in the township of Temple Newsam and parish of Leeds by a junction with the Company's Leeds and Selby Railway at a point thereon about 10 yards measured along that railway in a westerly direction from the Company's Neville Hill Signal Cabin and terminating in the township of Hunslet and parish of Leeds, in a piece of vacant land at a point about 10 yards, measured in a south-easterly direction from the bridge which carries South Accommodation-road over the River Aire, and which railway will be made in or pass through the several parishes, townships, or places following (that is to say), Leeds, Temple Newsam, and Hunslet.

To empower the Company to execute the following works and exercise the following powers (that is to say):—

In the city and county of Newcastle-upon-Tyne:

- To widen on the south side thereof respectively the bridges carrying the Company's Newcastle and Carlisle Railway over the streets called Gas House-lane and Dunn-street.
- To make a bridge under the Company's Newcastle and Carlisle Railway with approaches thereto extending for a distance of about 80 yards on the north side and about 40 yards

on the south side thereof at or near to and in substitution for the existing level crossing and footbridge near the Crooked Billet Public-house in Scotswood-road.

To make a new road commencing by a junction with Water-street at a point therein about twenty-five yards south of the bridge carrying the Company's Newcastle and Carlisle Railway over Water-street and terminating by a junction with Dunn-street at a point therein about 25 yards south of the bridge carrying the said railway over Dunn-street, and to stop up and appropriate to the purposes of the Company Railway-terrace and so much of Shumac-street and of any other street or lane as may be required.

All which said intended widenings, bridge and road will be made or situated in the township of Elswick and parish of Saint Nicholas and parish or parochial chapelry of Saint John, or some or one of them.

In the county of Durham:

To make in the township and parish of Bishopwearmouth a bridge under the Company's Peshaw Branch Railway at Pallion Station, with road approaches thereto, extending for a distance of about 80 yards on the north side and about 110 yards on the south side thereof, at or near to and in substitution for the existing level crossing by which the public road from Hylton to Pallion crosses the said branch railway.

To make a new road in the township and parish of Stockton-on-Tees, commencing by a junction with the road from Durham to Stockton at a point thereon about 33 yards north of the Lustring Beck and extending for a distance of about 80 yards in a north-easterly direction, and to make a new footpath in the same parish and township commencing by a junction with the street bounding the east side of the gasworks at the south side of the bridge carrying the same under the Company's Stockton and Hartlepool Railway, extending thence in a northerly direction for a distance of about 250 yards to the south side of the Lustring Beck and thence for a distance of about 160 yards along the south side of the said beck to a junction with the footpath and occupation road leading from Ragworth Farm to Stockton, near the bridge carrying the same over the said beck, and to stop up so much of the said footpath and occupation road as is situate between the junction therewith of the new footpath and the south side of the said Stockton and Hartlepool Railway, including the Primrose Hill level crossing.

To make a new road in the township and parish of Billingham, commencing by a junction with Billingham-lane at a point thereon about 290 yards, measured along the same in a south-westerly direction from the north end of the salt works of the Tees Salt Company, Limited, and terminating at or near the north side of Billingham Beck at a point about 570 yards measured along such beck in a westerly direction from its confluence with the River Tees.

To make a footpath in the township and parish of Billingham, commencing by a junction with the road between the Tees Ferry and Port Clarence Station at or near the entrance to such station, and terminat-

ing by a junction with the Port Clarence and Haverton Hill road, at a point about 30 yards east of the eastern end of the cottages belonging to Bell Brothers, Limited, and to carry the same under the Port Clarence Railway by means of a subway, and to extinguish all rights of way (if any) along or across and on the level of the said Port Clarence Railway between Haverton Hill Station and the terminus of the said branch adjoining the works of Bell Brothers, Limited, at Port Clarence.

To widen on the west side thereof the bridge carrying the Company's Leeds Northern Railway over the street called Bishop-ton-lane, in the township and parish of Stockton-on-Tees.

To make in the township of Haswell and parish of Easington a footbridge over the Company's Sunderland and Hartlepool Railway, at the north end of Haswell Station, in substitution for the existing level crossing for foot passengers at the said station.

In the North Riding of the county of York:

To divert and alter in the township and parish of Eston so much of the new footpath authorised by the North Eastern Railway Act, 1889, as lies between a point about 250 yards west, and another point about 120 yards west of the west end of Eston Old Station, and to construct a bridge to carry the diverted footpath over the line of railway giving access from the Company's Middlesbrough and Redcar Railway to the Eston Steel Works of Bolckow, Vaughan, and Company, Limited.

In the West Riding of the county of York:

To make in the township and parish of Castleford a bridge under the Company's York and Normanton Railway with road approaches thereto, commencing in Cambridge-street at a distance of about 111 yards east of the junction of that street with Beacroft-road, and terminating at or near the junction of Carlton-street and Station-road, and also a subway for foot passengers with approaches thereto extending for a distance of 30 yards or thereabouts on the north, and 80 yards or thereabouts on the south side of the said railway, in substitution for the existing level crossing and footbridge at Welbeck-street, and to appropriate and use for the purposes of the Company those portions of Welbeck-street and Beacroft-road which are situate between Cambridge-street and the northern boundary of the Company's property.

To make in the township and parish of Castleford a subway for foot passengers under the Company's York and Normanton Railway with approaches thereto extending for a distance of 38 yards or thereabouts on the south side thereof and 43 yards or thereabouts on the north side thereof in substitution for the existing level crossing for foot passengers at High-street and the footbridge thereat, and also to divert in an easterly direction those portions of High-street and Albion-street which are situate between the north side of Catlow-street and the northern boundary of the Company's property.

To make a new road in the township and parish of Monk Fryston and township of Huddleston-cum-Lumby and parish of Sherburn commencing by a junction with

the road leading from Lumby to Monk Fryston at a point thereon about 35 yards east of the bridge carrying the said road over the Company's York and Normanton Railway and terminating by a junction with the road known as Lumby-lane or Ingthorne-lane, at a point about 60 yards east of the level crossing by which the said lane crosses the said York and Normanton Railway, and to stop up so much of the said Lumby-lane or Ingthorne-lane as is situate between the termination of the said new road and a point about 25 yards west of the said level crossing, including such level crossing.

To make in the township of Temple Newsam and parish of Leeds a bridge under the Company's Leeds and Selby Railway with road approaches thereto, extending for a distance of 70 yards or thereabouts on the north side thereof, and 56 yards or thereabouts on the south side thereof in substitution for the existing level crossing by which Osmondthorpe-lane crosses the said railway and to appropriate and use for the purposes of such bridge and approaches so much of Osmondthorpe-lane as may be required.

To substitute a bridge for the level crossing by which the footpath leading from Leeds to Burley crosses the Company's Leeds and Thirsk Railway near their Burley Coal Depôt, in the township of Headingley-cum-Burley and parish of Leeds.

To substitute a bridge for the level crossing by which the footpath leading from Starbeck to Harrogate crosses the Company's Leeds and Thirsk Railway at Starbeck Station, in the township and parish of Bilton with Harrogate.

To authorise the Company to purchase and take by compulsion or agreement, and to hold lands (in which term as used in this Notice houses and buildings are included) or any estates or interests in or easements in over or under lands situate in the before-mentioned parishes, townships, extra-parochial and other places for the purposes of the proposed railways and widenings and other works hereinbefore mentioned and also to purchase and take by compulsion or agreement for the general purposes of their undertaking, and to hold and retain as part of their undertaking for the same purposes the lands following, or some of them, or any estates or interests in the same (that is to say):

In the county of Northumberland:

Certain lands in the township of Ord and parish of Tweedmouth, situate on the south side of and adjoining the Company's Kelso Branch near the Bone Mill at East Ord;

Certain lands in the township of Cowpen and parish of Woodhorn, situate on both sides of and adjoining the Company's railway at Blyth Station;

Certain lands in the township of East Chevington and parish of Warkworth, situate on the west side of and adjoining the Company's Amble Branch Railway near Broomhill Station.

In the city and county of Newcastle-upon-Tyne:

Certain lands in the township of All Saints and parish of Saint Nicholas and parish or parochial chapelry of All Saints, or one of them, situate on the north side of and adjoining the Company's property at and near the junction of Union-street and Register-street;

Certain lands in the township of All Saints and parish of Saint Nicholas and parish or parochial chapelry of All Saints, or one of them, situate on the east side of Picton-terrace, at and near its junction with Vincent-street;

Certain lands in the township of Saint Nicholas and parish of Saint Nicholas, and parish or parochial chapelry of All Saints, or one of them, situate between the Close and the River Tyne, on the east side of the street called the Javel Groupe.

In the city and county of Newcastle-upon-Tyne, and in the county of Northumberland:

Certain lands in the townships of Heaton and Walker and parishes of Saint Nicholas, Long Benton, and parish or parochial chapelry of All Saints, or one of them, situate on both sides of the Company's Newcastle and Berwick Railway near its junction with the Company's Tynemouth Branch Railway at East Heaton, with power to stop up the existing public footpath thereon between the north side of the bridge carrying the same under the Company's Newcastle and Berwick Railway and the junction between such footpath and the public road leading from Benton to Walker Gate Station near that station, and in substitution therefor to make a new footpath along the north side of the said Newcastle and Berwick Railway between the said bridge and the said public road.

In the county of Durham:

Certain lands in the township of Westoe and parish of Jarrow, situate at or near the entrance to the Company's Tyne Dock, and on both sides of and adjoining the public road from Jarrow to South Shields;

Certain lands in the township of Greencroft and parish of Lanchester, situate on the north side of and adjoining the Company's Pontop and South Shields Railway, and west of and adjoining the road from Annfield Plain to Lanchester.

In the North Riding of the county of York:

Certain lands in the township and parish of Kirkleatham, situate on both sides of and adjoining the Company's Darlington and Saltburn Railway at Redcar Station.

In the West Riding of the county of York:

Certain lands in the township and parish of Castleford, situate on the south side of and adjoining the Company's York and Normanton Railway near Castleford Station;

Certain lands in the township of Temple Newsam and parish of Leeds, situate on the south-east side of and adjoining the Company's Leeds and Selby Railway near to Osmondthorpe Colliery.

In the town and county of the town of Kingston-upon-Hull:

Certain lands in the township and parish of Newington, situate on the east side of and adjoining the Company's railway between Hessle-road Junction and Dairycoates Junction;

Certain lands in the townships and parishes of Drypool and Southcoates, situate on both sides of and adjoining the Company's Hull and Holderness Railway, near the Craven-street level crossing on the Company's railway;

Certain lands in the township and parish of Sculcoates, situate on the north side of and adjoining the Company's Victoria Dock Branch Railway, near their Stepney Station,

and on the west side of and adjoining Cottingham Drain.

To empower the Company to purchase a part only of, or an easement in, over, or under any property which may be required for the purposes of the intended Act without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish all rights of way over the Company's railway and over the portions of the said existing roads or footpaths proposed to be stopped up, or which will be rendered unnecessary by the proposed works, and to vest the site and soil of such roads and footpaths or portions thereof in the Company, and to alter, vary, or extinguish all existing rights of way and other rights, privileges, and exemptions in, over, or connected with any lands proposed to be purchased, taken, used or interfered with under the powers or for the purposes of the intended Act or which would in any manner impede or interfere with the objects or purposes of the intended Act or any of them, and to confer, vary, alter or extinguish other rights, privileges and exemptions.

To authorise the crossing, diverting, altering or stopping up, whether temporarily or permanently, of all highways and other roads, footpaths, rivers, streams, canals, navigations, railways, wagonways, tramways, bridges and other works within or adjoining to the before-mentioned parishes, townships or places which it may be necessary or convenient to cross, divert, alter or stop up or interfere with for the purposes of the intended Act or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking, and to provide that the Company shall not be liable under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways or widenings by a bridge or bridges or the immediate approaches thereto in any case where the levels of such road or approaches shall not be permanently raised.

To empower the Company and the Tees Conservancy Commissioners to enter into and carry into effect agreements for making, maintaining, working and using the proposed Railway No. 5 and the new road in the township and parish of Billingham, and to authorise the said Commissioners to defray or to contribute towards the cost of making, maintaining, working and using such railway and road, and to apply their funds to that purpose, and to make the carrying out of the powers of the said Act conditional thereon.

To make provision as to the cost of the construction, alteration, maintenance and repair of all or some of the railways, roads, streets, bridges, footpaths and highways proposed to be constructed or altered under the authority of the intended Act or some part or parts thereof, and to empower and if thought fit to require the corporations, local or highway boards, or other bodies or persons having the charge, management, or control of existing roads, streets, bridges, footpaths, or highways in the counties, parishes, townships, districts, or places in which the new or altered roads, streets, bridges, footpaths, or highways will be situate, or any other bodies or persons interested in or benefited by the objects or purposes of the intended Act, to defray or contribute towards such costs, and to make the carrying out of the powers of the intended Act conditional thereon, and to empower the

Company and such corporations, local or highway boards, bodies, or persons to enter into and carry into effect agreements with reference to the matters aforesaid or any of them or incident thereto, and to confirm any such agreements made before the passing of the intended Act and to delegate to such corporations, local or highway boards, bodies, or persons the powers of the intended Act with reference to the construction or alteration of such roads, streets, bridges, footpaths, or highways, or some part or parts thereof, and to empower them to apply their rates or funds to any of the purposes aforesaid and to borrow money on the security of such rates.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to levy tolls, rates and charges in respect of the proposed railways, widenings, jetties and other works, and to alter existing tolls, rates, dues and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates, dues and charges.

To empower the Company to hold, use and maintain as part of their undertaking the railway from Newsham to Blyth, situate in the parish of Earsdon, and the Cambois Branch of their Blyth and Tyne Railway, situate in the parish of Bedlington now respectively belonging to them, together with all works connected with the said railways, and all lands acquired for the purposes of or in connection with the same, and to authorise the Company to levy tolls, rates, and charges for or in respect of the use of the said railways and works, and to confer on the Company further powers in reference thereto, and to extend and make applicable to the said railways and to any other railways of the Company not originally constructed under Parliamentary powers the provisions and exceptions of the 211th and 230th Sections of the Public Health Act, 1875, or one of them, with respect to land used as a railway constructed under the powers of any Act of Parliament for public conveyance as if the same had been so constructed.

To make provisions with reference to the passage across the railways of the Company at level crossings and over road bridges which the Company are liable to repair of traction engines, steam rollers, and other heavy machines or vehicles and to restrict and limit the weight of and the speed and times at which such engines, machines, or vehicles may cross such railways at such crossings or bridges, the number of vehicles to cross at any one time, to regulate such crossings and impose penalties for default, and to make bye-laws with reference thereto.

To empower the Company to increase their capital and to raise further sums of money for all or any of the purposes of the intended Act or any other Act of the same Session and for the general purposes of the Company by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or fund belonging to the Company.

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the several local and personal Acts following or some of them (that is to say) :

17 and 18 Vic., cap. 211, and all other Acts relating to the Company.

And Notice is hereby further given that on or before the 30th day of November instant maps, plans, and sections relating to the objects of the intended Act with a book of reference to such plans and a copy of the Notice of the intended application to Parliament as published in the London Gazette, will be deposited for public inspection with the several Clerks of the Peace following (that is to say) :—As regards the works and lands in the county of Northumberland, with the Clerk of the Peace for that county, at his office at Newcastle-upon-Tyne. As regards the works and lands in the city and county of Newcastle-upon-Tyne, with the Clerk of the Peace for that city and county, and with the Clerk of the Peace for the county of Northumberland, at their respective offices at Newcastle-upon-Tyne. As regards the works and lands in the county of Durham, with the Clerk of the Peace for that county, at his office in the city of Durham. As regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northallerton. As regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield. And as regards the lands in the town and county of the town of Kingston-upon-Hull, with the Clerk of the Peace for the said town and county, at his office at Kingston-upon-Hull, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley.

And that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works are intended to be made, or lands taken, and also a copy of the said notice as published in the London Gazette will be deposited with the parish clerk of such parish, at his place of abode, and as regards any extra-parochial place with the clerk of some adjoining parish, at his place of abode.

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

Dated this 17th day of November, 1892.

A. KAYE BUTTERWORTH, York, Solicitor.

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

In Parliament.—Session 1893.

London County Council (General Powers).
(Representation on Thames Conservancy and Lee Conservancy Boards; Dwelling Houses on Low-lying Land; Protection of Sewers; Procedure of Council; Electric Lighting; Amendment of "The London Sky Signs Act, 1891;" Amendment of Section 21 of "the London Council (General Powers) Act, 1890;" Fire Alarms; Recognizances on behalf of Council; Re-arrangement of Wards, &c.; Prevention of Epidemic Disease; Enquiries, &c.; Rating Authorities' Accounts, &c.; Expenses under Registration Acts; Leasing of Lands; Compensation to Certain Workmen; Financial Powers; As to London Vestries and

District Boards; London County Charities; Incidental Matters.)

THE London County Council (in this Notice called "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes hereinafter mentioned, namely:—

REPRESENTATION ON THAMES CONSERVANCY AND LEE CONSERVANCY BOARDS.

To authorize and provide for the appointment by the Council of Members of the Thames Conservancy Board.

To authorize and provide for the appointment by the Council of additional Members of the Lee Conservancy Board.

To alter and amend, so far as may be necessary for these purposes, the provisions of the Acts of Parliament relative to the Thames Conservancy and the Lee Conservancy.

DWELLING-HOUSES ON LOW-LYING LAND.

To make provisions as to dwelling-houses within the county of London, upon land of which the surface is below the level of Trinity high water mark, or which being above that level is subject to flooding, or which is so situated as not to admit of being drained into the existing main drainage system of London, and to prohibit the erection or use of any such dwelling-house except in pursuance of a licence to be obtained from the Council, and upon such terms and conditions as may be defined in the intended Act, and to enforce the provisions of the intended Act by penalties and otherwise.

PROTECTION OF SEWERS.

To confer further powers on the Council for preventing the introduction of mud or other refuse into sewers through openings in streets or otherwise, and for taking proceedings for the prevention thereof, and for securing the cleansing and proper management of channels or gullies leading to the sewers.

PROCEDURE OF COUNCIL.

To empower the Council, or Committees of the Council, to administer oaths in certain cases of applications for licences.

To make further provisions as to procedure by the Council, and Committees of the Council as to the meetings of the Council, the summoning of such meetings, and the notices for such meetings, and generally to confer on the Council power to make such regulations as it may find convenient with regard to meetings and the transaction of business thereat.

ELECTRIC LIGHTING.

To confer on the Council all necessary powers to enable them to provide and maintain an electric lighting installation on the Victoria Embankment and the Gardens thereon, and on the Westminster and Waterloo Bridges and neighbouring places, and for that purpose to empower the Council to generate and store electricity and to use any lands for the time being belonging to them, and upon such lands to erect and maintain any necessary workshops, engine houses, storehouses (including places for storing electricity), or other buildings, and to manufacture, buy, or hire, any machinery, steam engines, gas engines, or other apparatus, and to take, hold, and use patent rights, or licences, or authorities under letters patent for the use of inventions relative to the generation, utilization, distribution, or supply of electricity or other lighting agent.

AMENDMENT OF "THE LONDON SKY-SIGNS ACT, 1891."

To alter certain of the provisions of the London Sky Signs Act, 1891, and to extend the provisions of that Act to other structures and

erections over, or attached to buildings, or placed on lands, or to repeal Section 2 of the said Act, so far as it defines a "sky sign," and to enact a new definition instead thereof.

AMENDMENT OF SECTION 21 OF "THE LONDON COUNCIL (GENERAL POWERS) ACT, 1890."

To amend or explain Section 21 of the London Council (General Powers) Act, 1890, and to confer powers on the Council to employ any public band maintained by them in any places which they may think proper, and further powers of contribution to other bands.

FIRE ALARMS.

To enable the Council to enforce such penalties as may be defined by the intended Act for the protection of fire alarms from improper use, and for giving false alarms as to fire to the Fire Brigade Stations, and to authorize the punishment of persons giving such false alarms.

RECOGNIZANCES ON BEHALF OF COUNCIL.

To relieve the Chairman, or other members of the Council, from the liability to enter into recognizances in connection with appeals by the Council, and to make other provisions with respect to the liability of the Council in such cases.

REARRANGEMENT OF WARDS, &c.

To confer further powers on the Council as to altering the wards or subdivisions of parishes and districts in the county of London, and for forming portions of parishes into wards.

PREVENTION OF EPIDEMIC DISEASE.

To confer on the Council further powers with a view to the detection of cholera or other epidemics; to take precautionary measures for the prevention thereof; and to confer on the Council some of the powers of Sanitary Authorities with reference to those matters.

ENQUIRIES, &c.

To repeal Section 38 of the London Council (General Powers) Act, 1890, Section 70 of the London Council (General Powers) Act, 1891, and Section 3 of the London Water Act, 1892, relative to enquiries and negotiations by the Council, and to confer on the Council all necessary powers for prosecuting any such enquiries and negotiations as to matters of Local Government as they may think expedient.

RATING AUTHORITIES' ACCOUNTS, &c.

To require Guardians of the Poor, Overseers, or other Rating Authorities having powers within the county of London, to return for the use of the Council copies of their lists, reports and accounts, and other information with respect to rating matters.

EXPENSES UNDER REGISTRATION ACTS.

To confer powers on the Council for checking and investigating the expenses and receipts under the Registration Acts, 1843 to 1891, of which it is provided under the Registration of Electors Act, 1891, that one half shall be defrayed out of, and paid to the County Fund; and to enable the Council to acquire and obtain in such manner as may be defined by the intended Act, information as to such expenses and receipts, and power to control and limit the amount of such expenses.

LEASING OF LANDS.

To confer further powers on the Council with regard to the leasing of lands and premises and conditions thereof.

COMPENSATION TO CERTAIN WORKMEN.

To confer powers on the Council as to making compensation to any persons who may be injured by working under the compressed air system in connection with the Blackwall Tunnel, or the wives and children of such persons.

FINANCIAL POWERS.

To authorize the application for the purposes

of the Bill of moneys under the control of the Council; and to enable the Council from time to time to raise money by the creation and issue of Consolidated Stock or otherwise to such amount as may be necessary for the purposes of the intended Act, and to make provisions as to the redemption of such stock or payment of loans and the payment of interest or dividend thereon out of the Consolidated Loans Fund and County Rate, and to include in their estimates and precepts for the purpose of the County Rate such sums as may be requisite for these purposes.

AS TO LONDON VESTRIES AND DISTRICT BOARDS.

To make further provisions enabling the Vestries and District Boards in the county of London, acting under the Metropolis Management Act, 1855, and Acts amending the same, to prevent trespass in or on their sewers, and to impose and enforce penalties.

To confer on Vestries and District Boards further powers with respect to drains and gullies.

To require the Vestries and District Boards to supply to the Council copies of their returns as to charity property belonging to the several parishes.

To confer further powers on the Vestries and District Boards with respect to the erection, maintenance, and alteration of public buildings.

To confer further powers on the Council to lend moneys to Vestries and District Boards for any of the purposes of such Vestries and District Boards.

To confer further powers on such Vestries and District Boards as to the borrowing of such money.

To confer powers on the Vestries and District Boards subject to such approval or on such conditions as may be defined in the Bill to erect buildings of various kinds on open spaces belonging to them, or under their control.

LONDON COUNTY CHARITIES.

To confer powers on the Council to enable them to enquire into and investigate the parochial charities of the county of London, other than those dealt with by the "City Parochial Charities Act, 1883," and (if the Council shall so determine) to confer powers on the Council to formulate and proceed with schemes relating thereto.

INCIDENTAL MATTERS.

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

To alter and amend, so far as may be necessary for the purposes aforesaid, the Metropolis Management Act, 1855, and the Metropolitan Building Act, 1855, and the Acts amending the same, and any other Acts relating to the Council, and the local management of the metropolis; the 20 and 21 Vic., cap. 147, and any other Act or Acts relating to the constitution of the Board of Conservators of the River Thames, and the 31 and 32 Vic., cap. 154, and any other Act or Acts relating to the constitution of the Lee Conservancy Board.

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

Dated this 17th day of November, 1892.

H. DE LA HOOKE, Spring-gardens, Charing Cross, S.W., Clerk of the London County Council.

DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

Manchester, Sheffield, and Lincolnshire
Railway.

(New Railways in the Counties of Nottingham, Leicester, and Derby; Underpinning, &c.; Stopping up Streets in Town of Leicester; Purchase of Lands by Compulsion or Agreement; Power to take portions of Lands, Houses, and other Buildings; Additional Lands in the Counties of Chester, Lancaster, Denbigh, Lincoln, and the West Riding of the County of York; Power to Levy Tolls, &c.; Additional Capital; Extension of Time for the Compulsory Purchase of Lands and Completion of Railways and Works authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1885, and the Manchester, Sheffield, and Lincolnshire Railway (New Railways) Act, 1888; Extension of Time for Completion of Railways and Works Authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1866, and of the Authorised Wirral Railways; Extending Time and Powers authorising the Wrexham, Mold, and Connah's Quay Railway Company to Form Junctions with the London and North Western Railway near Connah's Quay; Extension of Time for Completion of Railways 5 and 6, authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1889, and Repeal of Restriction against taking Lands for the same otherwise than by Agreement; Extension of Time for the Compulsory Purchase of Lands and Completion of Railways and Works authorised by the Saint Helens and Wigan Junction Railway Act, 1885, and the Saint Helens and Wigan Junction Railway Act, 1886; to Alter, Repeal, or Amend Agreement of 10th June, 1882, between Lancashire and Yorkshire, London and North Western, and Manchester, Sheffield, and Lincolnshire Railway Companies; to Repeal, Alter, and Amend Sections 51 and 53 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1874, and Section 8 of the Hull Docks Act, 1883; Running Powers over East and West Junction, Evesham, Redditch, and Stratford-upon-Avon Junction, and Worcester and Broom Railways; Power to Company to Subscribe to Undertakings of Companies to whom those Railways belong, and to appoint Directors therein; Power to appoint Directors of the Blackpool Railway Company; Power to Blackpool Railway Company to Purchase Additional Lands in county of Lancaster; Power to stop up a certain Street in the borough of Blackpool; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act (hereinafter called "the intended Act") for the following, or some of the following, among other purposes (that is to say):—

To empower the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called "the Company"), to make and maintain the railways hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith respectively, or some or one of them, or some part or parts thereof (that is to say):—

A Railway (No. 1), commencing in the parish of Sutton-cum-Duckmanton, in the county of Derby, by a junction with Railway No. 8, authorised by the Manchester, Sheffield,

and Lincolnshire Railway Act, 1889 (hereinafter called "the Act of 1889"), at a point on that railway situate at an occupation bridge over that railway, near the centre of the field numbered 87 in that parish on the Ordnance map of Derbyshire (scale $\frac{1}{2500}$), and terminating in the parish of Ault Hucknall, in the same county, at a point on the north side of the road leading from Heath to Glapwell, 2 chains or thereabouts, measured in a westerly direction from the bridge by which the Midland Railway is carried under that road near the Glapwell Station on that railway;

And which said railway will pass from, through or into the following parishes, townships, and places, or some of them, viz., Sutton-cum-Duckmanton, Bolsover, Staveley, Netherthorpe, Scarsdale, Scarcliff, Sutton Scarsdale, Palterton, Heath, Ault Hucknall and Glapwell, all in the county of Derby.

A Railway (No. 2), wholly situate in the parish and township of Tibshelf, in the county of Derby, commencing by a junction with the most easterly siding at the Tibshelf Station of the Railway No. 9, authorised by the Act of 1889, at a point 15 chains or thereabouts, measured in a southerly direction along the line of that railway from the southern end of the Tibshelf platforms, and terminating in the field numbered 376 on the Ordnance map of Derbyshire (scale $\frac{1}{2500}$), at a point in that field distant 1 chain or thereabouts from a point in the boundary fence separating that field, and the field numbered 374 on the said map, and which point in the said field is distant 1 chain or thereabouts from the south-eastern corner of the said field numbered 374.

A Railway (No. 3), wholly situate in the parish of Sutton-in-Ashfield and township of Hucknall Huthwaite, in the county of Nottingham, commencing by a junction with Railway No. 9, authorised by the Act of 1889, at a point on that railway, 18 chains or thereabouts, measured along that railway in a northerly direction from the bridge carrying the Alfreton and Mansfield turnpike road over that railway, and terminating by a junction with the sidings of the New Hucknall Colliery Company, at a point 5 chains or thereabouts, measured in an easterly direction from where the Midland Railway is carried on the level across the road called the New Road, leading from Hucknall-under-Huthwaite to the Alfreton and Mansfield turnpike road.

A Railway (No. 4), commencing in the parish of Sutton-in-Ashfield and township of Hucknall Huthwaite, in the county of Nottingham, by a junction with the Railway No. 9, authorised by the Act of 1889, at a point on that railway, $16\frac{1}{2}$ chains or thereabouts, measured in a northerly direction along that railway from the bridge carrying the Alfreton and Mansfield-road over that railway, and terminating in the parish and township of Blackwell, in the county of Derby, in the eastern boundary fence of the field numbered 268 in that parish on the Ordnance map of Derbyshire (scale $\frac{1}{2500}$), at a point in that fence 2 chains or thereabouts, measured in a northerly direction from the Midland Railway at the south end of that field;

And which said Railway (No. 4) will pass from,

through, or into the parishes, townships, and places following, or some of them, viz., Sutton-in-Ashfield and Hucknall Huthwaite, in the county of Nottingham, and South Normanton and Blackwell, in the county of Derby.

A Railway (No. 5), commencing in the parish and township of Blackwell, in the county of Derby, by a junction with the Railway (No. 4) hereinbefore described, at or near the eastern boundary of the field numbered 428 in that parish on the Ordnance map of Derbyshire (scale $\frac{1}{25000}$), and terminating in the parish and township of Normanton, in the same county, by a junction with the sidings of B. Winning Pit of the Blackwell Colliery Company, at a point 2 chains or thereabouts, measured in an easterly direction from the bridge by which Berristow Lane is carried over the Midland Railway;

And which said Railway (No. 5) will pass from, through, or into the parishes, townships, and places following, or one of them, viz., South Normanton and Blackwell, in the county of Derby.

A Railway (No. 6), wholly situate in the parish and township of Staveley, in the county of Derby, commencing by a junction with the most easterly siding of the Manchester, Sheffield, and Lincolnshire Railway at Staveley Town, at a point where that siding crosses on the level the footpath passing in an easterly direction from Staveley Town under the Manchester, Sheffield, and Lincolnshire Railway, and terminating at a point, half a chain or thereabouts, measured in an easterly direction from the site of the Old Speedwell Pits;

A Railway (No. 7), wholly situate in the parish of Chesterfield, and township of Hasland, in the county of Derby, commencing by a junction with the most westerly siding of the Manchester, Sheffield, and Lincolnshire Railway, at a point $4\frac{1}{2}$ chains or thereabouts measured in a southerly direction from the junction of that siding with the down main line of that railway from Chesterfield to Heath, and terminating by a junction with the siding near the weighbridge of the Grassmore Colliery Company, situate on the west side of the Pilsley branch of the Midland Railway;

A Railway (No. 8), wholly situate in the parish of Chesterfield, in the county of Derby, commencing in the township of Temple Normanton by a junction with Railway (No. 5), authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1890, at a point 4 chains or thereabouts, measured along that railway from where it crosses the northern fence of the field numbered 31 in the last-mentioned township on the Ordnance map of Derbyshire (scale $\frac{1}{25000}$), and terminating in the township of Hasland, near the southern corner of the field numbered 585 in that township on the said Ordnance map;

A Railway (No. 9), commencing in the parish and township of Ault Hucknall, in the county of Derby, at a point half a chain or thereabouts, measured in an easterly direction from the south-east pilaster of the bridge by which the Railway No. 9, authorised by the Act of 1889, is carried over the Pilsley Branch of the Midland Railway, and terminating in the parish and township of Heath, in the yard and premises of the Holmewood Colliery, at a point 2 chains or thereabouts measured in a north-westerly

direction from the No. 3 Pit of that colliery;

And which said Railway (No. 9) will pass from, in, through, or into the parishes, townships, and places following, or one of them, that is to say, Ault Hucknall and Heath, in the county of Derby.

A Railway (No. 10), commencing in the parish of Saint Mary, in the county of the town of Nottingham, by a junction with the intended Railway No. 1, as shown on the plans deposited in November, 1891, with respect to the application to Parliament for the Manchester, Sheffield, and Lincolnshire Railway (Extension to London, &c.) Bill, 1892, in the field numbered 212 in that parish on the Ordnance map of Nottinghamshire (scale $\frac{1}{25000}$), at a point 5 chains, or thereabouts, measured at right angles to and from the centre of the walk known as the Queen's-walk, at the junction of Clayton-street with that walk, and terminating in the parish of Wilford, in the same county, in the yard or premises of the Clifton Colliery Company, at a point $1\frac{1}{2}$ chains, or thereabouts, measured in a northerly direction from the north-west corner of the northern boiler house of that colliery, and $\frac{1}{2}$ a chain, or thereabouts, measured in a westerly direction from the western wharf wall of that colliery;

And which said railway will pass from, through, or into the following parishes and places, or some of them, viz., Saint Mary and Wilford, in the county of the town of Nottingham and Wilford, in the county of Nottingham.

A Railway (No. 11), commencing in the parish of Blackfriars, in the county of the borough of Leicester, in the county of Leicester, at or near a point on the kerbstone at the north side of the street known as Friars-causeway, 2 chains or thereabouts, measured in a north-easterly direction from the junction of Blackfriars-street with Friars-causeway, and terminating in the parish of Saint Mary, in the county of the borough of Leicester, in the field numbered 356 in that parish on the Ordnance map of Leicestershire (scale $\frac{1}{25000}$), at a point $\frac{1}{2}$ a chain or thereabouts, measured in a northerly direction from the south fence of that field, and $7\frac{1}{2}$ chains or thereabouts, measured in a westerly direction along that fence from the south-east corner of that field;

And which said railway will pass from, through or into the following parishes and places, or some of them, viz., Blackfriars, Saint Nicholas, Augustine Friars, and Saint Mary, all in the county of the borough of Leicester.

To empower the Company to deviate in the construction of the intended railways and works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans and sections, or as may be authorised by the intended Act.

To empower the Company to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways, and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, telegraph wires and apparatus, telephones, sewers, drains, and watercourses within or adjoining the aforesaid parishes, and other places, or any of them, which it may be necessary to

cross, stop up, interfere with, alter or divert for the purposes of the intended railways and works, or any of them, or other purposes of the intended Act. In particular, to empower the Company to stop up or to divert the roads or streets next hereinafter mentioned, or some of them, or some parts thereof, and to appropriate, with or without compensation, the sites and subsoil thereof (that is to say):—

Town of Leicester.—Friars Causeway, Jewry Wall-street, Talbot-lane.

To empower the Company to underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or be affected by any of the intended railways or works, and which houses and buildings may not be required to be taken for the purposes thereof.

To empower the Company to purchase by compulsion or agreement, lands and buildings in the several parishes and places aforesaid, for the purposes of the intended railways and works, and other lands and buildings.

To empower the Company, notwithstanding anything contained in Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement, parts of any lands, houses, buildings, manufactories, or other premises, or any vaults, cellars, arches, or offices, attached to or belonging to the same, without being required or compelled to purchase the whole of any such lands, houses, buildings, manufactories, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

To empower the Company for the purposes of their general undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company of any contract or agreement entered into, or to be entered into, for the purchase or acquisition of the following lands or properties, or some of them, namely:—

Certain lands in the parish of Mottram, in Longdeudale, in the county of Chester, lying on the south side of the main line of the railway of the Company at their Newton Station, and abutting upon Railway Brow;

Certain lands in the township of Oldham, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, bounded on one side by Falcon-street, and abutting upon the Oldham, Ashton, and Guide Bridge Railway;

Certain lands, houses, and buildings, situate in the parish of Aslinton-under-Lyne, in the county of Lancaster, fronting to Church-street, and adjoining other lands belonging to the Company;

Certain lands, houses, and buildings, situate in the township of Wrexham Abbot, in the parish of Wrexham, in the county of Denbigh, abutting upon the south side of the Wrexham, Mold, and Connah's Quay Railway, and between that railway and Watery-lane and Bradley-road;

Certain lands in the township and parish of Conisborough, in the West Riding of the county of York, lying on the north side of the South Yorkshire Railway of the Company leading from Barnsley to Doncaster, and near to the junction of the Denaby Main Colliery sidings with that railway;

Certain lands in the township of Houghton Parva, otherwise Little Houghton, in the parish of Darfield, in the West Riding of the county of York, lying on the west side of

Middlecliff-lane, and adjoining the eastern side of lands belonging, or reputed to belong, to the Company;

Certain lands, situate in the parish of Handsworth, in the West Riding of the county of York, and lying between the Company's main line of railway and the Beighton branch railway, near to Woodhouse Junction;

Certain lands, situate in the township of Attercliffe-cum-Darnall, in the parish of Sheffield, in the West Riding of the county of York, lying and abutting upon the south side of the Company's main line of railway, near to the Darnall Station on that railway;

Certain lands, houses and buildings, situate in the parish of Silkstone, in the West Riding of the county of York, lying and abutting upon the east side of the Company's branch railway leading to the works of Guy Senior;

Certain lands, houses and buildings, situate in the parish of Great Grimsby, in the county of Lincoln, adjoining the Company's Grimsby Town Station and Bethlehem-street;

Certain lands, houses and buildings, in the said parish of Great Grimsby, adjoining the Company's line of railway and abutting on Holme-street;

All of which lands are delineated on the plans to be deposited as hereinafter mentioned.

To empower the Company to levy tolls, rates and duties upon or in respect of the said intended railways and works; to alter existing tolls, rates and duties, to confer, vary or extinguish exemptions from the payment of tolls, rates and duties.

To empower the Company, for all or any of the purposes of the intended Act, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preferential dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or which they are authorised to raise.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway (Various Powers) Act, 1891, for the compulsory purchase of lands, for the railways numbered 1, 2, 3, 4 and 5, authorised by the Manchester, Sheffield, and Lincolnshire Railway (New Railways) Act, 1888, and described in Section 5 of that Act, and also to extend the time for the completion of the said railways.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway (Various Powers) Act, 1891, for the compulsory purchase of lands for the railways authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1885, and described in Section 4 of that Act, and also to extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1890, for the completion of the said railway.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1890, for the completion of the widening and improvement of the Company's main line between Ardwick and Guide Bridge, authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1866, and described in Sub-section (1) of Section 4 of that Act.

To extend the time limited by the Liverpool, Saint Helens, and South Lancashire Railway Act, 1891, for the compulsory purchase of lands and buildings required for the purposes of the railways and works authorised by the Saint Helens and Wigan Junction Railway Act, 1885, and the Saint Helens and Wigan Junction Railway Act, 1886, and to extend the times limited by the Saint Helens and Wigan Junction Railway Act, 1889, for the construction and completion of the above-mentioned railways and works.

To extend the time limited by the Wirral Railway Act, 1890, for the completion of the railways authorised by the Wirral Railway Certificate, 1883 (other than the railways and portion of railway by the Wirral Railway Act, 1888, directed to be abandoned), and also of the railways authorised by the Wirral Railway Act, 1884, the Wirral Railway Act, 1885, and the Wirral Railway Act, 1888 (other than the Railway No. 6 authorised by the Wirral Railway Act, 1885, and by the Wirral Railway Act, 1888, directed to be abandoned).

To extend the time and powers enabling the Wrexham, Mold, and Connah's Quay Railway Company to form junctions with the London and North Western Railway, near Connah's Quay, in the county of Flint, authorised by Sub-sections 8 and 10 of Section 4 of the Wrexham, Mold, and Connah's Quay Railway Act, 1882, and revived by the Wrexham, Mold, and Connah's Quay Railway Act, 1888.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1889, for the completion of the Railways No. 5 and No. 6 authorised by and described in Section 5 of that Act, and to repeal so much of that section as provides that it shall not be lawful for the Company to enter upon, take, or use any lands not being turnpike roads or public highways or railways, for the purposes of the said Railways No. 5 and No. 6, except by agreement with the owners, lessees, and occupiers thereof, and to empower the Company to purchase by compulsion or agreement lands and other property for the purposes of the said Railways No. 5 and No. 6, which railways will be situate in the parishes of Eckington and Staveley, all in the county of Derby.

To alter, repeal, or amend an agreement, dated the 10th June, 1882, and made between the Lancashire and Yorkshire Railway Company of the first part, the London and North Western Railway Company of the second part, and the Company of the third part, scheduled to and confirmed by the Manchester, Sheffield, and Lincolnshire Railway and Cheshire Lines Act, 1882, so far as the same relates to the limitation of the running powers granted to the Company by that agreement to traffic brought to Penistone through or from Barnsley, or through or from any other stations south or east of Penistone, or vice versa, and to authorise the Company at all times hereafter to run over and use, with their own engines, carriages, wagons, and servants, for all traffic, whatever may be its origin or destination, the railways of the Lancashire and Yorkshire and the London and North Western Railway Companies, in that agreement called "the two Companies," respectively between Penistone and Huddersfield.

To repeal, alter, or amend Sections 51 and 53 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1874, and Section 8 of the Hull Docks Act, 1883, and any other provisions (if any) which limit the number of the votes of

the Company at meetings of the Dock Company at Kingston-upon-Hull, or which prohibit the nominee of the Company voting in the election of directors of the Dock Company, or the directors appointed by the Company from voting in the choice of the chairman or deputy-chairman of the Dock Company.

To empower the Company, and all companies and persons lawfully working or using the railways of the Company, or any part thereof, on such terms and conditions, and on the payment of such tolls, rates, rents, or other consideration as may be agreed on, or as may be settled by arbitration, or as may be defined in and prescribed by the intended Act, to run over, work and use, with their engines, carriages, wagons and trucks, and officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, including local traffic, the East and West Junction Railway, the Evesham, Redditch and Stratford-upon-Avon Junction Railway, and the Worcester and Broom Railway, together with all stations, station yards, roads, approaches, platforms, points, signals, water supplies, water, engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with such railways and stations respectively.

To authorise and empower the Company to subscribe and contribute funds for or towards the undertakings of the East and West Junction Railway Company, the Evesham, Redditch and Stratford-upon-Avon Junction Railway Company, and the Worcester and Broom Railway Company, or any of them, and to take and hold shares, stocks, debentures, debenture stock, or other securities of the said Companies respectively, subject to such terms and conditions as have been or may be agreed on, or as may be fixed by the intended Act; and for all or any of such purposes to apply their funds and revenues, and to raise additional capital by the creation and issue of new, ordinary or guaranteed, or preferred or deferred shares or stock, and by borrowing on mortgage or bond, or by any of those modes, or as may be fixed by the intended Act.

To authorise the Company to appoint directors of the said last-named Companies respectively.

To empower the Company to appoint directors of the Blackpool Railway Company, incorporated by the Blackpool Railway Act, 1884, to the undertaking of which the Company were authorised to subscribe by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1885, and the Manchester, Sheffield, and Lincolnshire Railway Act, 1889.

To empower the Blackpool Railway Company, for the purposes of their undertaking, to purchase by compulsion or agreement, or to confirm any contract or agreement entered into or to be entered into by that Company for the purchase or acquisition of the following lands or properties, or some of them, namely—

Certain lands, houses and buildings, situate in the parish of Preston, in the county of Lancaster, lying on the south side of Fishergate Hill, and abutting on the west and east sides respectively, upon the station of the West Lancashire Railway Company and Beech-street;

Certain lands, houses and buildings, situate in the parish of Preston aforesaid, lying on the west side of the Railway No. 1, authorised

by the Blackpool Railway Act, 1884, and abutting upon Strand-road;

Certain lands, houses, and buildings in the borough of Blackpool and parish of Bispham, in the county of Lancashire, situate on the north side of and abutting upon Bloomfield-road, and also situate on the east side of the Preston and Wyre Railway;

Certain lands, houses, and buildings in the said borough of Blackpool, partly in the parish of Bispham aforesaid, and partly in the parish of Poulton-in-the-Fylde, lying on the east and west sides of the Railway (No. 2) authorised by the Blackpool Railway Act, 1884, and abutting upon the Spenn Dyke, Railway-street, Victor-street, and Revoo-road, Great Marton-road, and Kent-road;

Certain lands, houses, and buildings in the said borough of Blackpool and parish of Bispham aforesaid, situate on the south side of Albert-road, and extending in a southerly direction across Charnley-street and Hornby-road to Bonny's-lane, and lying between Coronation-street on the west, and Livingstone-road and an intended new street on the east;

All of which lands are delineated on the plans to be deposited as hereinafter mentioned.

To empower the Blackpool Railway Company to stop up and discontinue as a street so much of Charnley-street, in the borough of Blackpool and parish of Bispham aforesaid, as lies between Coronation-street and a point 6 chains, or thereabouts, measured in an easterly direction along Charnley-street from its junction with Coronation-street, and in lieu thereof to make a new street, commencing at a point in Hornby-road at its junction with Livingstone road, and extending in a northerly direction across Charnley-street, and terminating at Albert-road, at a point 5 chains or thereabouts, measured along that road from its junction with Coronation-street.

To incorporate with the intended Act, amend or alter, or to re-enact with such variations as may be thought expedient, all or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869.

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

To alter, amend, extend and enlarge, and if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal), that is to say: 12 and 13 Vic., cap. 81, and all other Acts relating to the Company; 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company; 47 and 48 Vic., cap. 224, and all other Acts relating to the Blackpool Railway Company; 48 and 49 Vic., cap. 121, and all other Acts relating to the Saint Helens and Wigan Junction Railway Company, now called the Liverpool, Saint Helens, and South Lancashire Railway Company; the Wirral Railway Certificate, 1883, the Wirral Railway Act, 1884, and all other Acts relating to the Wirral Railway Company, or to the Wirral Railway Company, Limited; and the Wirral Railway Act, 1890; and the Wrexham, Mold, and Connah's Quay Railway Acts, 1882 and 1888, and all other Acts relating

to the Wrexham, Mold, and Connah's Quay Railway Company; 6 and 7 Will. IV, cap. 111, and all other Acts relating to the Lancashire and Yorkshire Railway Company; the 36 and 37 Vic., cap. 245, and all other Acts relating to the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company; the 27 and 28 Vic., cap. 76, and all other Acts relating to the East and West Junction Railway Company; the 48 and 49 Vic., cap. 200, and all other Acts relating to the Worcester and Broom Railway Company; the Hull Docks Act, 1861, the Hull Docks Act, 1883, and all other Acts relating to the Dock Company at Kingst-on-upon-Hull.

And notice is hereby further given, that maps, plans, and sections of the railways and works proposed to be authorised by the intended Act, and plans of the lands, houses, and other property proposed to be taken, under the powers thereof, with books of reference to those several plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property; and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection, as follows, that is to say:—As relates to works and lands in the county of Nottingham, with the Clerk of the Peace for that county, at his offices at Newark and Nottingham; as relates to works and lands in the county of the town of Nottingham, with the Clerk of the Peace for that county, at his office at Nottingham; as relates to works and lands in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester; as relates to works and lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby; as relates to lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; as relates to lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; as relates to lands in the county of Denbigh, with the Clerk of the Peace for that county, at his office at Ruthin; as relates to lands in the West Riding of the county of York, with the Clerk of the Peace for such part of that county, at his office at Wakefield; as relates to lands in the parts of Lindsey, in the county of Lincoln, with the Clerk of the Peace for such part of that county, at his office at Lincoln.

And a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the intended railways and works are intended to be made, or within which the lands, houses, and other property proposed to be taken are situate, and also a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 15th day of November, 1892.

R. B. M. LINGARD-MONK, 7, Victoria-street, Westminster, and Manchester, Solicitor for the Bill.

In Parliament.—Session 1893.

London and South Western Railway.
(Construction of Graving Dock, Quay, and Embankments, and Acquisition of Lands at Southampton; Widening of Railway into Waterloo Station; Deepening, &c., of and Power to Take Water from Southampton Water and Rivers Itchen and Test; Agreements with Southampton Harbour Board; Tolls, &c.; Compulsory Purchase of Lands; Exclusion of Section 92 of Lands Clauses Consolidation Act, 1845; Purchase of Additional Lands in Counties of London, Surrey, Dorset, Southampton, and Town and County of Southampton; Vesting, &c., in Company of Lands acquired by them in Counties of London, Middlesex, Surrey, Berks, Southampton, Town and County of Southampton, Dorset, Somerset, Devon and Cornwall; Confirmation of Diversion of footpath at Bursledon; Subscription towards Works on Undercliff or Foreshore at Bournemouth; Confirmation of Agreement with Duke of Devonshire and Chiswick Local Board; Stopping up Road Level Crossing at Chiswick Station; Agreements with Corporation of Southampton; Application of Funds and Further Money Powers; Consolidation or Conversion of Debenture Stocks; Confirmation of Purchase of Lands at Portsmouth by Company and London Brighton and South Coast-Railway Company; Stopping up Footpath over Epsom and Leatherhead Railway, in Epsom Parish; Compulsory Purchase by Company and Midland Railway Company of Lands at Glastonbury; 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 authorise the London and South Western Railway Company (in this Notice called "the Company") to make and maintain the works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, junctions, turntables, stations, banks, sluices, drains, culverts, dams, groynes, walls, approaches, roads, buildings, yards, shipping places, wharves, depôts, warehouses, sheds, roofs, watchhouses, staiths, jetties, stairs, landing-places, stages, quays, gates, entrances, locks, slips, cranes, hydraulic lifts, dolphins, buoys, moorings, mooring-chains, sewers, drains, culverts, pumping-stations, and apparatus, sluicing apparatus, and other works, buildings, and conveniences connected therewith respectively (that is to say):—

(1.) A graving dock in the parish of St. Mary, in the town and county of the town of Southampton, on the foreshore or mudlands of Southampton Water, and of the Rivers Itchen and Test, or one of them, commencing at or near the south-eastern end of the south-west quay wall of the Empress Dock, and extending thence in a southerly direction for about 280 yards, together with an entrance into the intended graving dock from and out of the Empress Dock.

(2.) A quay or retaining wall in the said parish of St. Mary, commencing at or near the South Pier Head of the Empress Dock, and extending thence in a south-eastern direction for about 110 yards, thence in a southerly direction (along the western side of the River Itchen) for about 520 yards, thence in a westerly direction for about 65 yards, and thence in a north-westerly direction (along the eastern side of the

River Test) for about 500 yards, and there terminating.

(3.) An embankment in the said parish of St. Mary, commencing at or near the termination of the intended quay or retaining wall above described, and running thence in a northerly direction for about 430 yards and terminating by a junction with the existing embankment lately belonging to the Southampton Dock Company, and now to the Company, on the western side of the Empress Dock, at or near the south-western angle of the cargo sheds on the western quays of that dock.

(4.) A widening in the parish of St. Mary, Lambeth, in the county of London, of the lines of railway leading into the Company's Waterloo Station, commencing at a point about half a chain south from the south-western side of York-street, Lambeth, measuring from a point therein about three quarters of a chain south-east of Bell-court, and terminating at a point about a chain and a half north from the commencement as above described of the intended widening.

2. To enable the Company to deepen, dredge, scour, cleanse, alter, and improve from time to time the bed shores and channel of Southampton Water and of the Rivers Itchen and Test, and to use and appropriate the soil and material thereof respectively, and to empower the Company and the Southampton Harbour Board from time to time to enter into and carry into effect, vary, and rescind agreements, with respect to the exercise of all or any such powers.

3. To enable the Company to take, divert, and impound from time to time water from Southampton Water and the Rivers Itchen and Test, for the purpose of supplying the proposed graving dock and works connected therewith with water.

4. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans, to be deposited as hereinafter-mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections, to be deposited as hereinafter-mentioned.

5. To empower the Company to cross, open, or break up, divert, alter, stop up or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, canals, navigations, rivers, creeks, piers, bridges, sidings, tramways, subways, pneumatic tubes, streams, water-courses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up or interfere with, for any of the purposes of the Bill.

6. To authorise the Company to demand, take, and recover tolls, rents, rates, dues, or other payments upon or in respect of persons, goods, wares, merchandise, cattle, fish, articles and things, ships, vessels, boats, carts, carriages and other vehicles using or passing over, or carried upon or frequenting the proposed graving dock, quay, embankment, widening of railway, and the works connected therewith respectively, or any part or parts thereof respectively, and to confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

7. To provide and declare (if thought expedient so to do) 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, shall not apply to the proposed graving dock, quay, embankment and works or to the Company.

8. To extend and define anew the limits within which the harbour, dock, pier, and other masters, meters, weighers, and other officers and servants of the Company may exercise the powers respectively conferred upon them.

9. To authorise the Company to purchase and take by compulsion or otherwise for the purposes of the intended works, and of the Bill, lands, houses, tenements, and hereditaments or estates, rights, interests or easements in, over or affecting the same, and to vary or extinguish all or any rights and privileges in, over or affecting any such lands, tenements or hereditaments, and to exempt the Company from the provisions of the 92nd Section of the Lands Clauses Consolidation Act, 1845, as regards any house, building or manufactory to be purchased or taken by them under the powers of the Bill.

10. To empower the Company to purchase and acquire by agreement or otherwise, and to hold and apply for any purposes of their undertaking, lands forming part of the bed and shore of the Southampton Water and of the rivers Itchen and Test, or one of them in the said parish of St. Mary, and the parish of All Saints, or one of them, in the town and county of the town of Southampton, and bounded towards the north-east and north by property of the Company lately belonging to the Southampton Dock Company, on the east and south by the intended quay or retaining wall above described, and on the south-west partly by that quay or retaining wall, and partly by an imaginary line drawn north-westward in direct extension of the south-western side of the said quay or retaining wall, and to reclaim, by means of the intended works or any of them, land from Southampton Water and the rivers Itchen and Test, or either of them, and the Bill will or may declare that the whole of the said lands shall be deemed hereafter to be in the said parish of St. Mary.

11. To empower the Company for widening, enlarging, extending and improving their railways and stations and siding accommodation, and for roads and approaches, and for taking and getting ballast, and for depositing spoil, and for other purposes of their undertaking, to purchase and acquire, by compulsion or otherwise, the lands and buildings hereinafter mentioned, 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 and other rights of way or other rights in, over, or affecting any such lands and buildings (that is to say):—

(a.) Land and houses in the parish of Saint Mary, Lambeth, in the county of London, lying between York-road, York-street, Griffin-street and the Company's station and lines at Waterloo.

(b.) Lands and buildings in the said parish of St. Mary, Lambeth, abutting on the south-west side of Westminster Bridge-road, and lying between Carlisle-street and the house numbered 101 in Westminster Bridge-road, and extending south-westward to the lands acquired or authorised to be acquired by the Company;

and the Bill will or may authorise and empower the Company to stop up the streets, roads, or places in the said parish, known as Mount-gardens, Cottage-place, and North-terrace, and vest the site and soil thereof in the Company.

(c.) Lands and houses at Vauxhall, in the

parish of St. Mary, Lambeth, aforesaid, situate on the east side of the Company's railway at Vauxhall Station, and lying between Upper Kennington-lane on the south, and Spring Gardens-walk on the north, and Goding-street on the east, and known as Nos. 30, 32, 34, 36, 38, 46, 48, 50, 52, and 54, Goding-street, and 218, Upper Kennington-lane.

(d.) Lands and buildings in the parish of Saint Mary, Lambeth, aforesaid, known as Brunswick Lodge and Brunswick Wharf, lying between Wandsworth-road and the river Thames, and the Company's Wharf and property and the property of the South Metropolitan Gas Company.

(e.) Lands and buildings in the parish of Barnes, in the county of Surrey, abutting and on the south side of the Company's railway, and extending along the same in an easterly direction for about 5 chains from the bridge carrying Queen's-road over that railway on the east side of Barnes Station and lying between that railway and Gipsy-lane, and abutting on the north-eastern side of Gipsy-lane, along which the said lands extend for a distance of about 5½ chains from the aforesaid bridge.

(f.) Lands, in the parishes of Lady St. Mary, Wareham, and Morden, in the county of Dorset, abutting and upon the south-east side of the Company's Southampton and Dorchester Railway, and lying between two points distant respectively about 23½ chains and 53 chains south-westward (measured along the said railway) from the public road level crossing at Wareham Station.

(g.) Land and buildings in the parish of East Molesey, in the county of Surrey, abutting and on the east side of the Company's Hampton Court Railway at Hampton Court Station, and being about a chain in width, and extending in a northerly direction from the River Ember about 10½ chains.

(h.) Lands and buildings in the parish of Christchurch, in the county of Southampton, to the rear of and adjoining the houses Nos. 1 to 6 Eastcliffe-villas, in Southcote-road, Bournemouth.

(i.) The four houses numbered 16, 17, 18, and 19, Nelson-street, in the parish of St. Mary, in the town and county of the town of Southampton.

(k.) Lands in the same parish lying between the Company's Railway, the passage leading to Anglesea-cottages and Glebe-road.

12. To vest in the Company or authorise them to hold and to apply for any purposes of their undertaking the following lands, houses and property already acquired by the Company, that is to say:—

Westminster Bridge-road.

(1.) The house and premises in the parish of St. Mary, Lambeth, in the county of London, on the north side of Westminster Bridge-road, and known as No. 190a in that road.

Griffin-street.

(2.) Houses and lands in the parish of St. Mary, Lambeth, in the county of London, on the south-west side of Griffin-street, and known as Nos. 7, 8, 9, 10, 11 and 12 in that street.

Lambeth.

(3.) Land and buildings in the parish of St. Mary, Lambeth, in the county of London, abutting on the south side of Salamanca-street, and situate between Granby-buildings and the Company's railway, and known as Nos. 21 and 23, Salamanca-street and No.

6, Granby-buildings, adjoining No. 23, Salamanca-street.

Vauxhall.

4. (a.) Houses and lands in the parish of St. Mary, Lambeth, in the county of London, on the west side of, and known, or heretofore known as Nos. 2, 4, 6, 8, 10, 12, 14, 16 and 18, in Goding-street.
- (b.) Houses and lands in the said parish of St. Mary, Lambeth, on the east side of, and known as Nos. 5, 7, 9, 11, 13 and 15, in the South Lambeth-road, together with the roadway on the west side of the said houses.
- (c.) House and land in the same parish on the west side of, and known as No. 6 in South Lambeth-road.

Clapham Junction.

- (5.) (a.) Land in the parish of St. Mary, Battersea, in the county of London, lying between Plough-road and the Company's property, and bounded on the north-west by the house and garden, No. 99, Plough-road, and on the south-east by the house and garden, No. 107, in Plough-road, and containing 31 perches or thereabouts.
- (b.) Two houses and lands, in the parish of St. Mary, Battersea, in the county of London, on the south side of and known as Nos. 59 and 61 in Grant-road.

St. Margaret's, Twickenham.

- (6.) Land in the parish of Twickenham in the county of Middlesex, abutting and on the north-west side of the Company's Railway, and extending from the bridge carrying the public road over the railway at St. Margaret's station to a point about $10\frac{1}{2}$ chains, measured in a south-westerly direction along the said railway from the centre of the aforesaid bridge, and containing about 0a. 1r. 18 $\frac{1}{2}$ p.

Hampton.

- (7.) Land in the parish of Hampton, in the county of Middlesex abutting towards the north and west on the Company's Thames Valley Railway and property, and on the east on the public road which crosses over the said railway immediately to the east of Hampton Station, and extending in a southerly direction for a distance of about three-quarters of a chain, and containing about $9\frac{1}{2}$ perches.

Mortlake.

- (8.) Lands and houses in the parish of Mortlake, in the county of Surrey, abutting towards the south upon the Company's Railway, towards the east on Sheen-lane, towards the north upon the passage on the south side of the land attached to Vale Cottage, and towards the west on other lands belonging to the Company, and containing about 14 perches.

Kew Gardens.

- (9.) Lands in the parish of Mortlake, in the county of Surrey, adjoining and on the west side of the Company's Kensington and Richmond Railway, between two points about $2\frac{1}{2}$ chains and $17\frac{1}{2}$ chains respectively southward from the centre of the subway at Kew Gardens Station, and containing about a quarter of an acre.

Kingston-upon-Thames.

- (10.) Lands and houses in the parish and township of Kingston-upon-Thames, in the county of Surrey, abutting towards the west on Lower Ham-road, towards the south in part upon other land belonging to the Company, in other part upon Canbury-passage, and in other part upon the gardens of cottages on the north side of Canbury-passage and the

premises of the "Queen's Arms" public-house, towards the east in part upon the last mentioned gardens, and in other part upon Laurel-cottages, and in other part upon Kingston Gas Works, and towards the north in part upon land in the possession of the Kingston Gas Works Company, and in other part upon premises upon the south side of Hope-avenue, and containing about 3a. 1r. 17p.

Esher.

- (11.) Land in the parish of Thames Ditton, in the county of Surrey, adjoining and on the north side of the Company's main line at Esher station, and situate between two points distant 3 chains and $9\frac{1}{2}$ chains respectively, eastward of the bridge over the road, known as Lower Green-lane, immediately to the west of Esher station, and containing about $9\frac{1}{2}$ perches.

Woking.

- (12.) Lands in the parish of Woking in the county of Surrey:—

(a.) Abutting and on the north-west side of the Company's main line, and extending in a south-westerly direction for a distance of about $5\frac{1}{2}$ chains from the occupation bridge over the railway immediately to the south-west of the Company's gas-works, and containing about $\frac{3}{4}$ of an acre.

(b.) Lying between—

- (1.) Lysee and Whitstreet Farms and
- (2.) The Company's main line and
- (3.) The occupation road which is carried over the said line, about 2 chains eastward from the post on the said line, indicating 25 miles from London, and
- (4.) The Company's line to Godalming, and containing in all about 7a. 2r. 23p.

(c.) Abutting and on the south-east side of the Company's main line and line to Godalming, and lying between the last mentioned occupation road and the road leading to the bridge under the Company's railway immediately to the west of Woking Station, and containing about 7a. 1r. 34p.

Brookwood.

- (13.) A house and garden, in the parish of Woking, in the county of Surrey, at Brookwood Station, abutting towards the west on the Approach Road to that station for a distance of about $1\frac{3}{4}$ chains, towards the north for a distance of about 2 chains on the public road, which runs parallel to the said railway at a distance of about $3\frac{1}{2}$ chains therefrom, and towards the east and south on other land and property of the Company, and containing about 0a. 1r. 10p.

Wanborough.

- (14.) Lands in the parish and township of Ash and Normandy, and the parish of Worplesdon detached, in the county of Surrey, abutting upon the south side of the Company's railway, and extending between two points about 1 chain and 18 chains respectively westward from the bridge over the railway immediately on the east side of Wanborough station, and containing 1 acre, 1 rood, 18 perches, or thereabouts.

Lands in the parish and township of Ash and Normandy in the county of Surrey:—

(a.) On the south side of the Company's railway immediately on the west, and abutting upon the road leading to the last-mentioned bridge, immediately to the east of Wanborough station, and extending in a southerly direction from the said

railway about 5 chains, and containing 1 rood, or thereabouts.

(b.) Land abutting towards the west on the last-mentioned road, and towards the north on the Company's railway, and extending along the said road about 5 chains, and along the said railway about 8 chains, and containing about half an acre.

(c.) Land abutting towards the south on the Company's railway, and towards the west on the last-mentioned road, and extending along the said railway about $7\frac{1}{2}$ chains, and along the said road about half a chain, and containing about a quarter of an acre.

Sunninghill.

(15.) Land in the parish of Sunninghill, in the county of Berks, abutting towards the north for about 7 chains on the Company's Railway, and on the west for about 7 yards on the road which passes under the said railway, about 37 chains south-east of the Company's Ascot Station, and containing 1 rood 24 perches or thereabouts.

Aldershot.

(16.) Land, in the parish of Aldershot, in the county of Southampton, adjoining and on the south-east side of the Company's railway at Aldershot Station, and extending between two points, about 5 chains and $2\frac{1}{2}$ chains respectively, north-eastward from the bridge carrying the public road over the railway, immediately to the south-west of the said station, and containing about 2a. 2r. 11p.

Micheldever.

(17.) Land in the parish of Micheldever, in the county of Southampton:—

(a.) Abutting towards the west on the Company's main line between two points distant respectively, about 14 chains and 38 chains, measured in a northerly direction along the said railway, from the booking office of Micheldever-station, and containing about 4a. 0r. 0p.

(b.) Abutting towards the east on the Company's main line, and on the north on the public road crossing that railway, about 27 chains south of the post thereon indicating 63 miles from London, and containing about 1a. 1r. 33p.

Eastleigh.

(18.) Lands and houses in the parish of North Stoneham, in the county of Southampton, known as the Chickenhall Estate, numbered 241 and 243 to 247 both inclusive, and 249 to 253 both inclusive, and 263 on the $\frac{1}{2500}$ Ordnance Map of the said parish, and containing about 114a. 3r. 9p.

(19.) The field in the parish of South Stoneham, in the county of Southampton, numbered 115 on the $\frac{1}{2500}$ Ordnance Map of the said last-mentioned parish, and containing about 29a. 2r. 5p.

Northam.

(20.) Lands and houses in the parish of St. Mary, in the town and county of the town of Southampton, lying between the Company's main line of railway and Radcliffe-road, and known as Nos. 71, 73, 75, 77, 79, 81, 83, 85 and 87, Radcliffe-road, together with the land or yard in the rear of such houses, and the buildings thereon and the passage leading thereto, and containing about 2r. 33p.

Southampton.

(21.) Land and premises in the parish of All Saints in the town and county of the town

of Southampton, abutting for a distance of about 40 feet on the west side of Above Bar-street, and abutting towards the north for a distance of about 96 feet on the street or road which forms the southern boundary of Thorners Charity and containing about 9 perches.

Bournemouth East.

(22.) Lands in the parish of Christchurch in the county of Southampton, abutting and on the south side of the Company's Ringwood, Christchurch, and Bournemouth Railway, and situate between two points distant about $6\frac{1}{2}$ chains and 23 chains respectively, measured along the said railway in a westerly direction from the bridge carrying the Princess-road over the said railway, and containing in all about 2a. 3r. $6\frac{1}{2}$ p.

Bournemouth West.

(23.) Land in the parish of Kinson in the county of Dorset, and in the parish of Holdenhurst in the county of Southampton, abutting towards the south, partly on the Company's Poole and Bournemouth Railway, and partly on their Bournemouth Junction Railway between two points distant about 4 chains and $35\frac{1}{2}$ chains respectively measured along the said railways in a westerly direction from the bridge carrying the said Poole and Bournemouth Railway over the Prince of Wales-road, and containing about 8a. 2r. 25p.

(24.) Lands and buildings in the parish of Holdenhurst, in the county of Southampton, abutting towards the east on Queen's-road, and towards the south on the Company's premises at Bournemouth West Station, and known as "Hollycroft," and containing about 0a. 2r. 15p.

Lymington.

(25.) A triangular piece of land in the parish of Boldre in the county of Southampton at the Company's Lymington Town station, extending in a north-westerly direction from the north-west corner of the slipway at the Pier for about $36\frac{1}{2}$ feet, and in a south-westerly direction about 20 feet, and containing one perch or thereabouts.

Templecombe.

(26.) Land in the parish of Combe Abbas otherwise Abbas and Templecombe, in the county of Somerset, being part of the property numbered 298, and abutting on the property numbered 295 on the $\frac{1}{2500}$ Ordnance Map or that parish, and being about 30 feet in width from north-east to south-west, and containing about 21 perches.

Lapford.

(27.) (a.) Land in the parish of Lapford, in the county of Devon, adjoining and on the north-east side of the Company's North Devon line at Lapford station, between two points 3 chains and $7\frac{1}{2}$ chains respectively south-eastward from the bridge, carrying the public road over the railway at the said station, and containing about 30 perches.

(b.) Land in the said parish of Lapford abutting towards the north-east on the said North Devon Line, between two points $2\frac{1}{2}$ chains and $7\frac{1}{2}$ chains respectively, south-eastward from the last-mentioned bridge, and abutting towards the south-west in part on the public road leading to the said bridge, and containing 1 acre, 1 rood, and 32 perches.

And the Bill will or may authorise, or sanction and confirm the conveyance by the Company to Emma Matilda Lee and William Clarke of other land belonging to the Company, in exchange for the said lands (a) and (b) last above described.

Okehampton.

(28.) Lands in the parish of Okehampton in the county of Devon, abutting upon the north-west side of the Company's railway, and extending from a point thereon about $4\frac{1}{2}$ chains south-westward from the bridge carrying the railway over a road at Okehampton Station to the first bridge over the said railway south-west of Okehampton Station, and containing 3 rods 35 perches. And the Bill will or may authorise or sanction and confirm the conveyance by the Company to Harry Geen of other land belonging to the Company in exchange for the said lands.

Yeoford Junction.

(29.) Land in the parish of Crediton, in the County of Devon, adjoining and on the north side of the Company's North Devon Railway, and between two points about $13\frac{1}{2}$ chains and $19\frac{1}{2}$ chains respectively eastward from the bridge over the railway at Yeoford Junction Station, and containing about $28\frac{1}{2}$ perches.

Ford.

(30.) Land in the parish of Stoke Damerel, in the county of Devon, situate on the east side of the Plymouth, Devonport and South-Western Junction Railway, at Ford Station, lying between Sussex-street and the Station Approach-road and abutting on Sussex-street, between two points distant respectively about 170 chains and 280 chains from the south end of the Station Approach-road where it joins the said street, also abutting on the Station-road between two points distant respectively from the aforesaid point 220 chains and 450 chains, and containing about 0a. 1r. 5p.

St. Budeaux.

(31.) Lands and buildings in the parish of St. Budeaux in the county of Devon abutting and on the west side of the Plymouth, Devonport and South Western Junction Railway between two points measured respectively $1\frac{1}{2}$ chains and 3 chains along that railway in a northerly direction from the centre of the bridge carrying the Cornwall Railway over the first-mentioned railway and containing about 0a. 0r. 28p.

Launceston.

(32.) Two houses with the gardens and land attached thereto in the township and parish of St. Thomas the Apostle in the county of Cornwall, situate on the south side of the North Cornwall Railway abutting on the road approach to the Launceston Station on that railway, and situate about 1 chain to the south-west of the booking office of the said station, and containing together about 0a. 0r. 23p.

13. To sanction and confirm the diversion (as the same has been carried into execution) by the Company of the footpath in the parish of Bursledon in the county of Southampton, situate on the east side of the railway at Bursledon Station, and to sanction and confirm the application by the Company of its funds and revenues to the purposes of such diversion.

14. To provide for the dedication to and repair by the public of all or any roads or footpaths to be diverted under, or the diversion whereof will be authorised or confirmed by the Bill, and of any roads or footpaths shown upon the plans, to be deposited as hereinafter-mentioned as intended to be made, and to empower the Company and any County Council, Corporation, Local Board, Surveyors of Highways, or other road authority, to enter into, and

carry into effect agreements and arrangements, and to sanction, confirm, and give effect to any agreements or arrangements which have been or may be made with reference to those matters or any of them.

15. To authorise the Company to subscribe or contribute towards the cost of any roads or works to be constructed by the Mayor, Aldermen and Burgesses of the Borough of Bournemouth, upon any part or parts of the undercliff or foreshore at Bournemouth, in the parishes of Holdenhurst and Christchurch, in the county of Southampton, or either of them.

16. To confirm an agreement made the 24th day of June, 1891, between the Most Noble William, Duke of Devonshire, of the first part, the Chiswick Local Board of the second part, and the Company of the third part, with reference to the construction and maintenance of level crossings on the Company's railway in the parish of Chiswick, in the county of Middlesex, and the use of the footbridge constructed by the Company over the River Thames at Barnes, in the parishes of Barnes, in the county of Surrey, and Chiswick, in the county of Middlesex, and the Bill will make provision for giving effect to the terms and conditions of the said agreement, and to enable the Company, in conformity with the said agreement, to stop up and discontinue for traffic the crossing of their railway on the level over the Chiswick and Richmond-road, immediately to the north-westward of the Company's Chiswick Station.

17. To enable the Company, and the Mayor, Aldermen, and Burgesses of the town and county of the town of Southampton from time to time to enter into and carry into effect, vary, or rescind contracts, agreements, or arrangements in relation to the purchase, leasing or exchange of lands, and to sanction and confirm any such contract, agreement, or arrangement which may have been or may be made or entered into with reference thereto.

18. To authorise the Company for all or any of the purposes aforesaid, or for the general purposes of the Company or of the Bill, to apply their funds and revenues, and to raise further moneys by the creation and issue of new shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation or issue of debenture stock or by any of such means.

19. To authorise and provide for the consolidation or conversion of all or some of the various classes or descriptions of debenture stocks of the Company to such extent by such means, and on and subject to such terms, conditions, and restrictions as may be prescribed or provided for by the Bill, and to alter and vary the rights and privileges now attaching to all or some of the existing debenture stocks of the Company, and to confer other rights, privileges and exemption, and to enable or require trustees, executors, administrators, guardians, and other persons under disability to accept any such consolidated or converted debenture stock in substitution for the debenture stock for the time being held by them.

20. To vest in the Company and the London Brighton and South Coast Railway Company (hereinafter called "the Brighton Company") jointly, or authorise them to hold lands and houses in the town of Portsmouth, in the parish of Portsea, in the county of Southampton, known as "Ginnetts Circus," situate and lying between Station-street, formerly Bow-street, and the joint Portsmouth line of the Company and the Brighton Company, and abutting on the said

street between the houses numbered therein 26 and 46, and containing about 86 perches.

21. To empower the Company and the Brighton Company to stop up and discontinue for public or other traffic, and to extinguish all rights of way and other rights (if any) over the public footpath crossing their Epsom and Leatherhead Railway, in the parish of Epsom, in the county of Surrey, at a point about 37 chains, measured along the said railway, in a south-westerly direction, from the centre of the bridge carrying the said railway over the road known as Clay-hill, immediately to the south-west of the Company's Epsom Station.

22. To empower the Company and the Midland Railway Company, or either of those companies, for widening, enlarging, extending and improving the Somerset and Dorset Railway and for station and siding accommodation thereon, and for roads and approaches, and for taking and getting ballast, and for depositing spoil, and for other purposes in connection with the said railway, to purchase and acquire by compulsion, or otherwise, certain lands in the parish of Glastonbury, in the county of Somerset—

(a.) Abutting and on the north-east side of the Somerset and Dorset Railway at Glastonbury Station, and lying between two points measured along the said railway in a north-westerly direction from the centre of the footbridge at that station about $3\frac{1}{2}$ chains and 18 chains.

(b.) Abutting and on the south-west side of the aforesaid railway, and extending between two points measured respectively in a north-westerly direction from the aforesaid footbridge about $7\frac{1}{2}$ chains and $13\frac{1}{2}$ chains.

(c.) Abutting and on the south-west side of the aforesaid railway, and extending between two points measured respectively in a north-westerly direction from the aforesaid footbridge about $17\frac{1}{2}$ chains and $20\frac{1}{2}$ chains,

or some part or parts of such lands or estates, rights, or interests in, or easements over, the same, and the Bill will, or may, extinguish all public and other rights of way, or other rights in, over or affecting any of such lands and buildings.

23. To authorise the Brighton Company and the Midland Railway Company or either of those Companies, for all or any of the purposes aforesaid relating to them, to apply their respective funds and revenues.

24. To vary or extinguish all or any other rights and privileges inconsistent with, or which would or might 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):—4 and 5 Will. IV., cap. 88, 2 and 3 Vict., cap. 28, and all other Acts relating to or affecting the Company or their Undertaking; 9 and 10 Vict., cap. 283, and all other Acts relating to or affecting the Brighton Company or their Undertaking; 7 and 8 Vict., cap. 18, and all other Acts relating to or affecting the Midland Railway Company or their Undertaking; 15 and 16 Vict., cap. 63, 37 and 38 Vict., cap. 81, and all other Acts relating to or affecting the Somerset and Dorset Railway Company or their undertaking; 7 and 8 Vict., cap. 75, and all other Acts relating to the Corporation of Southampton; 26 and 27 Vict., cap. 119, and all other Acts relating to the Southampton Harbour Board, and 34 and 35 Vict.,

cap. 130, and all other Acts relating to or affecting the Southampton Dock Company or their Undertaking.

And notice is hereby also given, that on or before the 30th day of November, 1892, plans and sections of the works proposed to be authorised by the Bill, in respect whereof plans and sections are by the Standing Orders of either House of Parliament required to be deposited, showing the lines and levels thereof, and plans also of 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 town and county of the town of Southampton, at his office at Southampton, and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk of the Peace for the county of Dorset, at his office at Sherborne in that county, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester in that county, and with the Clerk of the Peace for the county of Somerset, at his office at Frome in that county, and that on or before the 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 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 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. Mary, Lambeth, with the Vestry Clerk of that parish, at his Office, at the Vestry Hall, Kennington Green, Kennington-road, in that parish, and in the case of each other parish with the Parish Clerk thereof, at his residence, and in the case of each extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1892.

BIRCHAM and Co., 46, Parliament-street,
Westminster, Solicitors for the Bill.

REES and FRERE, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

London Open Spaces.

(Acquisition of Hackney Marshes, and Lands adjoining, Lincoln's-inn-fields, York Water Gate, Hilly Fields, Brockley, and Land at Brockwell Park, Albert Palace, Battersea; Buildings on Gardens, Open Spaces, &c.; Compulsory Powers; Financial Powers; Contributions; Sundry Incidental Provisions.)

THE London County Council (in this Notice called "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the purposes, or some of the purposes, hereinafter mentioned, namely:—

HACKNEY MARSHES.

To empower the Council to acquire, compulsorily or by agreement, and hold lands in the parish of St. John, Hackney, in the county of

London, known as Hackney Marshes, situate between and adjacent to the River Lee and the Hackney Cut, and to vest the said lands, or to provide for their being vested, in the Council freed and discharged from all rights over or affecting the same.

The said lands are situate partly on the western side of the Hackney Cut navigation, extending from the Gainsborough-road and Wick-lane Bridge on the south to a point northward of Brick Lock Bridge and Brick Lock Cottage on the north, and partly on the eastern side of the said Hackney Cut navigation, between the said navigation and the River Lee and the channel thereof known as the Waterworks River or Temple Mills Stream; together with a piece of land situate between the old River Lee and the said Waterworks River or Temple Mills Stream, southward of Temple Mills, known as "Bully Fen." The said lands extend from the southern end of "Bully Fen," along the Waterworks River or Temple Mills or Lead Mill Stream and along the River Lee to the Lee Bridge property of the East London Waterworks Company.

The Bill may also provide for including in the land to be acquired as aforesaid the "White House" public-house, on the bank of the River Lee and the land and premises appurtenant thereto or occupied therewith, and also the "White Hart" public-house near Temple Mills, and also the Marsh Gate Cottage, and any lands appurtenant thereto or occupied therewith respectively.

All which lands so to be acquired are delineated on the plans hereinafter referred to.

To authorize and provide for contributions towards the expense of purchasing the said lands from the Board of Works for the Hackney District, and any other vestry or district board or corporation, or from other bodies and persons, and to enable the Council to lay out, maintain, manage, and regulate the said land as an open space, and (if and so far as the Council may deem expedient) to alter or divert any roads, footpaths, or rights of way over the said lands, and to deal with any buildings thereon either by demolishing the same or by maintaining or altering the same, and to make and enforce bye-laws and regulations relating to the said land and property.

To authorize and provide for the extinguishment or regulation of all rights of common or pasturage or way or otherwise, on, over, or affecting the said lands, and for the settlement of any claims which may arise to purchase-money or compensation in respect of the said lands, and, if need be, to provide for the appointment of an arbitrator with powers to settle and determine such claims, and to apportion amongst the claimants respectively the sum to be paid for the acquisition of the said lands.

To fix and define the amount of purchase money and compensation to be paid in respect of the acquisition of the said lands, and all rights and interests therein, and to confirm and make valid and effectual any agreements made or to be made between the Council on the one hand and any person for or on behalf of any persons interested in the said land on the other hand.

LINCOLN'S-INN-FIELDS.

To empower the Council to purchase and acquire compulsorily or by agreement certain land in the parish of St. Giles-in-the-Fields, in the county of London (being the garden in Lincoln's-inn-fields), and to preserve and maintain the same as garden, enclosure, or open space for

purposes of public use and recreation, and to extinguish any rights in, to, or over the said land, except as may be defined in the intended Act, or to restrict and regulate the exercise of any such rights.

The said land comprises about 7 acres, and belongs, or is reputed to belong, to the Honourable Society of the Benchers of Lincoln's-inn, or to lessees or persons claiming to be lessees thereof, and is bounded by the roadways of Lincoln's-inn-fields.

And the Bill may provide for the repeal or amendment of the whole or part of a certain Act passed in the eighth year of the reign of His Majesty, George II., cap. 26, and entitled "An Act to enable the present and future proprietors and inhabitants of the houses in Lincoln's-inn-fields, in the county of Middlesex, to make a rate on themselves for raising money sufficient to inclose, clean, and adorn the said fields."

YORK WATER GATE.

To transfer to and vest in the Council (so far as is not already vested in them) the site of the York Water Gate, in the Garden on the Victoria Embankment near the southern end of Buckingham-street, together with a strip of ground lying between the said garden and the buildings between Villiers-street and York-buildings, in the parish of St. Martin-in-the-Fields, and to empower the Council to preserve the said Gate, and utilize the land as part of or in connection with the said Garden, and to extinguish any rights to or over the same.

HILLY FIELDS, BROCKLEY.

To enable the Mayor, Aldermen, and Commons of the City of London, or the Bridge House Estates Committee of the Corporation, to transfer to the Council for nominal or other consideration all their estate and interest in certain lands at Brockley, in the parish of Lewisham, known as the "Hilly Fields," situate adjacent to and on the north side of Adelaide-road, or some part or parts thereof, and also to confer such further powers on the Council with respect to the acquisition of the said lands, or any part thereof, as may be necessary or expedient, in order to enable the same to be preserved as a park, recreation ground, or open space, and to authorize the exchange of any such lands for other adjoining lands, and otherwise to enter into such arrangements with respect thereto, and on such terms and conditions as the Council may think fit.

To authorize and provide for contributions towards the expense of acquiring the said lands from the Board of Works for the Greenwich District, and any other vestry or district board or corporation, or from other bodies or persons.

LAND AT BROCKWELL PARK.

To enable the Council to acquire by agreement or compulsorily (for the purpose of an additional entrance to Brockwell Park) land situate in the parish of Lambeth, between the houses and premises known as "Fernside" and "Kirkstall Lodge," Tulse-hill.

ALBERT PALACE, BATTERSEA.

To enable the Council to acquire the building known as the Albert Palace, in the parish of Battersea, with land and buildings appurtenant thereto, with a view to the same being preserved and managed as a place of public recreation and resort; and to provide for the preservation, maintenance, management, leasing, and use thereof.

To enable the Vestry of the parish of St. Mary, Battersea, and any other vestry and district board or corporation to contribute

towards the acquisition of the said palace, and to provide for their levying the necessary funds for the purpose.

BUILDINGS ON GARDENS, OPEN SPACES, ETC.

To confer powers on the Vestries and District Boards, acting under the Metropolis Management Act, 1855, and the Acts amending the same, subject to such approval or on such conditions as may be defined in the Bill, to erect buildings of various kinds on open spaces belonging to them, or under their control.

MISCELLANEOUS.

To confer all necessary powers upon any district board, vestry, or other body who may be required to contribute funds for the purposes of the intended Act, to raise the money required for the purpose of such contributions; and, if need be, by borrowing on the security of the rates leviable by them respectively, and to confer on the Council all necessary powers of collecting and recovering the amount of such contributions.

To authorize the application for the purposes of the Bill of moneys under the control of the Council.

To enable the Council from time to time to raise money by the creation and issue of Consolidated Stock, or by borrowing to such amount as may be necessary for the purposes of the intended Act, and to make provisions as to the redemption of such stock or repayment of loans and the payment of interest or dividend thereon out of the Consolidated Loans Fund and County Rate, and to include in their estimates and precepts for the purpose of the County Rate such sums as may be requisite for those purposes.

To incorporate with the Bill, so far as may be deemed necessary, and with such exceptions and modifications as may be expedient, the Lands Clauses Acts, and especially to alter and vary (if thought expedient) the provisions of the Lands Clauses Consolidation Act, 1845, relating to the settlement of questions of disputed compensation.

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

Duplicate plans, showing the lands which may be taken under the powers of the Bill, together with a book of reference to such plans, and a copy of this Notice will, on or before the 30th day of November, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, and book of reference, as relates to the parishes hereinafter mentioned, together with a copy of this Notice will be deposited as follows:

So far as relates to the parish of St. John, Hackney, with the clerk to the Hackney District Board of Works, at his office at the Town Hall, Mare-street, Hackney, E.

So far as relates to the parish of St. Giles-in-the-Fields, with the clerk to the St. Giles' District Board of Works, at his office at 197, High Holborn, W.C.

So far as relates to the parish of St. Martin-in-the-fields, with the Vestry Clerk of that parish, at his office at the Town Hall, Charing Cross-road, S.W.

So far as relates to the parish of Lewisham, with the Clerk to the Lewisham District Board of Works, at his office at the Town Hall, Rushey Green, Catford, S.E.

So far as relates to the parish of St. Mary,

Lambeth, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Kennington Green, S.E., and

So far as relates to the parish of St. Mary, Battersea, with the Vestry Clerk of that parish, at the Vestry Offices, Battersea Rise, S.W.

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

Dated this 18th day of November, 1892.

H. DE LA HOOKE, Spring-gardens, Charing Cross, S.W., Clerk of the London County Council.

DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

Pontypridd, Caerphilly and Newport Railway. (New Railways; Widening and Junction near Bassaleg; Compulsory Purchase of Land; Tolls; Application of Funds and Increase of Capital; Agreements with the Great Western and Brecon and Merthyr Tydfil Junction Railway Companies and Lord Tredegar and his Trustees; Amendment of Acts.)

NOTICE is hereby given, that the Pontypridd, Caerphilly and Newport Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz:—

To make and maintain the railways and works next hereinafter described, in the county of Monmouth, with all proper stations, approaches and other works and conveniences connected therewith, that is to say:—

1. A Railway No. 1 (being a widening of the Railway of the Company), wholly in the parish of Bassaleg, commencing by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point 20 yards, or thereabouts, measured in an easterly direction from the eastern end of the bridge carrying the last-mentioned railway over the River Ebbw, and terminating by a junction with that part of the Tredegar Park Mile Railway used by the Company at a point 105 yards, or thereabouts, measured in a south-easterly direction along the Company's railway, from the south side of the bridge carrying that railway over the public road leading from the village of Bassaleg to the Bassaleg Station of the Great Western Railway Company.

2. A Railway No. 2 (for connecting the part of the Tredegar Park Mile Railway used by the Company with the part thereof used by the Great Western Railway Company), wholly in the parish of Bassaleg, commencing by a junction with the part of the Tredegar Park Mile Railway used by the Great Western Railway Company, at a point 20 yards, or thereabouts, measured in a south-easterly direction from the south-eastern side of the bridge carrying the Great Western Company's Western Valleys railway over the public road leading from the village of Bassaleg to the Bassaleg Station of the Great Western Railway Company, and terminating by a junction with the part of the Tredegar Park Mile Railway used by the Company at a point 105 yards, or thereabouts, measured in a south-easterly direction along the Company's railway, from the south side of the bridge

carrying that railway over the public road leading from the village of Bassaleg to the Bassaleg Station of the Great Western Railway Company.

3. A Railway No. 3 (for connecting the part of the Tredegar Park Mile Railway, used by the Great Western Railway Company, with the part thereof used by the Company), wholly in the parish of St. Woollos, commencing by a junction with the portion of the Tredegar Park Mile Railway used by the Company as aforesaid, at a point 145 yards, or thereabouts, measured in a westerly direction from the eastern termination of that railway, and terminating by a junction with the portion of such railway used by the Great Western Railway Company at a point 50 yards, or thereabouts, measured in a westerly direction from the said eastern termination.

To deviate laterally from the lines and vertically from the levels of the intended railways and works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorized by the Bill.

To cross, stop up, alter or divert, temporarily or permanently, any roads, highways, paths, passages, bridges, railways, sidings, tramways, aqueducts, streams, rivers, sewers, drains and pipes with which it may be necessary to interfere for the purposes of the intended railways and works connected therewith.

To purchase and take by compulsion, or by agreement, lands, houses and hereditaments, and to acquire easements in or over lands and hereditaments for the purposes of the intended railways and works, and to vary or extinguish all rights and privileges connected with the lands, houses and hereditaments so purchased or taken.

To demand take and recover tolls rates and charges in respect of the intended railways and works, to alter existing tolls, rates and charges, and to confer exemptions from the payment of tolls, rates and charges.

To enable the Company to apply to the purposes of the Bill any money raised, or which they have power to raise, and for those purposes and the general purposes of their Undertaking to raise additional capital by the creation and issue of new shares or stock, with or without a preferential dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or by the creation and issue of debenture stock.

The Bill will authorize the Company on the one hand, and the Great Western Railway Company, the Alexandra (Newport and South Wales) Docks and Railway Company, the Brecon and Merthyr Tydfil Junction Railway Company, and Lord Tredegar and his trustees on the other hand, from time to time to enter into and carry into effect, vary or rescind agreements and arrangements with respect to the works proposed by the Bill, the use and working of their respective existing and authorized railways and works, or any part or parts thereof, and the regulation of the traffic thereon, the interchange, accommodation, conveyance, transmission and delivery of traffic coming from or destined for the undertakings of the contracting Companies and parties; and the Bill will sanction and confirm or give effect to any such agreement or arrangement which, previous to the passing thereof, may be made with respect to any of the matters aforesaid.

The Bill will vary or extinguish all rights powers and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Companies'

Clauses Consolidation Acts, 1845, 1863 and 1869; and amend, enlarge or repeal some of the provisions of the local and personal Acts following that is to say, 5 and 6 William IV., cap. 107, and any other Acts relating to the Great Western Railway Company; 22 and 23 Vic., cap. 98, 23 and 24 Vic., cap. 17, and any other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; the Alexandra (Newport and South Wales) Docks and Railway Acts, 1882, 1885, and 1890, and any other Acts relating to the Alexandra (Newport and South Wales) Docks and Railway Company; 42 George III., cap. 115, 8 and 9 Vic., cap. 169, Lord Tredegar's Estate Acts, 1865, 1874 and 1878, and any other Acts relating to or affecting Lord Tredegar and his Trustees, or the Park Mile Railway; and the Pontypridd, Caerphilly, and Newport Railway Acts, 1878, 1880, 1882, 1883 and 1887.

And notice is hereby given, that on or before the 30th day of the present month of November plans and sections showing the situation, lines and levels of the intended railways and works, with a book of reference to such plans, and an Ordnance map with the lines of railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Uck; and on or before the said 30th day of November a copy of so much of the said plans, sections and book of reference as relates to each of the said parishes of Bassaleg and St. Woollos, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerks of those parishes at their respective residences.

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, 1892.

JAMES W. REID, 23, Great George-street, Westminster, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Lancashire, Derbyshire and East Coast Railway.

(Construction of new or deviation Railways; Diversion and stopping up of Footpaths; River Diversion; Compulsory purchase of Lands; Tolls, Rates and Charges; Application of Capital; Extension of Time for purchase of Lands and completion of Newark and Ollerton Railway; Power to vary number of Directors; Powers to Trustees and others to subscribe and hold Shares; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lancashire, Derbyshire and East Coast Railway Company (hereinafter called "the Company"), for a Bill for all or some of the following purposes (that is to say):

To authorize the Company to make and maintain the new and deviation railways and other works hereinafter described, or some of them, or some part or parts thereof respectively, with all proper stations, sidings, approaches, works and conveniences connected therewith (that is to say):

1. A railway (to be called the Chesterfield Deviation) being a deviation of a portion of Railway No. 9, authorized by the Lancashire, Derbyshire and East Coast Railway Act, 1891, such deviation commencing in the parish of

Hasland, in the county of Derby, by a junction with the said authorized Railway No. 9 at a point marked and measured 2 furlongs 7·2 chains from the commencement of that authorized railway, as shown on the plans thereof deposited with the Clerk of the Peace for the county of Derby, in the month of November, 1890, and terminating in the said parish of Hasland, at a point on the same authorized railway, 1 mile 2 furlongs and 3·3 chains from the commencement thereof, as marked and measured on the plans deposited as aforesaid. The intended deviation railway before described will be situated in the parishes of Hasland and Chesterfield, in the county of Derby.

2. A railway (to be called the Bolsover Deviation) being a deviation of a portion of Railway No. 9, authorized by the Lancashire, Derbyshire, and East Coast Railway Act, 1891, such deviation commencing in the parish of Sutton-cum-Duckmanton, in the county of Derby, by a junction with the said authorized Railway No. 9, at a point distant 50 yards, or thereabouts, measured along the centre line of the said authorized railway as staked out, from the point where that authorized railway crosses Longcourse-lane, and terminating in the parish of Upper Langwith, in the same county, at a point 9 miles 1 furlong 9 chains from the commencement of the said authorized Railway No. 9, as marked and measured on the plans thereof deposited with the Clerk of the Peace for the county of Derby, in the month of November, 1890. The intended Bolsover deviation railway will be situated in the parishes and places of Sutton-cum-Duckmanton, Bolsover, Scarcliff, and Upper Langwith, or some of them, in the county of Derby.

3. A railway (to be called the Markham Colliery Branch Deviation) commencing in the parish of Sutton-cum-Duckmanton, in the county of Derby, by a junction with the intended Bolsover deviation railway, secondly before described, in the field numbered 481 on the 25-inch Ordnance map, at a point 325 yards, or thereabouts, measuring along the southern fence of the said field from the goit at the south-east corner thereof, and thence measuring in a northerly direction 15 yards, or thereabouts, from such fence, and terminating in the same parish in the field numbered 106 on the 25-inch Ordnance map, at a point 112 yards, or thereabouts, measuring due south from the southernmost corner of the signal box on the Midland Railway near the junction of the sidings leading to Markham Colliery. The intended railway lastly before described will pass through, or into, or be situated within the parishes of Sutton-cum-Duckmanton and Bolsover, in the county of Derby.

3A. A railway (to be called the Bolsover Colliery Branch Deviation), commencing in the said parish of Sutton-cum-Duckmanton, by a junction with the intended railway, thirdly before described, in the field numbered 431 on the 25-inch Ordnance map at a point 170 yards, or thereabouts, measured due south from the centre of the bridge carrying Buttermilk-lane, over the River Doe Lea, and terminating in the parish of Bolsover, in the field numbered 577 on the 25-inch Ordnance map, at a point 170 yards, or thereabouts, measuring in a north-easterly direction from the south-west corner, and 120 yards, or thereabouts, measuring in a south-easterly direction from the southernmost corner of the ruins of Sutton Mill. The intended Bolsover Colliery Branch deviation will be situated within the said parishes of

Sutton-cum-Duckmanton and Bolsover, in the county of Derby.

4. A railway (to be called the Midland Junction) to be wholly situate in the parish of Elmlton, in the county of Derby, commencing by a junction with the Railway No. 12 authorized by the Lancashire, Derbyshire and East Coast Railway Act, 1891, in the field numbered 460 on the 25-inch Ordnance map, at a point measured along the centre line of the said authorized railway No. 12, as staked out, 145 yards, or thereabouts, north of the crossing by that authorized railway of Firthwood-lane, and terminating by a junction with the Mansfield and Worksop Branch of the Midland Railway at a point 22 yards, or thereabouts, measured in a southerly direction from the south end of the platform at Elmlton and Creswell Station.

5. A deviation or straightening of the River Rother for a distance of 250 yards, or thereabouts, in continuation of the diversion of the same river recently made by the Manchester, Sheffield and Lincolnshire Railway Company, such intended deviation commencing in the parish of Beighton, at a point in the field numbered 632 on the 25-inch Ordnance map, at the eastern end of the existing diversion under the Manchester, Sheffield and Lincolnshire Railway, and terminating in the parish of Killamarsh, in the field numbered 24 on the said map, at a point 20 yards, or thereabouts, from the north-west corner of the said field, measuring along the bank of the said river in a south-easterly direction. The said intended river diversion will be made or situated within the parishes of Beighton and Killamarsh, in the county of Derby.

The Bill will authorize the Company to exercise the powers, and effect the objects following (that is to say):

- (A) To stop up and discontinue so much of the footpath in the said parish of Hasland, leading from Derby-road to Boythorpe Colliery, as lies between a point due south of Ashmore House, and the point where the said footpath crosses the Boythorpe incline, and to substitute a new portion of footpath between the aforesaid points.
- (B) To stop up and discontinue the footpath in the said parish of Sutton-cum-Duckmanton, leading from Deepsick-lane to the public road at Moortop Stud Farm.
- (C) To stop up and discontinue the footpath in the parish of Clowne, in the county of Derby, leading from the north-west corner of the Rectory grounds to the Midland Railway station.

And to vest in the Company and appropriate for the purposes of their undertaking the sites of the footpaths, and portions of footpaths, proposed to be stopped up, or as the case may be, so much thereof respectively as is situate within the limits of the Company's property.

To deviate laterally from the lines and vertically from the levels of the intended railways and works shown on the plans and sections to be deposited as hereinafter mentioned, to such an extent as may be provided by the Bill, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To cross, divert, alter and stop up, temporarily or permanently, roads, highways, footpaths, rivers, streams, sewers, drains, railways, wagon ways, tramways, bridges and other works within or adjoining to the before-mentioned parishes and places which it may be

necessary or convenient to cross, divert, alter or stop up or interfere with for the purposes of the Bill, or any of them.

To levy tolls, rates and charges, for or in respect of the use of the proposed railways and works, or any of them, and to alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates and charges.

To purchase and take by compulsion or agreement lands, houses and buildings, or any estates or interests in, or easements over, lands, houses and buildings in the beforementioned parishes and places for the purposes of the Bill, and of the proposed railways and works, and to authorize the Company to purchase so much of any property as they may require, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To alter, vary or extinguish all existing rights of way and other rights, privileges and easements in, over or connected with any lands, houses and buildings proposed to be purchased, taken, used or interfered with under the powers or for the purposes of the Bill.

To vary, and if deemed expedient, to increase the number of the directors of the Company.

To apply to the purposes of the Bill the funds raised and authorized to be raised by the Company under the authority of their Acts of 1891 and 1892 and to define and regulate the payment of interest out of capital during the construction of the railways authorized by those Acts.

The Bill will authorize trustees and owners, of settled estates and others to contribute towards the cost of the railways and works of the Company, and empower owners, trustees, tenants for life and other persons under any disability whose estates, or any part thereof, may be benefited by, or any part of whose lands may be required for the railways and works of the Company, to subscribe for and take and hold shares in the capital of the Company, and to charge their respective estates with the amount so contributed or subscribed.

The Bill will extend the periods limited by the Newark and Ollerton Railway Act, 1887, as extended by the Lancashire, Derbyshire and East Coast Railway Act, 1891, for the compulsory purchase of lands and for the completion of the railways and works authorized by the first named Act, except the portion thereof directed to be abandoned by the said Act of 1891.

The Bill will incorporate some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, 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 Lancashire, Derbyshire and East Coast Railway Acts, 1891 and 1892.

And notice is hereby given, that on or before the 30th day of this present month of November, plans and sections showing the lines and levels of the intended railways and works, and the lands and property which may be taken for the purposes of or under the powers of the Bill, with a book of reference to such plans, an ordnance map with the lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby; and on or before the said 30th day of November,

a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works, or any part thereof, are to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 17th day of November, 1892.

BUSBY and DAVIES, Chesterfield;

R. L. DEVONSHIRE and MONKLAND, 1,
Frederick's-place, Old Jewry, London;
Solicitors.

W. and W. M. BELL, 27, Great George-street,
Westminster, Parliamentary
Agents.

In Parliament.—Session 1893.

Cheshire Lines Committee.

(Compulsory Purchase of Lands, and Confirmation of other Purchases of Lands, all in the Counties of Lancaster and Chester; Extension of Time for Sale of Superfluous Lands of the Cheshire Lines Committee, and of the Sheffield and Midland Railway Companies' Committee; and Further Powers of Dealing with those Lands; Application of Funds; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") and to pass an Act for the following purposes, or some of them (that is to say):—

To authorise the Cheshire Lines Committee (hereinafter called the "Committee") for the purposes of their undertaking, to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Committee, or any contract or agreement entered into by the Committee for the purchase or acquisition of all or some of the following properties:—

Certain lands, houses, and buildings, situate in the extra-parochial place of Toxteth-park, in the county of Lancaster, on the northern and southern sides of the Garston Branch Railway of the Committee, lying partly over the tunnel of that railway, and extending from Dingle-lane on the west, to Southwood-road on the east.

Certain other lands, houses, and buildings situate in the extra-parochial place of Toxteth-park, in the county of Lancaster, on the northern and southern sides of the said Garston Branch Railway of the Committee, and lying between Melley-road on the north, Southwood-road on the west, and Saint Michael's-road on the east.

Certain other lands, houses, and buildings, situate in the extra-parochial place of Toxteth-park, in the county of Lancaster, lying and abutting on the western side of Fulwood-park-road, and on the northern side of the said Garston Branch Railway of the Committee.

Certain other lands, houses, and buildings situate in the township of Garston, in the parish of Childwall, in the county of Lancaster, and in the extra-parochial place of Toxteth-park aforesaid, lying on the northern and southern sides of the Garston Branch Railway of the Committee, between their Otterspool and Mersey-road stations on

- the west and east, and Aigburth-road and the River Mersey on the north and south.
- Certain other lands situate in the township of Garston in the parish of Childwall, in the county of Lancaster, lying and abutting on the northern side of the Mersey-road Station and the Garston Branch Railway of the Committee, and on the eastern side of Mersey-road.
- Certain other lands situate in the township of Garston in the parish of Childwall, in the county of Lancaster, lying and abutting on the southern side of the Garston Branch Railway of the Committee between that railway and Alma-road.
- Certain other lands situate in the township of Garston in the parish of Childwall, in the county of Lancaster, lying and abutting on the southern side of the Garston Branch Railway of the Committee, between Grassendale-road and Knowsley Drive.
- Certain other lands situate in the township of Garston in the parish of Childwall in the county of Lancaster, lying and abutting on the northern side of the Liverpool Extension Railway of the Committee, and the north-eastern end whereof abuts upon St. Mary's-road.
- Certain other lands, houses, and buildings, situate in the township of Halewood, in the parish of Childwall, in the county of Lancaster, lying and abutting on the eastern side of Bailey's-lane, near the junction of that lane with Leather's-lane.
- Certain other lands situate in the township of Little Woolton, in the parish of Childwall, in the county of Lancaster, on the northern side of Nook-lane, and lying between that lane, Halewood-lane, and the approach road leading to the goods yards of the Gateacre station of the Committee.
- Certain other lands situate in the township of Urmston, in the parish of Flixton, in the county of Lancaster, lying and abutting on the southern side of the Liverpool Extension Railway of the Committee, and situate near Moss-lane, the burial ground for Jews, Lorne-grove, and Bradshaw's bridge respectively.
- Certain other lands, houses, and buildings, situate in the township of Stretford, in the parish of Manchester, in the county of Lancaster, abutting on the eastern side of the railway of the Committee between Cornbrook and Chorlton-cum-Hardy, and lying between the point at which that railway passes under the Manchester South Junction and Altrincham Railway, and the boundary between the townships of Stretford and Chorlton-cum-Hardy.
- Certain other lands situate in the township of Stretford, in the parish of Manchester, in the county of Lancaster, adjoining other lands conveyed to the Committee by Sir Humphrey Francis de Trafford, Baronet, and others, and lying between the Manchester South Junction and Altrincham Railway, and the boundary between the townships of Stretford and Chorlton-cum-Hardy.
- Certain other lands situate in the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster, lying between the lands and works belonging, or reputed to belong to Henry Faulder and Company, Limited, on the north, and the Stockport and Timperley Branch Railway of the Committee on the south.
- Certain other lands, houses and buildings situate in the township of Poulton-cum-Seacombe, in the parish of Wallasey, in the county of Chester, and lying between Gorsey-lane, Dock-road, the Wallasey Gas and Water Works, and the Wallasey mill and works of James Samuelson and Sons, Limited.
- Certain other lands situate in the township of Eddisbury, in the parish of Delamere, in the county of Chester, lying and abutting on the southern side of the yard adjacent to the Delamere Station of the Committee.
- Certain other lands situate in the township of Over, in the parish of Whitegate, in the county of Chester, near the Wharton Meadow Salt Works, and lying and abutting on the western side of the Winsford Extension Branch Railway of the Committee, and adjoining the northern end of their Winsford goods station.
- Certain other lands, houses, and buildings situate in the township of Over, in the parishes of Whitegate and Over, in the county of Chester, lying and abutting on the southern and western sides of the Winsford Goods and Passenger Stations and the railway and other premises of the Committee.
- Certain other lands, situate in the township of Witton-cum-Twambrook, in the parish of Great Budworth, in the county of Chester, lying and abutting on the eastern side of the No. 1 Marston Branch Railway of the Committee, and on the northern side of the road leading from Manchester to Northwich.
- Certain other lands, situate in the township of Lostock Gralam in the parish of Great Budworth, in the county of Chester, lying between the road leading from Manchester to Northwich on the north, the railways of the Committee on the south and west, and the tile works belonging, or reputed to belong, to Messieurs Thompson on the east.
- Certain other lands, situate in the township of Lostock Gralam, in the parish of Great Budworth, in the county of Chester, lying and abutting on the northern and southern sides of the Cheshire Midland Railway of the Committee, near the Over-street Farm and the Trent and Mersey Canal.
- Certain other lands, houses, and buildings situate in the township of Lostock Gralam, in the parish of Great Budworth, in the county of Chester, lying between the Cheshire Midland Railway of the Committee on the north and the works and lands of Davis's Chlorine Processes, Limited, on the south;
- Certain other lands, houses, and buildings situate in the township of Witton-cum-Twambrook, in the parish of Great Budworth, in the county of Chester, near the Committee's Locomotive Shed attached to their Northwich Station, and lying and abutting on the south-eastern side of the yard adjacent to that station.
- Certain other lands, situate in the township of Witton-cum-Twambrook, in the parish of Great Budworth, in the county of Chester, abutting on the southern side of the No. 3 Marston Branch Railway of the Committee, and lying between Leicester-street and Warrington-road.
- Certain other lands, situate in the township of Winnington, in the parish of Great Budworth, in the county of Chester, lying and abutting on the eastern side of the Winnington Branch Railway of the Committee, and on the northern side of Winnington-lane.

Certain other lands, houses, and buildings situate in the townships of Winnington and Castle Northwich, in the parish of Great Budworth, in the county of Chester, abutting on the western side of the Winnington Branch Railway of the Committee, and lying to the north and south of Winnington-lane.

Certain other lands, houses, and buildings, situate in the township of Helsby, in the parish of Frodsham, in the county of Chester, abutting on the eastern side of the West Cheshire Railway of the Committee, and lying near the Committee's Helsby and Alvanley Station, and near to and lying to the north or north-west of the road from Warrington to Chester.

Certain other lands, houses, and buildings, situate in the townships of Altrincham and Hale, in the parish of Bowdon, in the county of Chester, on the western side of the Cheshire Midland Railway of the Committee, and lying between Hale-road and the Peel Causeway station of that railway.

Certain other lands, houses, and buildings, situate in the township of Bredbury, in the parish of Stockport, in the county of Chester, lying and abutting on the eastern side of the Turnpike-road, leading from Stockport to Hyde, and on the western side of the Woodley station, and other lands and premises belonging to the Committee.

To extend the time for the sale of all or any lands belonging to or vested in the Committee, which are not or eventually may not be required for the purposes for which those lands were respectively purchased or acquired, and to confer further powers on the Committee in relation to those lands. To enable the Committee to sell or dispose of the lands which have been so acquired by them, and are not required for the purposes of the Undertaking of the Committee, or some part or parts thereof, for building or other purposes, or to grant building or other leases of those lands, or any part or parts thereof, or to dispose of, exchange, lease, or let those lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as they may think proper; and so far as may be necessary to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable them to retain portions of land which may be deemed superfluous, notwithstanding anything in that Act or any other Act or Acts to the contrary.

To extend the time for the sale of all or any of the superfluous lands belonging to the Sheffield and Midland Railway Companies Committee, and to confer upon the Companies constituting that Committee further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend, and extend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Committee to apply for the purposes of the Bill, any capital or funds now belonging to them; or which may hereafter belong to them, or be, or become under their control.

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

To incorporate with the Bill all or some of the provisions of "The Companies Clauses Consolidation Acts, 1845 to 1889," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Acts," "The Railways Clauses Consolidation

Act, 1845," and "The Railways Clauses Act, 1863," with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

To amend, enlarge, and extend, and if need be to repeal all or some of the powers and provisions of the following Acts (local and personal):—30 and 31 Vic., cap. 207, and all other Acts relating to the Committee; 32 and 33 Vic., cap. 25, and all other Acts relating to the Sheffield and Midland Railway Companies Committee.

And notice is hereby further given that plans of the lands, houses and other property proposed to be taken compulsorily, with a book of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses and other property, and a copy of this Notice, as published in the London Gazette will be deposited on or before the 30th day of November instant, for public inspection, 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 so much of the said plans and book of reference as relates to the several parishes within which the lands, houses, and property proposed to be taken are situate, and also a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Parish Clerk of each such parish at his place of abode, and in the case of the extra-parochial place of Toxteth-park, with the Parish Clerk of the adjoining parish of Childwall, at his place of abode.

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

Dated this 9th day of November, 1892.

R. B. M. LINGARD-MONK, 7, Victoria-street, Westminster, and Manchester;
NELSON, BARR, and NELSON, 29, Abingdon-street, Westminster;
BEALE and Co., 28, Great George-street, Westminster;

Solicitors
for the
Bill.

In Parliament—Session 1893.

Bodmin Water.

(Construction of Additional Works; Powers to Deviate; Extension of Limits of Supply; Compulsory Purchase of Lands and Waters; Common Lands; Sale of Superfluous Lands, Works, Mains, and Pipes; Supply of Water in Bulk; Additional Capital; Power for Cornwall County Council to Contribute Moneys or take Shares; Confirmation of Agreements; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Bodmin Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill, hereinafter referred to as "the Bill," for all or some of the following among other purposes (that is to say):—

1. To authorise the Company to make and maintain the reservoirs, aqueducts, filters, and works hereinafter specified, or some or any of them, with all proper works and conveniences connected therewith, wholly situate in the county of Cornwall (that is to say):—

An aqueduct or line of pipes (Line of pipes No. 1) commencing in the parish of Saint Breward, in or near the centre of a field or marsh, No. 203 on the Ordnance Map for the

said parish on Sheet XX, 7 on the scale of 25 inches to the mile, which said field or marsh belongs, or is reputed to belong, to Sir William Wallace Roderick Onslow, Baronet, and is now in the occupation of Philip Elford and terminating in the said parish of Saint Breward in an intended reservoir hereinafter described in a field or rough pasture, No. 576 on Sheet No. XX, 11 of the said Ordnance map of the said parish, immediately to the east of certain disused mine buildings, which last-mentioned field belongs, or is reputed to belong, to the said Sir William Wallace Roderick Onslow, Bart., and is in the occupation of Robert Elford.

A reservoir (Saint Breward Reservoir) wholly in the said parish of Saint Breward, in the said field or rough pasture, numbered 576 on the said Ordnance map of that parish, together with filter beds, clear water tank, and all necessary pipes, valves, excavations, embankments, fences, and other incidental works connected therewith. The said reservoir will be square in shape, will have an area of 1,000 superficial feet or thereabouts, and its western side will be immediately adjacent to the disused mine buildings hereinbefore mentioned.

An aqueduct or line of pipes (Line of pipes No. 2) commencing in the said parish of Saint Breward, in the said field or rough pasture, numbered 576 on the said Ordnance map of that parish, at the south side of the intended Saint Breward reservoir, and terminating in the borough and parish of Bodmin, by a junction with the Company's existing pipes in Fore-street in the said borough and parish of Bodmin, at or near the entrance to Crockwell-street;

which said lines of pipes, reservoir and other works will be made or pass from, through or into or be situate within the several parishes, townships, extra-parochial and other places following, or some of them (that is to say): Saint Breward, Blisland, Helland and Bodmin, and the borough of Bodmin.

2. And it is proposed, for the purposes of the intended works, to take certain lands, being, or reputed to be, common or commonable lands, which are situate in the said parish of Saint Breward in the said county of Cornwall, and are known by the name of Saint Breward Common, and of which it is estimated that the quantities included within the limits of deviation for the proposed works will be six and a half acres, and the quantity to be actually taken will be a quarter of an acre.

3. To authorise the Company by compulsion, or by agreement to take, appropriate, use, collect, abstract, and divert into the intended reservoir, filter beds and works, or some or one of them, and therein impound, and thence distribute the waters of the river or stream, called or known as the Hamatethy Stream, which stream flows through the estates of Newton, Hamatethy, and Lower Hamatethy, all in the parish of Saint Breward, and falls into the River Camel at or near Gam Bridge, in the said parish of Saint Breward, with its tributaries, sources and springs, and also all such waters as may be found in, upon, or under any lands to be acquired by the Company under the powers of the Bill, or otherwise.

4. To extend the limits within which the Company are now authorised to supply water so as to include in addition to the borough and parish of Bodmin the following additional area, that is to say the parishes, townships, and places of Saint

Breward, Blisland, Helland, Saint Mabyn, and Lanivet, all in the county of Cornwall.

5. To apply and make applicable to the extended limits, and to the Company, all or some of the powers and provisions of the Special Act of the Company hereinafter mentioned, and of the Waterworks Clauses Acts 1847 and 1863, subject to such alterations, additions, and variations as the Bill may prescribe.

6. To lay down, maintain, alter, and renew pipes and conduits in or under any streets, roads, and bridges within the said parishes and borough, or any or either of them for the purposes aforesaid.

7. To authorise the Company, within the extended limits of supply, to demand and recover rents, rates, and charges for the supply of water, not exceeding the rents, rates, and charges they are now authorised to demand, and to confer, vary, or extinguish exemptions from rents, rates, and charges, and to authorise the Company to supply water by meter, and to manufacture, sell, and let meters and water fittings and any apparatus used for the supply or consumption of water.

8. It is also intended to apply for powers in such Bill for the compulsory purchase of lands to be defined on the plans hereinafter mentioned, and to enable the Company to purchase by compulsion or agreement, or to take on lease all such lands, moors, houses, streams, springs of water, and hereditaments in the parishes, borough, and county aforesaid, and any rights or easements in over, or connected with any lands, houses, or buildings in the said parishes, borough, and county as may be necessary or desirable for the construction, maintenance, and use of the said works, or any of them, or for obtaining a further supply of water or otherwise.

9. To enable the Company, within the several parishes and borough hereinbefore mentioned, or any of them, to construct, alter, maintain, and renew sluices, embankments, gauges, weirs, waste weirs, overflows, bridges, drains, aqueducts, filtering beds, main pipes, tunnels, roads, approaches, works and conveniences in connection with the said waterworks, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing or managing the same, or for the purpose of diverting, intercepting, conducting, or raising the waters intended to be taken as aforesaid, and to cross, divert stop up, raise, lower, break up or interfere (either temporarily or permanently) with any turnpike or other road, highway, footpath, river, stream, bridge, brook, pipe, drain, or sewer, and to lay down aqueducts and pipes in, through, and under the same, and to appropriate the soil and surface of the streets, highways, or footpaths so stopped up or disused.

10. To empower the Company to deviate in the construction of the intended works laterally and vertically to the extent, to be shown on the plans and sections to be deposited as hereinafter mentioned, or to be defined by the Bill.

11. To authorise the Company to hold and to sell or dispose of any lands which they have acquired, or may hereafter acquire, and which are not now required or which, hereafter, may not be required for the purposes for which they were acquired, free from the provisions of the Lands Clauses Consolidation Act, 1845, or of the existing Acts of the Company, with respect to superfluous lands, and to authorise the Company to sell and dispose of such of their existing waterworks, buildings, engines, pumps, mains, pipes, apparatus, and property as have ceased to be required or may hereafter cease to be required for the purposes for which they were respectively

authorised, constructed, maintained, and held by the Company.

12. To enable the Company to enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise, with the Cornwall County Council, the authorities of the Cornwall County Asylum, and any Urban or Rural Sanitary Authority, or other Local Authority, and the Trustees of any turnpike or other road or any Highway Board, or any Surveyors of any Highway, and any Railway Company, and any other Companies, Bodies or persons, and from time to time to vary, suspend, or rescind any such contract or arrangement, and make others in lieu thereof or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such Authorities, Corporations, Boards, Trustees, Surveyors, Companies, Bodies and persons, and will enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys which they have raised or may raise under any Act of Parliament, or otherwise, and particularly will or may authorise and empower the Cornwall County Council to contribute moneys to or to take and hold shares in the capital of the Company to such an extent as may be defined by the Bill, and the Bill will or may contain provisions as to a supply of water, limited or unlimited in quantity, free of cost, in lieu of dividends, and all such other special and incidental provisions as may be found necessary or expedient in relation to the contemplated contributions by the Cornwall County Council, and will or may confer upon the Lunacy Commissioners and other authorities, bodies, and persons having jurisdiction or control in the matter, all such powers, rights, and privileges as may be requisite or expedient for carrying into effect the objects aforesaid. And the Bill will or may confirm and make binding on the parties thereto, any contracts or agreements already made or entered into, or which at any time before the passing of the Bill may be made or entered into between the Company and any of the above mentioned bodies, or persons, in relation to any of the matters hereinbefore mentioned.

13. To empower the Company for all or any of the purposes of the Bill, to increase their capital and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preferential dividend or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes, any capital or funds now belonging to the Company, or which they are authorised to raise.

14. To incorporate with the Bill, amend or alter, or to re-enact with such variations as may be thought expedient, all or some of the provisions of The Lands Clauses Acts, The Waterworks Clauses Acts, 1847 and 1863, The Companies Clauses Consolidation Acts, 1845 to 1889, and The Companies Clauses Acts, 1863 and 1869.

15. To vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects or purposes of the Bill, and to confer, vary or extinguish other rights and privileges.

16. To alter, amend, extend and enlarge, and, if need be, to repeal all or some of the powers and provisions of "The Bodmin Waterworks Act, 1866," and all other Acts relating to the Company.

17. And notice is hereby further given that plans and sections describing the lines, situation, and levels of the said proposed works, and the

lands which may be taken for the purposes thereof, and the streams, rivers, and springs, the waters of which will be diverted and taken, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of such lands and houses, 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 Cornwall, at his offices at Bodmin in the said county, on or before the 30th day of November instant, and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the parishes aforesaid, in or through which the proposed works are intended to be made, or property to be taken is situated, with a copy of the said Gazette. Notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra parochial places with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1892.

JOHN PETHYBRIDGE, Bod- }
min, Cornwall, } Solicitors
PATTISON, WIGG AND COM- }
PANY, 11, Queen Victoria- }
street, London., } for the
Bill.

WYATT, HOSKINS, HOOKER AND WILLIAMS,
28, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1893.

New Swindon Gas.

(Dissolution and re-incorporation of the Swindon New Gas Company, Limited; Power to Supply Gas in the Parishes of Swindon, Stratton Saint Margaret, and Rodbourne Cheney, in the County of Wilts; To Maintain and Continue existing Gasworks; and Works connected therewith; Manufacture, &c., of Gas and Residual Products, &c., and Meters, Fittings, &c.; Supply of Gas in bulk; Patent Rights; Power to Break-up and Interfere with Streets, &c.; Rates, Rents and Charges, Lands, Capital; Agreements with Local Authorities and others; 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 Swindon New Gas Company, Limited (hereinafter called "the Limited Company"), for an Act (hereinafter called "the intended Act") for all or some of the following purposes, that is to say:—

1. To dissolve the Limited Company, and to cancel and annul their Memorandum and Articles of Association, and to provide for their winding up and re-incorporation as a new Company (hereinafter called "the Company"), including the proprietors of the Limited Company, or some of them, with or without other persons, or corporations.

2. To confer on the Company all necessary powers and authorities for the manufacture, production, storage, and supply of gas within the following parishes and places or some part thereof (hereinafter called "the limits of supply"), viz., the district of the Swindon New Town Local Board, in the parish of Swindon, and the portions of the district of the Old Swindon Local Board in the said parish of Swindon, which lie within the following areas, namely:—

(a) Commencing at the junction of Kingshill-road with Clifton-street, thence extending in

a southerly direction to a point 150 feet or thereabouts south of Kingshill-road, and at right angles thereto, thence proceeding in a westerly direction at a distance of 150 feet or thereabouts from and parallel to the Kingshill-road and to the Wootton Bassett-road to a point on the west bank of the river Ray, 150 feet or thereabout south of the Wootton Bassett-road, proceeding thence in a straight line in a south-westerly direction to the Rushey Platt Station of the Midland and South Western Junction Railway, thence proceeding in a northerly direction along the western side of the said railway to the Wootton Bassett-road, thence proceeding in an easterly direction along the north side of Wootton Bassett-road and Kingshill-road to the said point of commencement.

(b) Commencing at a point on the boundary between the districts of the Old Swindon Local Board and the Swindon New Town Local Board, on the western side of Cricklade-road, opposite the north-west corner of the lands belonging or reputed to belong to the Wilts County Ground Company, thence proceeding in an easterly direction along the northern boundary of those lands to a point 150 feet or thereabouts east of Cricklade-road, thence proceeding in a northerly direction at a distance of 150 feet or thereabouts from and parallel to the Cricklade-road to the boundary between the districts of the said Old Swindon Local Board and Swindon New Town Local Board, thence proceeding along that boundary in a westerly direction to the western side of Cricklade-road, thence proceeding in a southerly direction along the western side of Cricklade-road, to the said point of commencement.

(c) So much of the Cricklade-road as will admit of laying and maintaining a pipe to supply gas to Dunsford Wharf, and the property known as Fairholme, in the District of the Swindon New Town Local Board, as lies between the following points, viz.:— the junction of the tow-path with the west side of the bridge carrying the Cricklade-road over the Wilts and Berks Canal, and the southern boundary of the said property known as Fairholme.

The parishes of Stratton Saint Margaret and Rodbourne Cheney, all in the county of Wilts.

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, mains, pipes, apparatus, effects, interests, rights, powers, privileges, easements, agreements, contracts, moneys, securities, and credits of what nature or kind soever, now vested in, or belonging to, or held, or enjoyed by the Limited Company, and to empower the Company to hold such lands and other property.

4. To enable the Company, in and upon the lands hereinafter described, to maintain the existing gasworks and works connected therewith and to construct and maintain, alter, enlarge, improve, and renew, or discontinue gasworks and works for the conversion, manufacture, utilisation, and distribution of materials used in and about the manufacture of gas and of residual and manufactured products, matters, and things, and to manufacture, produce, store, supply, and sell gas, and to manufacture, store, convert, utilise, buy, sell, and dispose of coke, coal, patent fuels, tar, pitch, asphaltum, ammoniacal liquor, oil, and all other residual and manufactured products, matters, and things.

5. To enable the Company to manufacture, purchase, or hire, and supply gas meters, fittings,

gas stoves, and cooking, or other apparatus, and also to manufacture, purchase, let, or deal in, and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing and other purposes, by means of gas, and all articles and things in any way connected with gasworks, or with the supply of gas.

6. To authorise the Company to supply gas in bulk to any local authority authorised to supply gas, or to any gas company for re-sale and distribution in any adjoining districts beyond the limits of supply.

7. To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light.

8. To authorise the Company to make such extensions of the mains, pipes, and works of the Limited Company, as may in the opinion of the Company be necessary, and for that purpose to open and break-up, or interfere with, railways, streets, roads, highways, footways, sewers, drains, pipes, electric, telegraphic and telephonic apparatus, rivers, canals, bridges, and passages or other places within the limits of supply.

9. To authorise the Company to levy and recover rates, rents, and charges for the supply, of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied and for work done by the Company, and to recover rates, rents, and charges due, and owing to the limited Company at the date of its re-incorporation into the Company. And generally to confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

10. To authorise the Company to purchase, hold, and to sell, let, lease, and dispose of lands.

11. The lands to be held and used for the manufacture and storage of gas; and the manufacture, conversion and storage of residual and manufactured products, and upon which the works of the Company are now erected or carried on are the following (that is to say):—

(1) A piece of land belonging, or reputed to belong, to the Limited Company, in the district of the Swindon New Town Local Board, situate in the parish of Swindon, containing three quarters of an acre, or thereabouts, bounded on the south-east by the Wilts and Berks Canal, on the south-west by the foot-passage behind houses and garden ground abutting on the east side of Catherine-street, on the north-west by property abutting on the west side of Queen-street, and on the north-east, partly by Queen-street, and partly by houses and garden ground abutting on the east and south sides of Queen-street.

(2) A piece of land situate at Gorse Hill, in the district of the Swindon New Town Local Board, in the parish of Swindon, containing 5 acres and 2 roods, or thereabouts, bounded on the south by land belonging, or reputed to belong to the Great Western Railway Company; on the west by land belonging, or reputed to belong to the Gorse Hill Brick & Tile Company, Limited; on the north, by a road or path, known as Gipsy-lane; on the east, partly by land belonging, or

reputed to belong to Ambrose Lethbridge Goddard, and in the occupation of George Kembrey, and partly by land belonging, or reputed to belong to the Great Western Railway Company.

12. To make all necessary provision with respect to the capital and shares of the Limited Company, and to provide for the vesting and apportionment of such capital and shares, or of new shares or stock, instead thereof among the shareholders of the Company, and to authorise the Company to raise further capital by ordinary or preference shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock, or by any of such means.

13. To empower the Company to enter into and fulfil contracts and agreements for the supply of gas within or without the limits of supply, with any county council, sanitary authority, or other local authority, highway board, or surveyors of highways, railways, or other companies, bodies, or persons, to vary, suspend, or rescind any such contracts or agreements, and to enter into and carry into effect other agreements and contracts in lieu thereof or in addition thereto.

14. To vary or extinguish all or any rights and privileges which would interfere with the purposes of the intended Act, and to incorporate therewith and extend and apply as well to the mains, pipes, and works of the Limited Company, laid down or constructed before the passing of the intended Act, as to all mains, pipes, and works which may be laid down or constructed under the authority of the intended Act, the powers and provisions of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, also to incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, and so far as may be necessary or expedient to alter, amend, repeal or extend all or some of the provisions of those Acts, or any of them.

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

Dated this 16th day of November, 1892.

A. ERNEST WITHY, New Swindon, Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Brighton and Hove Gas.

(Extension of Limits of Supply; New Works for Manufacture and Storage of Gas, and Manufacture, Conversion, and Storage of Residual Products; Purchase of Lands by Agreement; Sale of Gas in Bulk within and beyond limits; Manufacture, Sale, Hire, &c., of Engines, Stoves, Fittings, and Apparatus; Additional Share and Loan Capital; Alteration and Readjustment of Existing Rates and Charges; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that the Brighton and Hove General Gas Company (who are herein referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill to effect the objects, or some of the objects, following, viz. :—

To extend the limits of the Company for the supply of gas under the provisions of the Brighton and Hove Gas Acts, 1839 to 1881, and to enable the Company, under and according to the powers and provisions of those Acts (or some of them) as altered, extended, and amended by the Bill; to supply gas, not only within their

existing limits of supply, but also within the parishes of West Blatchington, Hangleton, Poynings and Newtimber, all in the county of Sussex, and to lay down and maintain such mains, pipes, apparatus, conveniences, and works as may be necessary or expedient for the purpose, and to charge and recover rents for and in respect of the supply and use of gas within the said extended limits, and to alter and readjust existing rates, rents and charges.

To authorise the Company on the land hereinafter described, or some part or parts thereof, that is to say :—

A piece of land, lying to the west of and adjoining the site of the Company's existing gasworks and containing five acres or thereabouts, now belonging to and in the occupation of the company, situate in the parish of Lancing, in the county of Sussex, bounded on the north by a roadway separating the same from the western arm of Shoreham Harbour, on the south by an imaginary line being a continuation westward of the Company's existing line of sea defence, on the east by land in the parish of Portslade, belonging to and in the occupation of the Company, and on the west by land and water belonging to Colonel James Martin Carr Lloyd and others as devisees or trustees under the will of Dame Elizabeth Ann Lloyd deceased.

to erect, make, maintain, alter, improve, enlarge, extend, and renew and discontinue new gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, machinery, and other apparatus, works and conveniences for the manufacture, conversion, utilization, storage, and supply of gas and residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store, and supply gas, and to manufacture, sell, supply, and deal in coke, tar, pitch, lime, ammoniacal liquor, oil, and all other products or residuum of any materials employed in arising or resulting from the manufacture of gas, and also meters, tubes, pipes, burners, fittings, apparatus, and other articles and things in any way connected with the supply of gas.

The Bill will or may authorise the Company to purchase, or take on lease, by agreement, and hold for the general purposes of their undertaking, other than the manufacture of gas, or the manufacture or conversion of residual products, other lands, houses, and hereditaments, or easements or rights in, over, through, or under, any such lands and hereditaments, and will or may also confirm any contracts or agreements already made or entered into, or which may at any time hereafter before the passing of the Bill be made or entered into, for the purchase, taking on lease of, or otherwise acquiring any such lands or easements.

To empower the Company on the one hand and any local authority, company, corporation, public body, officers or persons on the other hand to enter into and carry into effect, alter and rescind contracts, agreements and arrangements for or in respect of the sale and supply by the Company to any local authority, company or corporation, public body, officers, or persons of gas in bulk or otherwise, as well beyond as within the Company's limits of supply, as now existing, and as proposed to be extended for any public trading or other purpose, and to authorise such local authority, company, corporation, or public body or officers to apply their respective funds for any such purpose.

To authorise the Company to manufacture, purchase, provide, sell, let on hire, use, deal in,

and fix, stoves, ranges, pipes, meters, fittings, engines, machinery, apparatus and appliances, for lighting, motive power, heating, cooking, ventilating, manufacturing, agricultural, industrial and all or any other purposes whatsoever, and to supply or work the same by means of gas.

To authorise the Company to levy and recover rates, rents and charges for or in respect of the supply of gas to, and for the sale and hire of, stoves, engines, machinery, meters, fittings, and other articles and things; and to confer, vary and extinguish exemptions from the payment of rates, rents and charges.

To authorise the Company to apply to the purposes of the Bill their existing funds and any moneys they are still authorised to raise, and for those purposes and the general purposes of their Undertaking to raise additional capital by shares and stock and by loan and by the issue of debenture stock or by any of those means; and to attach to any such shares and stock a preference or priority of dividend or interest, or any other advantage which the Bill may define or Parliament may prescribe.

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

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

“The Brighton and Hove Gas Act, 1839;” “The Brighton and Hove Gas Act, 1843;” “The Brighton and Hove Gas Act, 1854;” “The Brighton and Hove General Gas Company’s Act, 1866;” “The Brighton and Hove General Gas Company’s Act, 1870;” “The Brighton and Hove Gas Act, 1873;” “The Brighton and Hove Gas Order, 1875;” “The Brighton and Hove Gas Act, 1879;” “The Brighton and Hove Gas Act, 1881;” “The Brighton Gaslight Act, 1848” “The Gasworks Clauses Act, 1847;” “The Gasworks Clauses Act, 1871,” and any other Acts or Orders, if any, relating to the Company.

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

Dated this 17th day of November, 1892.

HOWLETT & CLARKE, Brighton, Solicitors for the Bill.

WYATT, HOSKINS, HOOKER & WILLIAMS, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Lynton Water.

(Dissolution of the Lynton Water Company Limited; Incorporation of New Company with Additional Capital Powers; Construction of Works; Supply of Water to the Parishes of Lynton and Countisbury, in the County of Devon; Power to Supply Water in bulk beyond Limits; Compulsory Purchase of Lands, Water Rights, and Easements; Diversion and Appropriation of Waters; Power to Lease Lands; Power to Levy Rates: Agreements with Local and Sanitary Authorities, Public Bodies, and others; Provisions for Transfer of Undertaking to Local Board of Lynton, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for an Act (hereinafter called “the Bill”) for all or some of the following among other purposes (that is to say):—

To dissolve the Lynton Water Company

Limited (hereinafter referred to as “the Limited Company”) and to annul and cancel their Memorandum and Articles of Association and to provide for their winding up, and to incorporate the shareholders or some of the shareholders therein, together with such other persons and corporations as may become proprietors in the undertaking, into a new Company (hereinafter referred to as “the Company”), and to provide for the acquisition by, and transfer to, and the vesting in, the Company of all the undertaking, lands, waterworks, tanks, mains, pipes, meters, valves, sluice cocks, hydrants, machinery, apparatus, plant, stock, effects, buildings, rights, easements, moneys, securities, and credits of what nature or kind soever now vested in, or belonging to, or enjoyed by, the Limited Company, from and after such period or periods, and upon and subject to such terms and conditions as may have been, or may be, agreed upon, or as may be prescribed by the Bill, and to confirm any agreement or agreements for carrying out such objects.

To confer upon the Company the powers and to enable them to execute the works and to carry into effect the objects following or some of them (that is to say):—

To supply with water for public and private purposes the whole or any part of the parishes of Lynton and Countisbury, in the county of Devon, including any pier or other work to be erected on the bed or foreshore of the sea adjoining or contiguous to such parishes.

To declare, define, and regulate the undertaking, capital, and borrowing powers of the Company and to make provisions for the regulation and management of the affairs of the Company, and to authorise the Company to raise money by shares or stock, with or without a preference or guaranteed dividend or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any such means.

To authorise the Company to maintain and continue, or, if they think fit, to discontinue, all or any of the existing works of the Limited Company as part of their undertaking, which existing works are situate in the parishes of Lynton and Countisbury respectively, in the county of Devon, and in particular the following works:—

- (a) The existing service tank and other works connected therewith situate on the western side of the road called the Shamble Way.
- (b) The existing conduit or line of pipes commencing in the above-described service tank and terminating in the existing tank next hereinafter described.
- (c) The existing tank situate on land of the Lynton Cottage Hotel, near the point where the North Walk-road joins the footpath leading to Lynmouth.
- (d) The existing conduit or line of pipes commencing at the tank lastly hereinbefore described and terminating at the existing tank next hereinafter described.
- (e) The existing tank situate on land part of the grounds of Clooneavin and belonging to Emma Edmonds.
- (f) The existing conduit or line of pipes commencing at the lastly described tank and terminating in the main street of Lynmouth opposite the Lifeboat House situate in that street.
- (g) The existing conduit or line of pipes commencing at the existing tank (work (c)) and terminating in the parish of Countis-

bury at a point in the Countisbury Hill-road distant 3 chains or thereabouts measured in an easterly direction from the centre of the Lynmouth County Bridge between Lynton and Countisbury.

Together with all existing works used in connection with the aforesaid works for collecting, conveying, and distributing water in the said parishes of Lynton and Countisbury.

To confer on the Company power to make and maintain the waterworks and other works and conveniences following or some of them (that is to say) :—

- (1) A weir to be placed in and across the River West Lyn, at or near the confluence of the streams respectively flowing past the places known as Higher Ranscombe Combe and Shallowford, and at a point on the said river above the cottages known as New Mill distant $14\frac{1}{2}$ chains or thereabouts measured in a straight line in a southerly direction from the north-eastern corner of the northernmost of such cottages.
- (2) A line of pipes (No. 1) commencing at or near to the weir lastly above mentioned and terminating in the tank next hereinafter described.
- (3) A tank (No. 1) situate in a field numbered 658 on the Ordnance map of the parish of Lynton (1-2500 scale) belonging to, or reputed to belong to, Sir Henry Palk Carew, Baronet, and Dame Frances Gertrude, his wife, or one of them, and in the occupation of John Westacott the younger.
- (4) A line of pipes (No. 2) commencing in the last-mentioned tank and terminating in the said Shamble Way by a junction with the existing pipes of the Company at or near to their existing service tank at Lynton.
- (5) A line of pipes (No. 3) commencing in the said Shamble Way by a junction with the line of pipes (No. 2) lastly described, at a point in the said Shamble Way, $7\frac{1}{2}$ chains or thereabouts distant from the north-eastern corner of the said existing service tank, and terminating at or in the service tank next hereinafter described.
- (6) A service tank (No. 2) to be situate in a field belonging to Robert Henry Taylor, and in the occupation of Charles Medway, and numbered 1140 on the said Ordnance map of the parish of Lynton.
- (7) A line of pipes (No. 4) commencing by a junction with the existing conduit or line of pipes (work (g)), at the said termination thereof, and terminating at the service tank next hereinafter described.
- (8) A service tank (No. 3) to be situate in land belonging to and in the occupation of William Halliday Halliday, known as Countisbury Cliff, adjoining and on the south side of the Countisbury Hill-road, and distant about 25 chains or thereabouts, measured in an easterly direction from the commencement of the lastly described line of pipes (No. 4).

All the said weir, tanks, lines of pipes, and other works will be made, or will pass from, through, or into, and the lands which will be taken compulsorily for the purposes thereof, as well as for the purposes of the existing works, are situate in the said parishes of Lynton and Countisbury, or one of them.

To authorise the Company to deviate in the construction of the several before-mentioned works, laterally within the limits to be shown upon the plans hereinafter mentioned, and

vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned, or as shall be authorised by the Bill.

To authorise the Company in connection with the aforesaid works to construct and maintain, and from time to time renew, extend, enlarge, or discontinue in the parishes of Lynton and Countisbury aforesaid, weirs, gauges, filter beds, mains, pipes, sluices, stand pipes, approaches, communications, buildings, tanks, engines, embankments, channels, roads, and other works and conveniences for collecting, filtering, conveying, storing, and distributing water.

To lay down and maintain pipes and other works and conveniences in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, rivers, streams, brooks, and watercourses, railways, tramways, sewers, drains, water and other pipes, telephonic and electric lines, and telegraphic apparatus in the said parishes for all or any of the purposes of the Bill.

To empower the Company to take, collect, divert, impound, appropriate, and use by and in the existing as well as the intended works aforesaid or any enlargement thereof, and in any works for the time being of the Company, and thence supply and distribute all or some of the waters of the said River West Lyn or the tributaries thereof, and any streams, springs, or waters which can or may be intercepted by any of such works or which may be from time to time found in upon or under any lands for the time being belonging to the Company or which they may acquire under the powers of the Bill, or over or in respect of which they have or may acquire easements or other rights.

To empower the Company by compulsion or agreement to purchase, acquire, or take on lease and also to take grants of easements of and other rights and privileges over lands, houses, springs, streams, waters, and other hereditaments in the parishes mentioned in this Notice, or either of them, required for the purposes of the said existing or intended works or any of them or of the Bill, and to take a part only of any property which may be required for the said purposes, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company, notwithstanding any provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, to hold, sell, and dispose of, or let on lease or otherwise, from time to time, any works, lands, and property of the Company for the time being, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments.

To authorise the Company to supply water for domestic, trading, public, sanitary, and all other purposes, and to levy, demand, take, collect, and recover rates, rents, remunerations, and charges in respect to such supply of water, and to supply water by meter, and to sell, let, fix, and repair pipes, meters, and fittings, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To make proper provisions for the protection of the works, property, and water supply of the Company, and for defining for domestic or other purposes, and regulating such supply, and for preventing the waste, fouling, or contamination,

illegal use, or abstraction, or misuse, or the wrongful use of the water supplied, and to adopt rules and regulations in reference thereto, and for imposing and recovering penalties in respect of all or any of such matters.

To extend the powers of the Company for the prevention of the fouling or contamination of any streams, springs, or waters forming directly or indirectly any portion of their water supply, and, if thought fit, to confer upon the Company the powers of a sanitary authority in that behalf under the Rivers Pollution Prevention Act, 1876, subject to such variations as the Bill may contain, or to require any sanitary, local, or other authority to take such proceedings under the Public Health Acts, at the instance and at the cost of the Company, as may be necessary for that purpose.

To enable the Company, on the one hand, and any sanitary, local, or other authority, or any company, public body, corporation, or person, on the other hand, to enter into and carry into effect, contracts, agreements, and arrangements with respect to the supply by the Company to any such sanitary or other authority, company, public body, corporation, or person of water in bulk or otherwise, without as well as within the limits of supply for any public, sanitary, domestic, trading, or other purpose.

To authorise any or either of such sanitary, local, or other authority, company, public body, corporation, or person respectively, to apply their funds, and to raise further monies for the purpose of any such contracts, agreements, or arrangements.

To authorise the Company to sell and transfer, and the Local Board of Health for the district of Lynton (hereinafter called the Local Board) to purchase and acquire, and to provide for the transfer to, and vesting in, the Local Board of the undertaking, property, and rights of the Company, and the powers to be conferred upon the Company by the Bill, and any works which the Company may, under the powers of the Bill, be authorised to construct, purchase, or acquire, and upon such transfer and vesting to authorise the Local Board to hold, work, and use the said undertaking, and to carry into effect the objects and purposes of the Bill, and to have, exercise, enjoy, perform, and fulfil all the rights, powers, privileges, authorities, and obligations of the Company. To sanction and confirm any agreement which, prior to the passing of the Bill, may be made for, or with reference to, such sale and transfer.

To authorise the Local Board for the purposes of any such purchase, transfer, or vesting, or for other the objects and purposes of the Bill, to apply their funds and any moneys belonging to them, or which they are authorised to raise, and to raise further moneys by borrowing on mortgage or bond, and by the issue of debenture stock, and by annuities on the security of their rates, revenues, and property, or otherwise, as shall be authorised by the Bill.

To provide in the case of any such sale and transfer for the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without modification or alterations) all or some of, the provisions of the Waterworks Clauses Acts, 1847 and 1863; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Lands Clauses (Umpires) Act, 1883; the Companies

Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863, 1869, 1888, and 1889; and also such parts of the Railways Clauses Consolidation Act, 1845, as mutatis mutandis relate to the temporary occupation of roads and lands near the works during the construction thereof.

And notice is hereby further given, that duplicate plans of the lines and situations of the said existing works of the Limited Company, and duplicate plans and sections of the works proposed to be authorised by the Bill, the plans showing the lands and other property in, through, or under which such existing and intended works will be made or maintained, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and the occupiers of the lands described in the plans and intended to be taken under the powers of the Bill, 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 Devon, at his office at Exeter, in that county, and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the existing and intended works will be maintained and made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of such parish, at his residence, and with the Clerk of the Local Board for the district of Lynton, at the office of such Local Board at Lynton.

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

Dated this 14th day of November, 1892.

FINCH and CHANTER, Barnstaple; Solicitors for the Bill.

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

In Parliament—Session 1893.

Midland and Great Northern Railway Companies (Eastern and Midlands Railway).

(Transfer to Midland and Great Northern Railway Companies of Undertaking and Powers of Eastern and Midlands Railway Company; Provisions as to Transfer of Powers for Construction of Mundesley Branch, or Abandonment thereof; Provisions as to Management and User of transferred Undertaking; Joint Committees' Agreements; Further Capital Powers to Midland and Great Northern Railway Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Midland Railway Company and the Great Northern Railway Company (hereinafter called "the Two Companies"), for an Act for the following purposes, or some of them (that is to say):—

To transfer to and vest in the two Companies, by amalgamation or otherwise, subject to the provisions of the intended Act, the undertaking, railways, works, lands, buildings, plant, rolling stock, machinery, books, stores, property and effects of the Eastern and Midlands Railway Company (hereinafter called the Eastern and Midlands Company), and all the powers, rights and privileges of, or belonging to, or enjoyed by that Company, of what nature or kind soever, and whether with reference to their own undertaking, or to the undertaking of any other com-

pany, or to otherwise provide for such transfer and vesting upon such terms and conditions as may have been or may be agreed upon as between the Eastern and Midlands Company, and the two Companies, and as between the two Companies, or as may be provided for or prescribed by the intended Act, and, if thought fit, to make provision for constituting the said undertaking a part of the existing joint undertaking of the two Companies.

The proposed transfer and vesting will or may include the transfer to and vesting in the two Companies, subject to the provisions of the intended Act, of all the powers, rights, and privileges conferred upon the Eastern and Midlands Company by the Eastern and Midlands Railway (Further Powers) Act, 1888, as extended by the Eastern and Midlands Railway (Extension of Time) Act, 1891, with respect to the construction, maintenance and use of the railway by the first-mentioned Act, authorised and therein called the Mundesley Branch, and the benefit of all contracts entered into by the Eastern and Midlands Company with respect to the said railway, and also all duties, debts, and liabilities of that Company with reference thereto, and the power to levy, demand, and recover tolls, rates, and charges in respect of the said railway as fully and effectually to all intents and purposes as if the powers contained in the said Act of 1888 had been originally conferred upon the two Companies.

To provide for and authorise the abandonment of the said Mundesley Branch, and to release the Eastern and Midlands Company and the two Companies respectively from all liabilities, penalties, and obligations for or in respect of the said railway, and to relieve the said Companies from and declare null and void all contracts, agreements, and arrangements with reference to the said railway, and the purchase of lands therefor.

To authorise and provide for the release and transfer on payment out of the Chancery Division of the High Court of Justice of the fund deposited in Court in respect of the said Mundesley Branch.

To provide for the conduct and management of the undertaking so to be transferred by any existing Joint Committee of the two Companies, or by any Joint Committee to be appointed under the authority of the intended Act, and, if thought fit, to extend and make applicable to the said undertaking some or all of the provisions for joint management by the two Companies now in force with reference to other portions of the undertaking of the Eastern and Midlands Company which have under the authority of Parliament been transferred to or vested in the two Companies, or to make such other provisions with reference to the joint ownership, interest, and management of the undertaking so to be transferred as aforesaid, and for the appointment of a standing arbitrator as may be found desirable, and, if thought fit, to incorporate any such Joint Committee as aforesaid.

To provide for the exercise and fulfilment by the two Companies jointly or severally in their own names and under their own seals, and in the names and under the hands of their directors, officers, and servants, or of such Joint Committee as aforesaid of the rights, powers, privileges, liabilities, and obligations of the Eastern and Midlands Company, or such of them as may be transferred, or be authorised to be transferred by the intended Act, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding,

and recovering of tolls, rates, and charges or otherwise.

To provide for the issue and payment to and acceptance by the Eastern and Midlands Company, and the holders of the several classes of shares, stocks, debenture stock, and debentures in the undertaking of that Company, in exchange for their said shares, stocks, and debentures respectively, of rentcharge or other stock to be created by the two Companies under the authority of the intended Act, and of such other payments or sums of money as may have been or may be agreed upon or prescribed by the intended Act, and for the distribution, allotment, and appropriation of such stock and moneys to and amongst such holders, and the creditors of the Eastern and Midlands Company or in such other manner as the intended Act may provide.

To authorise agreements between the two Companies and the Eastern and Midlands Company, or between any two of those Companies with reference to all or any of the matters aforesaid, and to alter existing agreements, and to confirm or give effect to any such agreements made or to be made prior to the passing of the intended Act.

To relieve and discharge the Eastern and Midlands Company and their undertaking from all liabilities, debts, contracts and obligations affecting the same, and to provide for the discharge of the Receiver and Manager of that undertaking, and for relieving him from liabilities and obligations in relation to the undertaking, and to provide for the dissolution and winding-up of the Eastern and Midlands Company.

To empower the Midland Railway Company to raise further capital for all or any of the purposes of the intended Act, and of any other Act of the same Session, and for any other purpose of or connected with any railway belonging to that Company, either alone or jointly with any other company or companies, or otherwise, for the general purposes of that Company, by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Great Northern Railway Company to raise further capital for any of the purposes of the intended Act, by the creation and issue of new shares or stock, with or without guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to such purposes any capital or funds belonging to them.

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

And it is proposed by the said intended Act to alter, amend, extend and enlarge, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):—

The Act local and personal, 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company;

The Act local and personal, 9 and 10 Vict.,

cap. 71, and all other Acts relating to the Great Northern Railway Company; The Act local and personal, 45 and 46 Vict., cap. 227, and all other Acts relating to the Eastern and Midlands Railway Company.

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

Dated this 18th day of November, 1892.

BEALE and Co., 28, Great George-street, Westminster;	} Solicitors.
NELSON, BARR, and NELSON, 29, Abingdon-street, Westminster;	
F. C. MATHEWS and BROWNE, 151, Cannon-street, E.C.	} Parliamentary Agents.
SHERWOOD and Co., 7, Great George-street, Westminster;	
DYSON and Co., 24, Parliament-street, Westminster	

In Parliament.—Session 1893.

London Chatham and Dover and South Eastern Railway Companies.

(Amalgamation; Confirmation of Agreements: Alteration of Tolls, Rates, and Charges; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Chatham and Dover Railway Company (hereinafter called "the Chatham Company") for leave to bring in a Bill for an Act (hereinafter called "the intended Act") for all or any of the following purposes, that is to say:—

To authorise and provide for the union and amalgamation into one company (hereinafter called "the United Company") of the Chatham Company and the South Eastern Railway Company (hereinafter called "the South Eastern Company") and which companies are hereinafter called "the two companies," and of their respective undertakings into one company and undertaking, under such name as may be authorised by Parliament, from and after such period and upon such terms and conditions as have been or may be agreed upon, or as may be fixed or determined in, and by or under the provisions of the intended Act, either by dissolving the two companies and incorporating the shareholders thereof into one company, or by dissolving the Chatham Company, and constituting the shareholders in that company shareholders in the South Eastern Company under that or such other corporate name or style as may be provided by the intended Act.

To authorise, so far as may be necessary, the vesting in the united Company of the several undertakings of the two companies, and of all their railways, stations, docks, harbours, piers, lines of steampackets, ferries, bridges, steamboat communications, and other works and means of conveyance of every description now belonging to, or leased, or worked wholly or partially by the two companies respectively, and of their respective interests in and with respect to other railway undertakings, canals, ferries, roads, stations and works, and of their rights, powers and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working and use of their respective undertakings, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates and charges, the acquiring, leasing, managing, maintaining, working, using, sub-

scribing to, or holding of shares in or debts affecting other lines of railway, railway stations or works, canals, ferries, or roads, or providing plant or rolling stock, or otherwise, including any works, property, effects, and interest which may become vested in the said existing companies respectively, or which they may respectively be authorised to construct and acquire, and any rights, powers and privileges which may be conferred on them respectively, in virtue of any Act or Acts which may be passed in the ensuing Session of Parliament, but subject, in so far as not otherwise provided by the intended Act, to their contracts, obligations, debts, and liabilities.

To alter, regulate, fix, and determine the capital of the capital stock, and other share amount of the United Company, and the number and nominal value of the shares, or respective classes of shares therein, and the rights, privileges, preferences, and priorities of the several classes of shareholders of the two Companies in the capital stock, and other share capital of the United Company, and to make provision as to the raising, after the passing of the intended Act of the capital which the two Companies, or either of them, are, or is now, or may, in the ensuing Session of Parliament, be authorised to raise.

To regulate and fix the amount of mortgage, bond, and funded debt, and debentures, and debenture stock of the United Company, and of the two Companies, and to regulate, and if need be to alter and vary the rights, privileges, preferences, and priorities of the holders of such mortgage, bond, and funded debt, and debentures, and debenture stock, and of the creditors of the two Companies respectively, in and upon the undertaking and funds of the United Company.

To provide that the tolls, rates, and charges, and other revenue and income of the United Company, after deduction of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other companies, rates, taxes, duties, and other annual burdens or claims payable in respect thereof, shall be divided amongst the respective classes of shareholders in the United Company, representing the holders of the stock or share capital of the two Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between the two Companies, or as may be defined and settled in, or provided for by, the intended Act.

To provide for the keeping, by the United Company, of separate accounts of the earnings and revenue arising in respect of the respective Undertakings of the two Companies, and for the distribution and apportionment of the free income accruing in respect thereof among the holders of shares or stock of the United Company for such period, in such manner, and in such proportion as may be prescribed by the intended Act.

To provide for the appointment of a board of directors and of committees for the management of the United Company, and to regulate the qualification of holders of stock or shares to vote, and the scale and mode of voting by holders of stock or shares at all meetings of the United Company, and to make other provisions for regulating the management and proceedings of the United Company, and of the directors thereof, and the holders of stock or shares therein.

To alter, if need be, the tolls, rates, and

charges now leviable by the two Companies respectively, or by one of them, and to enable the united Company to levy the same, or lower or higher tolls, rates, and charges, and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

To vary and extinguish all rights and privileges which would impede or interfere with any of the objects of the intended Act.

And, so far as necessary or expedient for the purposes of the said Act, to alter, amend, and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say): 6 Will. IV., cap. 75, and all other Acts relating to or affecting the South-Eastern Company; 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 32 and 33 Vict., cap. 116; and all other Acts relating to or affecting the Chatham Company.

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

Dated this 18th day of November, 1892.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1893.

Manchester, Middleton, and District Tramways. (Release or Cancellation of Forfeiture of Money Deposit and Payment thereof or of some Part thereof to the Globe Industrial and General Trust Corporation, Limited; Special Provision as to Payment of the Costs of the intended Act and other Costs and Expenses; Abandonment of the Undertaking of the Manchester, Middleton, and District Tramways Company, and Dissolution of that Company; Repeal and Amendment of Acts and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act for the following purposes or some of them (that is to say):—

To provide for the release or to cancel, if necessary, the forfeiture of the whole or of such portion thereof as may be prescribed by the Bill of the money deposit made pursuant to the Standing Orders of Parliament and to an Act of the ninth year of the reign of Her Present Majesty, cap. 20 (hereinafter called "the Deposit Fund"), with the Chancery Division of the High Court of Justice in England in respect of the application to Parliament for the Manchester, Middleton, and District Tramways Act, 1885 (hereinafter called "the Act of 1885"), together with any interest or dividends which have accrued or may accrue on the Deposit Fund, and to authorize the payment to the Globe Industrial and General Trust Corporation, Limited, of such deposit and accrued interest or dividends or such portion thereof as may be prescribed by the Bill, or Parliament may enact, and the payment out of such Deposit Fund as aforesaid of the costs of the Act, and of other costs and expenses incurred by the said Globe Industrial and General Trust Corporation, Limited, as may be prescribed or specified in the Bill.

The Bill will confer all necessary powers in that behalf on the Lords Commissioners of Her Majesty's Treasury and the High Court, and otherwise, and so far as necessary will amend the Parliamentary Deposits and Bonds Act, 1892.

To authorize the abandonment of the tramways authorized by the Act of 1885, and the dissolution of the Manchester, Middleton, and District

Tramways Company (hereinafter called the Company), and to provide for the winding up of the affairs of that Company and the discharge of their debts and liabilities, and for cancelling all bonds, contracts, and agreements, of or with the said Company, and the relief of the Company from liabilities, penalties, and obligations.

To make all provisions incidental or necessary to the purposes aforesaid, and to vary or extinguish all rights and privileges which will interfere with the objects of the Bill.

To repeal and amend the powers and provisions of the Manchester, Middleton and District Tramways Act, 1885, and so much as may be necessary of any other Act or Acts relating to or affecting the Company.

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

Dated this 16th day of November, 1892.

BARRAUD, REGGE, and JUPP, 7, St. Mildred's-court, Poultry, E.C., Solicitors for the Bill.

R. W. COOPER and SONS, 7, Victoria-street, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

Rhondda and Swansea Bay Railway.

(Construction of Railways in the County of Glamorgan; Compulsory Purchase of and Provisions as to Lands; Tolls, &c.; Application of Funds and Additional Capital; Running Powers over Great Western and London and North-Western Railways; Subscription to Port Talbot Company; Amendment and Repeal of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1893, by or on behalf of the Rhondda and Swansea Bay Railway Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the following objects, or some of them (that is to say):—

1. To empower the Company to make and maintain, with all necessary and convenient rails, sidings, junctions, stations, approaches, and other works and conveniences, the railways and works hereinafter mentioned, or some part or parts thereof, in the county of Glamorgan (that is to say):—

A Railway, No. 1, commencing in the parish of Aberavon by a junction with the Company's Railway No. 3, authorised by the Rhondda and Swansea Bay Railway Act, 1890 (hereinafter referred to as "the Act of 1890") at a point thereon 4 chains westward of the westernmost end of the viaduct now in course of construction, carrying that railway over the River Avon and terminating in the parish of Baglan, by a junction with the Company's Railway No. 1, authorised by the Rhondda and Swansea Bay Railway Act, 1891 (hereinafter referred to as the "Act of 1891") as proposed to be laid out in the field numbered on the Ordnance map (scale 1-2500) 27 in the said parish of Baglan, at a point 70 links, or thereabouts, southward of the sea wall forming the northernmost boundary of the said field, and 2 chains, or thereabouts, westward of the north-easternmost corner of the said field.

A Railway, No. 2, wholly in the parish of Llangynwyd, commencing by a junction with the Company's railway at a point 14 chains, or thereabouts, westward of the booking office at the Company's Cymmer Station, and terminating in a field numbered on the Ordnance map (scale 1-2500) 557 in the said parish of Llangynwyd.

A Railway, No 3, wholly in the parish of Swansea (hamlet of St. Thomas), commencing by a junction with the Company's railway at or near the western termination thereof at Danygraig St. Thomas, Swansea, and terminating by a junction with the line or lines of the Swansea Harbour Trustees on the eastern side of the New Cut, at or near and to the southward of the bridge carrying the Swansea and Neath Railway of the Great Western Railway Company over the New Cut.

2. To authorise the Company

(1) To deviate laterally from the lines of the intended works, and vertically from the levels thereof, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

(2) To cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, pipes, wires, and apparatus, sewers, rivers, streams, banks, bridges, railways, and tramways within the parishes and 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.

(3) To purchase and take by compulsion, or by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways, and of any works connected therewith, and of the Bill, and notwithstanding anything in the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and acquire parts only of any house, building, manufactory, or premises, without acquiring the whole thereof.

(4) To levy tolls, rates, and duties upon or in respect of the intended railways and works, and any railways and works which the Company may, under the Bill, be authorized to run over and use, 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.

(5) To enable the Company, for the purposes of the proposed railways and works, and for all or any of the purposes of the Bill, and for the general purposes of the Company, 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 or stock, ordinary or preferential.

3. To vest in the Company all or any lands or foreshore which may be reclaimed by means of any works to be constructed by them under the powers of the Bill.

4. To extend the time for the sale by the Company of all, or any lands acquired, or held by them which are not, or eventually may not be required for the purposes of their Undertaking, and to confer further powers on the Company in relation to the said lands, and enable the Company to sell or dispose thereof, and so far as is necessary to alter, amend, or extend the provisions of the Lands Clauses Act, 1845, with reference to the sale of superfluous lands, and to enable the Company notwithstanding such provisions to retain lands.

5. To empower the Company, and any Company, or persons for the time being working, or using the Railway of the Company, or any part thereof either by Agreement, or otherwise, and on such terms and conditions, and on payment of

such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description:—

(1) So much of the railways of and leased to the Great Western Railway Company as lies southward and westward of the authorized junction of the Railway No. 2b authorised by the Rhondda and Swansea Bay Railway Act, 1892, with the railway of the Great Western Railway Company and between that junction and the junctions at Swansea of the said railways of and leased to the Great Western Railway Company with the railways of the Midland and London and North-Western Railway Companies respectively.

(2) So much of the railways of the London and North-Western Railway Company as lies between their Swansea Bay Station and their Victoria Station at Swansea, including those stations respectively and all 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 portions of railways and stations.

6. To empower the Company to subscribe towards and to take and hold shares, stock, or debenture stock in the capital of or issued by the Port Talbot Company.

7. The Bill will or may vary or extinguish all rights and privileges which would interfere with its objects, confer other rights and privileges, and will or may alter, amend, or repeal the provisions, or some of the provisions, of the Rhondda and Swansea Bay Railway Act, 1882, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that plans and sections showing the lines and levels of the proposed railways and works and the lands and property which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; 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, or extra-parochial place, in or through which the said works are intended to be made, or will be situate, or in which any lands or houses to be taken compulsorily under the powers of the Bill, are situate, 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 any such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 18th day of November, 1892.

STRICKS and BELLINGHAM, Swansea,
Solicitors for the Bill.

REES and FREE, 13, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Midland Railway.

(New Railways, Widening of Railways and Bridge, Roads, and other Works, and Stopping Up of Footpaths and Additional Lands in the Counties of York (West Riding), Gloucester, Warwick, Nottingham, Middlesex, Derby, Bedford, Leicester, Northampton, Worcester, and Hertford; Provisions as to Use of Lands over Stanton Tunnel, and as to Laying Electric Wires at Derby; Extension of Time for Sale of Superfluous Lands; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Midland Railway Company (in this Notice called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the new railways, widening of railways and bridge, roads, and other works following, or some or one of them, with all proper approaches, stations, sidings, works and conveniences, connected therewith (that is to say):—

A railway, to be called the Wharnccliffe Branch, commencing in the township of Wombwell, in the parish of Darfield, in the West Riding of the county of York, by a junction with Railway No. 2 of the Company's Chapeltown Branch Extensions, authorised by the Midland Railway Act, 1892, in a field numbered 220, in the said parish, on the plans of the said Railway No. 2, deposited for the purposes of the said Act, at the office of the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and terminating in the township of Tankersley, in the parish of Tankersley, in the said West Riding, at or near the sidings and works belonging to the Wharnccliffe Silkstone Colliery Company Limited, which said intended railway will be situate in the parishes, townships, and extra-parochial places following, or some of them (that is to say):—Wombwell, Darfield, Worsborough, Wath-upon-Deerne, Nether Hoyland, and Tankersley, in the West Riding of the county of York.

A railway, to be called the Gloucester New Dock Branch, to be situate wholly in the county of Gloucester, commencing by a junction with the Company's railway from Bristol to Gloucester, at or near the bridge carrying the public road from Stroud to Gloucester, known as Stroud-road, over that railway, and terminating at a point 20 chains or thereabouts south of the new dock of the Sharpness New Docks and Gloucester and Birmingham Navigation Company, and 10 chains or thereabouts west of the Gloucester and Berkeley Canal, which said intended railway will be situate in the parishes or places following, or some of them (that is to say):—Tuffley, Whaddon, South Hamlet, Saint Mary de Lode, Saint Luke's and Saint Paul's Gloucester, and Hempsted, all in the county of Gloucester.

A widening of the Company's railway from Sheffield to Masborough, to be situate wholly in the West Riding of the county of York, commencing in the township of Brightside Bierlow, in the parish of Sheffield, at a point on the said railway, 13 chains or thereabouts measured in a south-westerly direction from the booking

office of the Brightside Station thereon, and terminating in the township of Kimberworth, in the parish of Rotherham, at a point on the said railway 17 chains or thereabouts measured in a north-easterly direction from the booking office of Winco-bank Station, which said intended widening will be situate in the parishes and townships of Sheffield, Brightside Bierlow, Rotherham, and Kimberworth, in the West Riding of the county of York.

A widening of the Company's railway from Birmingham to Derby, situate wholly in the parish of Aston, in the county of Warwick, commencing at a point on the said railway 12 chains or thereabouts measured in a southerly direction from the viaduct carrying the public road, known as the Saltley-road, over that railway, at the south end of the Saltley Station, and terminating at or near the bridge carrying the London and North-Western Railway over the said railway, north-east of Aston Church-road.

To empower the Company to construct two new roads in the township of Hucknall Torkard, in the parish of Hucknall Torkard, in the county of Nottingham:—

No. 1, commencing by a junction with Station-road at or near the north-east end of the bridge carrying that road over the Great Northern Railway, and terminating by a junction with the said road at a point 3 chains or thereabouts north-east of the level crossing by the said road of the Company's Railway from Nottingham to Mansfield;

No. 2, commencing by a junction with the intended road No. 1 at a point on the north-east side of the Company's said railway 4 chains or thereabouts measured in a south-easterly direction from the level crossing thereof by Station-road, and terminating by a junction with Wigwam-lane, at a point 7 chains or thereabouts measured along the road in a south-easterly direction from the level crossing of the said railway by the said lane;

and to empower the Company to stop up and discontinue as a public highway, and to extinguish all rights of way over, so much of Station-road and of Wigwam-lane respectively as is or will be bounded on both sides by the Company's property.

To empower the Company to widen to the extent of 27 feet or thereabouts, on the west side thereof, the bridge which carries the Company's main line of railway in the parish of Hendon, in the county of Middlesex, over the public road south of and near to the Child's Hill and Cricklewood Station.

To empower the Company to make a new footpath in the township of Rothwell, in the parish of Rothwell, in the West Riding of the county of York, commencing by a junction with the existing footpath along the north-east side of the Company's Hunslet sidings at a point 11 chains or thereabouts measured in a south-easterly direction from the junction of that footpath with the public road known as the Leeds and Wakefield-road, and terminating by a junction with the same road at or near the north-west corner of the Queen's Hotel, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies north-west of the junction therewith of the proposed new footpath.

To empower the Company in the township of

Keighley, in the parish of Keighley, in the West Riding of the county of York, to stop up and discontinue and extinguish all rights of way over so much as lies between the boundaries of the Company's property of the existing public footpath from Stockbridge to the Keighley and Kendal-road, known as Royd's Crossing as crosses on the level the Company's railway from Keighley to Skipton.

To empower the Company to make a new footpath in the parish of Normanton, in the county of Derby, commencing by a junction with the existing footpath from Stenson to Normanton, which crosses on the level the Company's railway from Birmingham to Derby, 14 chains or thereabouts north-west of the farmhouse known as The Furlongs, at a point on that footpath 10 chains or thereabouts measured in a westerly direction from the said level crossing, and terminating in the public road from Sinfin to Normanton at or near the junction therewith of the said existing footpath, and to stop up and discontinue and extinguish all rights of way over so much of the said existing footpath as lies between the points of commencement and termination of the said proposed new footpath.

To empower the Company to make a new footpath in the parish of Saint Paul Bedford, in the county of Bedford, commencing by a junction with the existing footpath which leads from the Ford End-road to Kempston, along the southern side of the property of the Bedford Gaslight Company, at a point 1 chain or thereabouts measured in a southerly direction from the south-west end of the siding from the Company's railway into the Gas Company's said property, and terminating by a junction with Cauldwell-road at or near the north end of the new bridge carrying that road over the River Ouse, and to stop up and discontinue and to extinguish all rights of way over so much of the said existing footpath as lies east and north of the commencement of the proposed new footpath.

To empower the Company, in the parish of Wymondham, in the county of Leicester, to stop up and discontinue and extinguish all rights of way over so much as lies between the boundaries of the Company's property of the existing public footpath leading from the public road from Sewsterne and Buckminster to Wymondham as crosses the Company's Cottesmore and Bourn Railway, authorised by the Midland Railway Act, 1889, and now in course of construction at or near the distance of 2 miles 4 furlongs from the commencement of that railway, as shown on the plan deposited with reference to the said Act with the Clerk of the Peace for the county of Leicester.

To empower the Company in the parish of Saint Margaret, Leicester, in the county of Leicester, to remove the gate at the eastern end of Station-street, and in lieu thereof to erect a gate across the said street at a point thereon 22 yards or thereabouts measured in a westerly direction from the existing gate, and to stop up, and discontinue, and extinguish all rights of way and other rights in or over so much of the said street as lies between the said point and the existing gate.

To empower the Company to purchase by compulsion or agreement and to hold lands (in which term in this Notice houses and buildings are included) for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal, wharf, depôt, mineral, goods, and other accommodation, and

for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act, and for other purposes connected with their undertaking, the lands following, or some of them (that is to say) :—

In the West Riding of the county of York :—

Certain lands in the township of Baildon, in the parish of Otley, situate on the south-east side of and adjoining the Company's railway from Shipley to Guiseley, and north of and adjoining Kirkland's-lane ;

Certain lands in the township of Keighley, in the parish of Keighley, situate on the north side of and adjoining the Company's railway from Skipton to Leeds at Thwaites Station, and east of Thwaites-lane ;

Certain lands in the township of Rothwell, in the parish of Rothwell, situate on both sides of and adjoining the Company's railway from Derby to Leeds, at the Hunslet sidings thereon, and south-east of and adjoining the public road known as the Leeds and Wakefield-road.

Certain lands in the township of Ardsley, in the parish of Darfield, situate on the south-east side of and adjoining the Company's railway from Barnsley to Oudworth, and near to and north of the coke ovens of the Oaks Colliery.

In the county of Derby :—

Certain lands in the parish of Hartshorn, situate on the south-east side of and adjoining the Company's Woodville Goods Station.

In the county of Nottingham :—

Certain lands in the parish of Saint Mary, Nottingham, situate on the north side of the Company's railway from Derby to Nottingham, and west of Wilford-road, and lying between the Company's goods yard and the Nottingham Canal.

In the county of Leicester :—

Certain lands in the extra-parochial place of Leicester Abbey, and in the parish of Saint Mary Leicester, situate on the south-west side of and adjoining the Company's railway from Desford to West Bridge Station, Leicester, and near Soar-lane New Wharf ;

Certain lands in the parish of Saint Mary, Leicester, situate on the west side of and adjoining the Company's railway from Bedford to Leicester, and on the south side of and adjoining New Walk ;

Certain lands in the parish of Barrow-upon-Soar, situate on the south side of and adjoining the Company's railway from Trent to Leicester, and near to and west of the junction with that railway of the Mount Sorrel Railway.

In the county of Northampton :—

Certain lands in the parishes of Wellingborough, Great Harrowden, and Finedon, situate on the east side of and adjoining the Company's railway from Leicester to Bedford, and extending for a distance of 60 chains or thereabouts northward from the bridge carrying the public road from Finedon to Wellingborough over that railway ;

Certain lands in the parish of Bainton, situate on the north side of and adjoining the Company's railway from Syston to Peterborough, and between King-street and the Helpston Ballast Pit.

In the county of Worcester :—

Certain lands in the parish of King's Norton, situate on the west side of and adjoining the Company's railway from Birmingham

to King's Norton, and south of and near to Lifford Junction.

In the county of Bedford:—

Certain lands in the parishes of Ampthill and Steppingley, situate on the east side of and adjoining the Company's railway from Bedford to London, near to and south of Ampthill Station.

In the county of Hertford:—

Certain lands in the parish of Saint Peter, situate on the east side of and adjoining the Company's railway from Bedford to London, on both sides of the London-road, and south-east of Saint Albans Station;

In the county of Gloucester:—

Certain lands in the parish of Cam, situate on the south side of and adjoining the Company's Dursley Railway, at or near its junction with the Company's railway from Bristol to Gloucester at Coaley Junction Station.

To authorise the purchase of part only of or of an easement in, over, or under any property which may be required for the purposes of the intended Act, without the Company being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act 1845.

To vary and extinguish all existing rights and privileges connected with the lands proposed to be purchased or taken under the powers of the intended Act, or with the public and other roads, footpaths, and highways proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the intended Act or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To make provision for the repair and maintenance of the intended new roads and footpaths, by and at the expense of the parties who are, for the time being legally liable for the repair and maintenance of the other highways in the parishes, townships, or places within which the intended new roads and footpaths will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act, and for vesting in the Company the site and soil of the portions of roads and footpaths proposed to be stopped up, and to provide that the Company shall not be liable, under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways, or widening of railways, by a bridge or bridges or the immediate approaches thereto, in any case where the levels of such road or approaches shall not be permanently raised.

To empower the Company to demand and recover tolls, rates, and charges for, or in respect of, the use of the intended railways, widening of railways, and works, and to confer exemptions from the payment of tolls, rates, and charges.

To empower the Company to maintain any buildings erected by them on so much of the land over the Stanton Tunnel on their Nottingham and Melton Railway in the parish of Stanton on the Wolds, in the county of Nottingham, as extends for a distance of 50 yards or thereabouts southward from the public road which passes over that tunnel 2½ chains or thereabouts

north of the Melton end thereof, and, so far as may be necessary, to vary or extinguish any rights and privileges reserved to the vendor in respect of the said lands.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not, be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and, so far as may be necessary, to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company, subject to such restrictions (if any) as may be prescribed by the intended Act, to lay down, alter, maintain, and renew, and to remove, either above or under ground, mains, pipes, tubes, wires, posts, distributing boxes, apparatus, and other works necessary to enable the Company to store, convey, transmit, and distribute electricity to be used for the purposes of the Company in their railway stations, offices, works, and property in the borough of Derby, and for that purpose to open and break up, and otherwise interfere with, streets, roads, and footpaths in the said borough.

To empower the Company to raise further capital for all or any of the purposes of the intended Act, and of any other Act of the same Session, and for any other purpose of or connected with any railway belonging to the Company, either alone or jointly with any other company or companies, or otherwise, for the general purposes of the Company, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock, or by any of such means, and to provide that all debenture stock created by the Company under the intended Act, or any other Act, of the same Session, or any future Act, and the interest thereon, shall rank *pari passu* with the existing debenture stock of the Company, and the interest thereon, and also to apply to all or any of such purposes any capital or funds belonging to the Company, or which they may by any other Act of the ensuing Session be authorised to raise.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):—

The Act, local and personal, 7 and 8 Vict., cap. 18, and all other Acts relating to the Company.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Acts and books of reference to such plans, and a copy of the Notice of the intended application to Parliament as published in the London Gazette will, on before the 30th day of November in the present year, be deposited for public inspection as follows (that is to say):—

As regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding at his office at Wakefield; as regards the works and lands in the county of Gloucester, with the Clerk of the Peace for that county at his office at Gloucester; as regards the works and lands in the county of Warwick, with the Clerk of the Peace for that county at his office at Leamington; as regards the works and lands in the county of Nottingham, with the Clerk of the Peace for

that county at his office at Newark; as regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county at his office at No. 9, Great George-street, Westminster; as regards the lands in the county of Derby, with the Clerk of the Peace for that county at his office at Derby; as regards the lands in the county of Bedford, with the Clerk of the Peace for that county at his office at Bedford; as regards the lands in the county of Leicester, with the Clerk of the Peace for that county at his office at Leicester; as regards the lands in the county of Northampton, with the Clerk of the Peace for that county at his office at Northampton; as regards the lands in the county of Worcester, with the Clerk of the Peace for that county at his office at Worcester; as regards the lands in the county of Hertford, with the Clerk of the Peace for that county at his office at St. Albans; and that copies of so much of the said plans, sections, and books of reference as relate to the said parishes, in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of the said Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his residence; and as regards the extra-parochial place of Leicester Abbey, with the Parish Clerk of the adjoining parish of St. Mary Leicester, at his residence; and as regards any other extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 17th day of November, 1892.

BEALE and Co., 28, Great George-street, Westminster, Solicitors.

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

In Parliament.—Session 1893.

Broomhill and Amble Railway.

(New Railway from Broomhill to Amble, in the county of Northumberland; Purchase of Lands Compulsorily and by Agreement; Traffic Facilities with North Eastern Railway Company; Agreements with Commissioners of Warkworth Harbour; Levying Tolls, Rates, and Charges; Incorporation of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to authorize the Company to make and maintain wholly in the parish of Warkworth, in the county of Northumberland, the railways and works hereinafter described, or such of them, or such part or parts thereof respectively as the Bill shall define, with all needful stations, sidings, lifts, staircases, tips (hydraulic or otherwise), approaches, works, machinery, appliances, and conveniences (that is to say):—

Railway No. 1, commencing in the township of East Chevington, at a point 13 yards, or thereabouts, measured in a south-easterly direction from the centre of the Amble branch of the North-Eastern Railway, and 100 yards, or thereabouts, measured in a north-easterly direction from the centre of the bridge carrying the public road from

Broomhill colliery to Acklington over that railway at Broomhill station, and terminating in the township of Amble, in the said parish, at a point 20 yards, or thereabouts, measured in an easterly direction from the centre of the Radcliffe wagon-way, and 25 yards, or thereabouts, measured in a southerly direction from the centre of Percy-street. The said railway will pass from, through, to, or into the townships of East Chevington, Togston, Hauxley, and Amble.

Railway No. 2, wholly in the township of Amble, commencing by a junction with Railway No. 1 at its termination, and terminating by a junction with the Harbour Railways of the Commissioners of Warkworth Harbour, at a point about 30 yards, measured in a north-easterly direction from the centre of Coquet Leazes-street.

Railway No. 3, wholly in the said township of Amble, commencing by a junction with Railway No. 1 at a point therein about 200 yards from the termination thereof, and about 20 yards measured in an easterly direction from the centre of the Radcliffe wagon-way and terminating at the Broomhill Quay in Warkworth Harbour, at the Broomhill Spout No. 3.

Railway No. 4, wholly in the said township of Amble, commencing by a junction with Railway No. 1 at the said point of commencement of Railway No. 3, and terminating at the said Broomhill Quay at a point about 60 yards, measured in a north-easterly direction from the said Spout No. 3.

2. To authorize and empower the Company to purchase, compulsorily or by agreement, lands (including in that expression where used in this notice lands, houses, warehouses, buildings, and other hereditaments, corporeal or incorporeal, for the purposes of the said proposed railways and works, and for the erection of dwellings for any persons of the labouring classes who may be removed from any lands acquired under the powers of the Bill.

3. To enable the Company to cross, divert, alter, or stop up, either temporarily or permanently, footpaths, roads, railways, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works.

4. To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorize the Company in connection with, and for the purposes of all or any of the said railways and works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be diverted or altered under the powers of the Bill as may be necessary in executing the said intended works, and the Bill will also enable the Company to alter the width, level, and line of any road or street, and to deviate from the lines of the railways hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

5. To authorize the levying of tolls, rates, and charges for the use of the said railways, and to confer, vary, and extinguish exemptions from tolls, rates, and charges.

6. To enable trustees, tenants for life, and other

persons having limited interests in any lands required by the Company for the purposes of the Undertaking, or in any lands to be benefited by the works of the Company, to contribute towards the expense of such works.

7. To require the North Eastern Railway Company to receive, book through, forward, and accommodate, on and from their undertaking and at the stations, warehouses, and booking offices thereof, all traffic of every description destined for or coming from the proposed railways, and to afford full facilities for such traffic, upon such terms as may be agreed on, or as, failing agreement, may be settled by arbitration or defined by the Bill, and, if need be, to alter and vary the tolls chargeable by the said Company on their railway, and to confer, vary, and extinguish exemptions from such tolls.

8. To authorize the Company and the Commissioners of Warkworth Harbour to enter into and fulfil agreements with reference to the construction and erection of cranes, lifts, staithes, tips, and other machinery and appliances for shipping coal in Warkworth Harbour.

9. The Bill will incorporate all, or such as may be deemed expedient, of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and will, so far as may be necessary for the purposes of the Bill, repeal, alter, and amend the provisions of the Warkworth Harbour Act, 1847, and any other Act directly or indirectly affecting the Commissioners of Warkworth Harbour and their undertaking, the North Eastern Railway Act, 17 and 18 Vic., cap. 211, and any other Act directly or indirectly affecting the North Eastern Railway Company and their undertaking, and will vary or extinguish all rights and privileges which will, or may, interfere with any of its objects, and confer other rights and privileges.

Duplicate plans and sections, showing the lines, situations, and levels of the intended railways and the lands, houses, and other property which may be taken for the purposes thereof, with a Book of Reference to such plans and an Ordnance Map with the line of the intended railways 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 county of Northumberland, at his office at the Moot Hall, in the City of Newcastle-on-Tyne; and on or before the same day a copy of the said plans, sections, and Book of Reference, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Parish Clerk of Warkworth, at his residence.

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

Dated this 17th day of November, 1892.

GEO. ARMSTRONG and SONS, Newcastle-on-Tyne, Solicitors.

DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

London Streets (Removal of Gates, Bars, &c.).
(Removal of Gates and Bars and similar Obstructions in certain Streets.)

NOTICE is hereby given that application will be made to Parliament in the ensuing Session by the London County Council (hereinafter referred to as "the Council") for leave to bring in a Bill for the purposes, or some of the purposes, hereinafter mentioned, namely—

To empower the Council to abolish and remove the gates, bars, posts, or other obstructions described in the Schedule to this Notice, together with any sheds, posts, or other erections connected therewith respectively.

To authorise and enable the Council on the one hand, and the owner or owners for the time being of any of the said gates, bars, posts or other obstructions on the other hand, to enter and carry into effect any agreement or agreements as to the abolition or removal of any such gate, bar, post or other obstruction, upon such terms and conditions as may be agreed upon between them.

To provide that, from and after the removal of any of the said gates, bars, posts or other obstructions respectively, the site thereof shall form part of the street in which they were respectively situate for all purposes of use by public traffic, repair, maintenance, lighting, cleansing, and draining, and to prohibit the erection of any other gates, bars, or similar obstructions in any such streets or other streets in the vicinity.

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

To authorise the application for the purposes of the Bill of moneys under the control of the Council, and to enable the Council, from time to time to raise money by the creation and issue of consolidated stock, or by borrowing, to such amount as may be necessary for the purposes of the intended Act, and to make provisions as to the redemption of such stock, or repayment of loans and the payment of interest or dividend thereon out of the Consolidated Loans Fund and County Rate, and to include in their estimates and precepts, for the purpose of the County Rate, such sums as may be requisite for those purposes.

Duplicate plans showing the position of the said gates, bars, posts and other obstructions to be removed, together with a book of reference to such plans, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office, at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans and book of reference as relates to the parishes hereinafter mentioned, together with a copy of this notice, will be deposited as follows:—

So far as relates to the parish of Camberwell with the Vestry Clerk of that parish, at his office at the Vestry Hall, Peckham-road, Camberwell, S.E.

So far as relates to the parish of Chelsea, with the Vestry Clerk of that parish, at his office at the Vestry Hall, King's-road, Chelsea, S.W.

So far as relates to the parishes of Greenwich and St. Paul, Deptford, with the Clerk to the Greenwich District Board of Works, at his office at the Town Hall, 141, Greenwich-road, S.E.

So far as relates to the parish of Hammersmith, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Broadway, Hammersmith, W.

So far as relates to the parish of St. Andrew, Holborn, with the Clerk to the Holborn District Board of Works, at his office at the Town Hall, Gray's-Inn-road, Holborn, W.C.

So far as relates to the parish of St. Mary, Islington, with the Vestry Clerk of that

parish, at his office at the Vestry Hall, Upper-street, Islington, N.

So far as relates to the parish of Lewisham, with the Clerk to the Lewisham District Board of Works, at his office at the Town Hall, Rushey-green, Catford, S.E.

So far as relates to the parish of Paddington, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Harrow-road, W.

So far as relates to the parish of Charlton, with the Clerk to the Plumstead District Board of Works, at his office at Old Charlton, S.E.

So far as relates to the parish of Saint George, Hanover-square, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Mount-street, Grosvenor-square, W.

So far as relates to the parish of St. James, Westminster, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Piccadilly, W.

So far as relates to the parish of Saint Luke, with the Vestry Clerk of that parish, at his office at the Vestry Hall, City-road, E.C.

So far as relates to the parish of Saint Marylebone, with the Vestry Clerk of that parish, at his office at the Court House, Marylebone-lane, W.

So far as relates to the parish of Saint Pancras, with the Vestry Clerk of that parish, at his office at the Vestry Hall, Pancras-road, N.W.

So far as relates to the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office at the Town Hall, Old-street, E.C.

So far as relates to the parish of Streatham, with the Clerk to the Wandsworth District Board of Works, at his office at East Hill, Wandsworth, S.W.

So far as relates to the parish of St. Margaret, Westminster, with the Clerk to the United Vestry of the parishes of St. Margaret and St. John the Evangelist, Westminster, at his office at the Town Hall, Caxton-street, Westminster, S.W.

SCHEDULE

Describing Nature and Situation of Obstruction and Parish in which it is situate.

PARISH OF CAMBERWELL.

Wagner-street, Whitepost-lane (part only in Camberwell Parish)—

Posts across eastern end.

PARISH OF CHELSEA.

Upper Manor-street—

Posts and rails across the northern end.

Lincoln-street—

Rails and wall across the northern end.

Lowndes-square, by Harriet-street—

Gate and posts across entrance from Lowndes square.

Lowndes-street—

Gate and posts at entrance to Cadogan-place

Lowndes-street—

Gates and posts at northern end of street.

PARISH OF GREENWICH.

Pelton-road—

Posts across footway leading to river bank.

Derwent-street—

Bar and posts across western end.

River-bank—

Posts across roadway at parish boundary of Greenwich and Charlton.

PARISH OF ST. PAUL, DEPTFORD.

Brockley-road—

Gate and posts across entrance to Ashby-road.

Wagner-street, Whitepost-lane (part only in Deptford Parish)—

Posts across eastern end.

PARISH OF HAMMERSMITH.

Lime-grove—

Gates, posts, and rails across middle of street.

PARISH OF ST. ANDREW, HOLBORN.

Warwick-place, Bedford-row—

Gate and bars obstructing the carriage-way to and from Brownlow-street.

Featherstone-buildings—

Posts across middle of street.

PARISH OF ISLINGTON.

Highbury-grange, Highbury—

Posts and rails across road and footway.

Aberdeen-park, Highbury—

Gates and posts across entrance from Highbury-grove.

Aberdeen-road, Highbury—

Gates and posts dividing Aberdeen-park from Aberdeen-road.

St. John's-park, Upper Holloway—

Gates and posts across centre of road.

Brandon-road, Caledonian-road—

Wooden barrier dividing Blundell-street from Brandon-road.

PARISH OF LEWISHAM.

Willow-walk, Sydenham—

Posts across middle of street.

Berryman's-lane, Sydenham—

Gates and posts across northern end of street.

PARISH OF PADDINGTON.

Norfolk-square (2)—

Gates and posts across entrances from Cambridge-place.

Kensington Gardens-square—

Gates and posts across entrance from Princes-square.

Devonport-street—

Gates and posts across entrance to Sussex-place.

Hyde Park-gardens, by Sussex-square—

Gates and posts across entrance to Stanhope-street.

Craven Hill-gardens—

Gate and posts across-entrance from Leinster-terrace.

PARISH OF CHARLTON.

River-bank—

Posts across roadway at parish boundary of Greenwich and Charlton.

PARISH OF ST. GEORGE, HANOVER-SQUARE.

Eaton-square by Lyall-street—

Gates and posts across street.

Eaton-square by Eaton-place—

Gates and posts across street.

Eaton-square by Upper Eccleston-street—

Gates and posts across street.

Eaton-square by St. Peter's Church—

Gates and posts across street.

Eaton-terrace—

Gates and posts across street.

Pont-street—

Gate and posts across street at eastern end.

Belgrave-road by Gillingham-street—

Gates and posts across street.

Belgrave-road by Denbigh-street—

Gates and posts across street.

St. George's-road by Elizabeth-Bridge—

Gates and posts across street.

Harewood-place by Oxford-street—

Gates and posts across street.

Wilton-place by Knightsbridge—

Gates and posts across street.

PARISH OF ST. JAMES, WESTMINSTER.

Vigo-street, Regent-street, next Savile-row—

Posts at western end.

PARISH OF ST. LUKE.

Christopher-street, Finsbury-square (part only in St. Luke's parish)—

Posts, rails, and wall across entrance from Wilson-street.

PARISH OF ST. MARYLEBONE.

- Wyndham-place, Bryanston-square—
Gates and posts across northern end.
Bryanston-place and Seymour-place—
Gates and posts across western end.
Harewood-place and Lisson-grove—
Gate, post and rails across street.
Park-crescent (2), by Marylebone-road—
Gates and posts across entrances.
Harley-street, by Marylebone-road—
Gates and posts across northern end.
Devonshire-place, by Marylebone-road—
Gates, posts and rails across northern end.

PARISH OF ST. PANCRAS.

- Clifton-road—
Gates, posts, and rails across entrance to York-road.
Camden-park-road—
Gates and posts across entrance to York-road.
Wrotham-road—
Gates and posts across middle of street.
St. Paul's-road—
Gates, posts, and rails across north-eastern end.
St. Paul's-road—
Gates, posts, and rails across western end.
Camden-mews—
Gate, posts, and rail across entrance to Camden Park-road.
Harrington-square—
Gates, posts, and rails south-eastern entrance to Houghton-place.
Oakley-square (2)—
Gates, posts, and rails across entrances to Crowndale-road.
Tavito-street—
Gates, posts, and rails across southern end.
Endsleigh-street—
Gates, posts, and rails across southern end.
Doughty-street—
Gates, posts, and rails.
Arthur-street—
Gates at southern end.
Heathcote-street—
Gates and posts across entrance to Grays-Inn-road.
Frederick-street, Gray's-inn-road—
Gates and posts across eastern end.

PARISH OF ST. LEONARD, SHOREDITCH.

- Christopher-street Finsbury-square (part only in Shoreditch parish)—
Posts, rails, and wall across entrance from Wilson-street.
Vandy-street, Worship-street—
Posts at northern end and middle of street.
Union-buildings, Union-street—
Posts across southern end of Caesar-street, eastern end of Union-buildings, and the middle of Long-street.

PARISH OF STREATHAM.

- Beechcroft-road, Streatham—
Gate across entrance to Glenbourne-road.

PARISH OF ST. MARGARET, WESTMINSTER.

- Little George-street—
Bar and posts across middle of street.
Princes-gardens—
Rails across eastern end.

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

Dated this 18th day of November, 1892.

H. DE LA HOOKE, Clerk of the London County Council, Spring-gardens, Charing Cross, S.W.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

No. 26347

Q

Board of Trade.—Session 1893.

Fowey Harbour (Provisional Order).

(Repeal of Fowey Harbour Order, 1869; Reconstitution of Commissioners; Nomination or Election of Commissioners; Representation of Parties Interested in Harbour; Maintenance of Harbour; Imposition and Collection of Tolls and Dues; Bye-laws; Borrowing; Incidental Powers; Incorporation of Acts.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 23rd day of December next, by or on behalf of the Fowey Harbour Commissioners (hereinafter called "the Commissioners") for a Provisional Order pursuant to the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour (1861) Amendment Act, for the following purposes (that is to say):—

To repeal the whole, or any part or parts, of the Fowey Harbour Order, 1869, as confirmed by the Pier and Harbour Orders Confirmation Act, 1869.

To alter the constitution of the Commissioners, or to dissolve and re-incorporate the Commissioners.

To provide for the election or nomination of persons to serve as Commissioners and also to define what persons or interests shall have representation on the body of Commissioners and in what proportions.

To provide for the nomination and appointment or election of some of the Commissioners by ship owners.

To enable Mr. Charles Ebenezer Treffry and the Cornwall Minerals Railway Company to nominate and appoint representatives on the Board of the Commissioners.

To enable the Commissioners to widen or deepen by dredging or otherwise all or any part of the harbour or the harbour channel or the bed or foreshore thereof and to enable the Commissioners to do any necessary works or acts for the proper maintenance and repair of the harbour or any part thereof.

To authorise the making, placing, and maintaining of all necessary embankments, walls, stairs, landing-places, approaches, roads, jetties, wharves, warehouses, sheds, cranes, buoys, lights and other works and conveniences and to authorise and provide for the supply of water to vessels.

To define the limits of the harbour within which the powers of the Commissioners shall extend and may be exercised.

To authorise the making, levying and collection of tolls, dues and charges on vessels entering, departing from or using the harbour, and of charges in respect of warehouses, sheds, cranes, weighing machines, buoys, lights and other conveniences.

To provide for the maintenance, management, and administration of the harbour and all matters relating thereto, the making of bye-laws, the regulation and control of vessels resorting to or using the harbour, and of passenger goods and other traffic thereat, the imposition and recovery of penalties, and the appointment of officers.

To authorise the Commissioners to borrow money if and so far as may be requisite for the purposes of the Order on the security of the harbour and of the tolls, dues, and charges authorised to be levied thereat and to apply for those purposes any moneys now belonging to the Commissioners.

To confer all such powers as are necessary and usual for the management of a harbour and to

vary and extinguish all such rights and privileges as may be inconsistent with the objects of the intended Order.

To incorporate with the Order any provisions of the Commissioners' Clauses Act, 1847, the Lands Clauses Acts, the Harbours, Docks and Piers Clauses Act, 1847, and any other Acts relating to harbours.

And notice is hereby given that on or before the 30th day of November instant a copy of this notice will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall at his office at Bodmin, and also at the Custom House at Fowey and at the Board of Trade, Whitehall.

On and after the 23rd day of December next printed copies of the draft Provisional Order will be deposited and may be obtained at the price of one shilling each by all persons applying for the same, at the offices of the undersigned.

Dated this 12th day of November, 1892.

GRAHAM and GRAHAM, Fowey, Cornwall,
Solicitors.

DYSON and Co., 24, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament—Session 1893.

Manchester Corporation (Ship Canal).

(Power to Corporation to Lend Further Moneys to Manchester Ship Canal Company for Completion and Equipment of Canal, and to Appoint Directors of and to Vote at Meetings of that Company, and to Take and Hold Debentures of that Company; Further Powers to Canal Company to Issue Debentures and Raise Money; Powers to Corporation of Salford and other Corporations in relation to Advances to Canal Company; Extension of Time for Commencement of Sinking Fund, and Completion of Ship Canal and Works; Further Borrowing Powers; Costs of Act; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the mayor, aldermen, and citizens of the city of Manchester, in the county of Lancaster (hereinafter called "the Corporation"); for an Act for the following purposes, or some of them (that is to say):—

To increase the amount which the Corporation are, by the Manchester Ship Canal Act, 1891, authorised to lend to the Manchester Ship Canal Company (hereinafter called "the Canal Company"), and to authorise and empower the Corporation to lend further moneys to the Canal Company for the completion and equipment of the Manchester Ship Canal and the works connected therewith, upon such security, terms, and conditions as may be prescribed or provided for by the intended Act, and to make provision for and in relation to the repayment of moneys so advanced, and for the redemption, sale, or transfer of the securities to be received by the Corporation from the Canal Company in respect thereof.

To authorise and empower the Canal Company to create and issue to the Corporation a further amount of new debentures similar to and ranking *pari passu* with the new debentures created and issued under the said Act of 1891, or of other securities in respect of the moneys advanced by the Corporation, and to attach thereto such rights, privileges, priorities, and advantages as may be prescribed or authorised by the intended Act.

To alter, extend, and enlarge the powers con-

ferred upon the Corporation by the Manchester Ship Canal Act, 1891, of nominating directors of the Canal Company, and to empower the Corporation to nominate or appoint additional directors, and to confer upon the Corporation such right or power of voting at meetings of the Canal Company in respect of the moneys for the time being advanced, or authorised to be advanced, by the Corporation to the Canal Company, and in such manner as may be prescribed or provided for by the intended Act.

To empower the Corporation to subscribe for, take, and hold any first and second debentures of the Canal Company for the time being unissued, and to dispose of the same.

To make provision for transferring to, or vesting in, the Corporation of Salford, and any other municipal Corporation upon whom statutory powers of making advances to the Canal Company may be conferred during the ensuing Session, some or all of the powers to be conferred upon the Corporation by the intended Act in relation to the Manchester Ship Canal, and in such case to make provision for empowering the Corporation of Salford and such other Corporation as aforesaid to nominate or appoint such directors of the Canal Company, and to exercise such right or power of voting at meetings of the Canal Company, and in such manner as may be prescribed or provided for by the intended Act.

To extend the time prescribed by the said Act of 1891 for the commencement of the Sinking Fund under that Act and for the completion of works

To empower the Corporation and the other Corporations hereinbefore mentioned or referred to and the Canal Company, or any of those bodies, to enter into and carry into effect contracts or agreements with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act, and to confer upon those bodies respectively all such further or other rights, powers, and authorities as may be necessary or expedient for giving effect to the objects and purposes of the intended Act.

To empower the Corporation to raise further moneys for all or any of the purposes of the intended Act on the credit of the city fund, and any funds or property of the Corporation, and of the rates, rents, and charges from time to time leviable and receivable by the Corporation, and to make provision with reference to the powers of the Corporation for raising money on the security of all or any of the said funds and rates, and to increase the amounts which may now be so raised, and to increase the amount which may be raised under the said Act of 1891, and to make applicable to the money so raised all or some of the provisions of the existing Acts and Orders confirmed by Acts of the Corporation with reference to the borrowing of money on mortgage and on annuities, and to the creation and issue of consolidated stock, and otherwise to amend and extend the provisions of the said existing Acts and Orders and the borrowing powers of the Corporation, and to empower the Corporation to apply to all or any of the purposes aforesaid any moneys which they are by any existing Act or Order authorised to borrow, and which are not required for the purposes thereof.

To provide for the payment of the costs of and incidental to the intended Act by the Canal Company, or in such other manner as may be prescribed by the Act.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge or repeal, so far as may be necessary, the powers and provisions of the several Acts hereinbefore mentioned or referred to, and of any other Act or Acts relating to the City of Manchester or the Corporation, and also of the Manchester Ship Canal Act, 1885, and any other Act or Acts relating to the Canal Company.

And Notice is hereby further given that on or before the 21st day of December, 1892, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1892.

W. M. HENRY TALBOT, Town Clerk,
Manchester.

SHEWOOD and Co., 7, Great George-
street, Westminster, Parli-
amentary Agents.

In Parliament.—Session 1893.

General Life and Fire Assurance Company.

(Alteration of Name of Company; Power to Sue and be Sued; Enrolment of Memorials of Names of Trustees and Vesting of Securities and other Property; Stamp Duties on Memorials; Acquisition of Undertakings of other Life Insurance Companies; Confirmation of Agreements; General and Incidental Provisions; Alteration of Deed of Settlement, Laws, and Regulations; Alteration and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the General Life and Fire Assurance Company (hereinafter called "the Company") for leave to bring in a Bill and to pass an Act for all or some of the following purposes (that is to say):—

1. To alter the name of the Company, and to extend to the Company by its new name or title all the powers, rights, and privileges which it now has, enjoys, or exercises, or such other and altered powers, rights, and privileges as may be defined by the Bill.

2. To empower the Company to sue and be sued in the name of the Chairman, Deputy Chairman, or any one of the Directors, or of the Secretary of the Company, by its new name or title.

3. To provide for the enrolment or registration in the Supreme Courts of Judicature in England and Ireland respectively, and in the Books of Council and Session in Scotland, of memorials of the names of the Trustees of the Company, and for the vesting of securities and other property in such Trustees.

4. To make and enact provisions as to the stamp duties which shall be payable upon such memorials as last aforesaid.

5. The Bill will of may, if found necessary or expedient, contain provisions for confirming, and for extending and carrying into effect, or altering and amending, an Agreement, dated the 25th day of August, 1892, and made between Sir Andrew Lusk, Baronet, and others on behalf of the Company, and the London and Lancashire Fire Insurance Company, and all or any other contracts or agreements, either already made or entered into, or which may at any time hereafter before the passing of the Bill be made or entered into between the Company and the said London and Lancashire Fire

Insurance Company, or any other Company or person.

6. To authorize the Company to make and enter into and to undertake and carry out any contracts or agreements for acquiring, by purchase or otherwise, the business, property, and assets of, or for undertaking or discharging the liabilities of any other life insurance company or society carrying on any life insurance business, and to authorize any such last-mentioned company or society to transfer the business, property, assets, and liabilities thereof to the Company.

7. To authorize the forming, or to empower the Company to assist in the forming, in the United Kingdom or elsewhere, of any company for carrying on any insurance business whatsoever, other than fire insurance business, and to empower the Company to purchase or otherwise acquire, and to hold shares or interests in any such company now or hereafter existing, and to dispose of such shares and interests, and to make and carry out arrangements for giving the Company the entire or partial control or management of any such company, and for giving the Company a partnership interest with any company carrying on any such business as last aforesaid.

8. To empower the Company to carry on any business, other than fire insurance business, or do anything which they are or may be authorized to carry on, or to do by their deed of settlement and laws and regulations, or by the intended Act, through any corporation, company, or person, as agents or agent for the Company, or by the Company as agents for any corporation, company, or person.

9. To authorize the Company to do all such other things as are incidental or conducive to the attainment of the above objects or powers.

10. To define and regulate, and, if need be, to alter the rights of proprietors or members of the Company, to vote at meetings of the Company, and to alter and prescribe the scale of voting.

11. To limit or define the duration and extent of the liability of past proprietors or members of the Company, and of persons who may hereafter cease to be proprietors or members of the Company.

12. To alter, amend, extend, and enlarge the powers and provisions of the Company's deed of settlement dated the 9th May, 1838, as altered or amended by resolutions passed at subsequent meetings of the Company, and of the Acts 3 Vic., cap. 20, and 10 Vic., cap. 1, and any other Act, deed, instrument, law, bye-law, regulation, or resolution relating to or affecting the Company.

13. To vary or extinguish any rights or privileges which might impede or interfere with the execution of the objects of the Bill, and to confer upon the Company all such powers, rights, and privileges as may be necessary or expedient for carrying the objects and purposes aforesaid into effect, or which may be incidental or conducive thereto, and, the Bill will confer, vary, or extinguish other rights and privileges.

Printed copies of the Bill will, on or before the 21st day of December, 1892, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1892.

F. R. M. PHILLIPS, 3, Finsbury-circus,
London, Solicitor for the Bill.

WYATT, HOSKINS, HOOKER, and WILLIAMS,
28, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1893.

London and North Western Railway.

(Additional Powers to Company with reference to new Railways, and Deviations and Alterations and Widening of existing Railways, and other Works, Roads, Footpaths, and Lands in the Counties of Hertford, Northampton, Warwick, Stafford, Derby, York (West Riding), Buckingham, Lancaster, London, Leicester, Chester, Salop, Cumberland, Monmouth, Flint and Carnarvon; Powers to Company and Great Western Railway Company as to Lands in Counties of Chester and Carmarthen; Powers to Shropshire Union Railways and Canal Company as to Lands in County of Stafford; Extension of Time for Sale of Superfluous Lands; Provisions as to Lands acquired for Llanelly Station Railway; Vesting of Holywell Railway in Company, and Powers in reference thereto; Power to Subscribe towards Steam Communication between Larne and Stranraer; Powers to Portpatrick and Wigtownshire Joint Committee to Widen and Extend East Pier at Stranraer, and Provisions in relation thereto; Powers to Company and Midland Railway Company, and to Ashby and Nuneaton Railway Joint Committee with reference to Existing and Authorised Works; Power to Shropshire Union Railways and Canal Company to Supply Gas at Ellesmere Port; Further Provisions as to alterations of Company's Railways under Manchester Ship Canal Acts; Conversion of Debenture Stock; Additional Capital and Application of Funds by Company, Great Western Railway Company, Shropshire Union Railways and Canal Company, Holywell Railway Company, and Midland, Caledonian and Glasgow and South Western Railway Companies, and Portpatrick and Wigtownshire Joint Committee; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the following railways and junction and deviations, alterations, and widening of, including the alteration of and the laying down of additional rails upon portions of their existing railways, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

Branch to Croxley Paper Mills—

A Branch Railway to Croxley Paper Mills, to be situate in the parishes of Watford and Rickmansworth, in the county of Hertford, commencing by a junction with the Company's Rickmansworth Branch Railway, at a point 35 yards, or thereabouts, west of the bridge carrying Tolpits-lane over that railway and terminating at the said mills;

It is proposed to take for the purposes of the said intended branch railway a portion of certain common or commonable lands known as Common Moor, in the said parishes of Watford and Rickmansworth, or one of them. The quantity of the said lands within the limits of deviation is estimated to be 4 acres and a-half, and the quantity required is estimated to be an acre and a-half;

Junction at Weedon—

A junction at Weedon, to be situate wholly in the parish of Dodford, in the county of Northampton, commencing by a junction with the Company's London and Birmingham Railway at a point 100 yards, or thereabouts, north-west of the end of the platform at Weedon Station, and terminating by a junction with the Company's Weedon and Daventry Railway at or near the bridge carrying the public road from Weedon to Dodford over that railway;

Alteration of Daventry and Leamington Railway—

A deviation and alteration of the line and levels of so much of the Company's Daventry and Leamington Railway, authorised by the London and North Western Railway Act, 1890, as lies between points on the centre line of the said railway 2 miles 6 furlongs and 1 chain, and 4 miles 3 furlongs and 1 chain, or thereabouts, respectively from the commencement of the said railway as shown on the plans deposited for the purposes of the said Act at the office of the Clerk of the Peace for the county of Northampton, and at the office of the Clerk of the Peace for the county of Warwick, which said intended deviation and alteration will be situate in the parish of Braunston, in the county of Northampton, and the parish of Wolfhamcote, in the county of Warwick.

And to empower the Company to abandon the construction of so much of the said Daventry and Leamington Railway as will be rendered unnecessary by the construction of the intended deviation and alteration.

Railway to Five Ways—

A Railway to Five Ways, to be wholly situate in the parish of Norton-under-Cannock, in the county of Stafford, commencing by a junction with the Company's Norton Branch Railway at or near the level crossing near the Red Lion Inn, Little Norton, and terminating at a point 195 yards or thereabouts measured in a south-westerly direction from the junction of the five public roads at Five Ways, and 100 yards or thereabouts measured in a north-easterly direction from the pit of the colliery known as the Coppice Colliery Five Ways Plant;

Alteration of Levels of Ashbourne and Buxton Railway—

The alteration of the levels of so much of the Company's Ashbourne and Buxton Railway, authorised by the London and North Western Railway Act, 1890, as lies between points on the centre line of the said railway 5 miles and 4 furlongs, and 7 miles, 7 furlongs and 7 chains, or thereabouts, respectively from the commencement of the railway as shown on the plans deposited, for the purposes of the said Act, at the office of the Clerk of the Peace for the county of Derby, which said intended alteration will be situate in the parishes and townships following, or some of them, that is to say, Tissington, Ashbourne (detached), Newton Grange, Eaton, and Alsop and Thorpe (detached), all in the county of Derby;

Railway at Sheffield—

A Railway at Sheffield, to be wholly situate in the townships of Attercliffe-cum-Darnall and Sheffield, in the parish of Sheffield, in the West Riding of the county of York, commencing by a junction with the railway at Sheffield, authorised by the London and

North Western Railway (New Railways) Act, 1892, at a point on the centre line of the said railway 3 furlongs and 6 chains or thereabouts from the commencement of the said railway, as shown on the plans deposited for the purposes of that Act at the office of the Clerk of the Peace for the said Riding, and terminating on the east side of Wharf-street, at or near its junction with Exchange-street, Sheffield;

Widening at Birmingham—

The widening in the parish of Birmingham, in the county of Warwick, of the Company's Stour Valley Railway, between a point 210 yards or thereabouts south-east of the bridge which carries Monument-road over the said railway at Monument-lane Station, and a point 250 yards or thereabouts north-west of the junction of the Harborne Railway with the said Stour Valley Railway.

To empower the Company to execute the works and exercise the powers following (that is to say):—

In the parish of Linslade, in the county of Buckingham, to make the following new roads (that is to say):

Leighton Roads—

No. 1 commencing by a junction with Wing-road, Leighton, at or near the east side of the bridge carrying the Company's London and Birmingham Railway over the said road and terminating by a junction with Ledburn-road at a point 55 yards, or thereabouts, south of the level crossing of that road by the Company's Dunstable Branch Railway;

No. 2 commencing by a junction with the said Road No. 1 at a point about midway between the commencement and termination thereof, and terminating by a junction with Ledburn-road at a point 220 yards, or thereabouts, south of its junction with Wing-road;

No. 3 commencing by a junction with the said Road No. 2, at a point about midway between the commencement and termination thereof, and terminating by a junction with Wing-road at a point 125 yards, or thereabouts, north-east of the level crossing of that road by the said Dunstable Branch Railway.

And to stop up and discontinue (1) so much of Wing-road as extends from the commencement of the intended Road No. 1 to the termination of the intended Road No. 3, (2) so much of Ledburn-road as extends from the termination of the intended Road No. 1 to the north side of the said level crossing on Ledburn-road, and (3) the existing road between Wing-road and Ledburn-road which passes along the south-west side of the said branch railway.

In the parish of Grandborough, in the county of Warwick:

Footpath at Grandborough—

In connection with the Company's authorised Daventry and Leamington Railway now in course of construction, to stop up and discontinue so much of the footpath in the field numbered 10, in the said parish, on the plans deposited in respect of the said railway with the Clerk of the Peace for the said county as lies between the southern side of the said railway and the bridle road in the field, numbered on the said plans 9, in the said parish, and in lieu thereof to make a new footpath along the southern side of and adjoining the said railway.

In the parish of Stockton, in the county of Warwick:

Stockton Bridle Road—

In connection with the same railway, to alter and divert so much of the bridle road in the field, numbered on the said plans 11, in the said parish as extends from a point 150 yards or thereabouts, east, to a point 60 yards or thereabouts, west of the centre line of the said railway, as shown upon the said plans, and to stop up and discontinue so much of the said bridle road as is proposed to be diverted.

In the township of Fairfield, in the parish of Hope, in the county of Derby:

Footpath at Buxton—

To stop up and divert so much of the public footpath which crosses by a bridge over the Company's Buxton Branch Railway, 520 yards or thereabouts, north of Hogshaw-lane, Buxton, as extends for a distance of 90 yards or thereabouts, south-east of the said bridge.

In the township and parish of Wigan, in the county of Lancaster:

Footpath at Wigan—

To stop up and discontinue so much of the footpath which passes along the west side of the Company's North Union Railway as extends for a distance of 270 yards or thereabouts northward from Park-road, Wigan, and in lieu thereof to make a new footpath on the west side of and adjoining the said railway as authorised to be widened.

To empower the Company to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes, townships, and places hereinbefore mentioned for the purposes of the said intended railways and junction deviations, alterations, and widening and other works, and for the purpose of extending their stations, sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their undertaking, and for the purpose of providing land to be substituted for any common or commonable lands which may be required by the Company for the purposes of the intended Act, and also to acquire by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, or some of them, and to exercise the powers hereinafter mentioned (that is to say):—

In the county of London:

Lands at Shoreditch—

Certain lands in the parish of Saint Leonard, Shoreditch, lying on the south side of and adjoining Pearson-street, and on the west side of and adjoining Ormsby-street;

Certain other lands in the same parish, lying on the north side of and adjoining Dunlop-street, and on the west side of and adjoining Ormsby-street;

Certain other lands in the same parish, lying on the south side of and adjoining Dunlop-street, opposite the last-mentioned lands;

Lands at Old Ford—

Certain lands in the parish of Saint Mary, Stratford-le-Bow, lying on the west side of and adjoining the North London Railway, and south-east of and adjoining Tredegar-road, Bow.

In the county of Buckingham:

Lands at Claydon—

Certain lands in the parish of Steeple Claydon,

lying on the north side of and adjoining the Company's Bletchley and Oxford Railway, at or near the Claydon Station;

Lands at Wolverton—

Certain lands in the parish of Wolverton, lying on the south side of and adjoining Stratford-road, Wolverton, and between that road and the south-western end of Green-lane.

In the county of Northampton:

Lands at Roade Cutting—

Certain lands in the parishes of Roade, Courteenhall, and Milton, lying on the east side of and adjoining the Company's Bletchley, Northampton, and Rugby Railway at and north of the Roade Cutting, and extending 700 yards or thereabouts south, and 1,100 yards or thereabouts north, from Courteenhall Bridge;

Certain other lands in the said parish of Courteenhall, lying between and adjoining the Company's London and Birmingham Railway and their Bletchley, Northampton, and Rugby Railway, 220 yards or thereabouts north-west of the said bridge;

Lands at Milton and Wootton—

Certain lands in the parishes of Milton and Wootton, lying on both sides of and adjoining the said railway, and extending 550 yards or thereabouts south of the bridge carrying that railway over the road from Blisworth to Northampton;

Lands at Harlestone—

Certain lands in the parish of Harlestone, lying on the south side of and adjoining the Company's Bletchley, Northampton, and Rugby Railway, 1,600 yards or thereabouts east of Althorp Park Station, and 650 yards or thereabouts north-west of Co-operative Farm, Harlestone.

In the county of Warwick:

Lands at Hampton-in-Arden—

Certain lands in the parish of Hampton-in-Arden, lying on the south-west side of and adjoining the Company's London and Birmingham Railway at or near Hampton-in-Arden Station;

Lands at Nuneaton—

Certain lands in the parish of Nuneaton, lying on the north-east side of and adjoining the Company's South Leicestershire Railway at or near its junction with the Company's Trent Valley Railway, and on both sides of and adjoining Oasten-road, Nuneaton.

In the county of Leicester:

Lands at Hinckley—

Certain lands in the parish of Hinckley, lying on the north side of and adjoining the Company's South Leicestershire Railway, and extending for a distance of 250 yards or thereabouts west of the bridge carrying the said railway over the public road from Lutterworth to Hinckley at the western end of Hinckley Station, with power to the Company to extend the said bridge for a distance of ten yards or thereabouts in a northerly direction;

Lands at Croft—

Certain lands in the parish of Croft, lying on the south side of and adjoining the Company's South Leicestershire Railway, and west of and adjoining the road which passes over the said railway at Croft Station.

In the county of Stafford:

Lands at Tipton—

Certain lands in the parish of Tipton, lying on the south side of and adjoining the branch of the Birmingham Canal from Bloomfield

Basins to Prince's End, and east of and adjoining the Company's property near to the said Bloomfield Basins;

Lands at Spring Vale—

Certain lands in the parish of Sedgley, lying on the north-east side of and adjoining the Company's Stour Valley Railway and 800 yards or thereabouts north-west of Deepfields and Coseley Station;

Lands at Monmore Green—

Certain lands at Monmore Green, in the township and parish of Wolverhampton, lying on the east side of and adjoining the Company's Stour Valley Railway and extending for 500 yards or thereabouts north of the Bilston-road at Monmore Green Station;

Certain other lands in the same township and parish, lying on the east side of and adjoining the said railway and south of and adjoining the said road, with power to the Company to construct over the said road a new bridge on the east side of and near to or adjoining the existing bridge carrying the said railway over the said road;

Lands at Stafford—

Certain lands in the parish of Castle Church, lying on the south-west side of and adjoining the Company's Grand Junction Railway at Stafford Station;

Certain other lands in the same parish, lying on the north-east side of and adjoining the said railway and south-east of and near to Newport-road, Stafford.

In the county of Chester:

Lands at Winsford—

Certain lands in the townships of Wharton and Moulton, in the parish of Davenham, lying on the north-east side of and adjoining the Company's Grand Junction Railway between a point 420 yards or thereabouts south-east of Winsford Junction and the public road which passes under the said railway at the Newbridge Salt Works.

In the county of Salop:

Lands at Craven Arms—

Certain lands in the parish of Stokesay, lying on the east side of and adjoining the public road leading from Craven Arms to Newington, and south of Newington-terrace;

Certain other lands in the same parish, lying on the west side of and adjoining the Shrewsbury and Hereford Railway, and south of and near to Craven Arms Station.

In the county of Lancaster:

Lands at Leigh and Bedford Station—

Certain lands in the townships of Bedford and Atherton, in the parish of Leigh, lying on the south-east side of and adjoining the Company's Leigh and Bedford Station, and on the west side of Dukinfield-street;

Certain other lands in the said township of Atherton, lying on the east side of and adjoining Princess-street at its junction with East Bond-street south of and near the said station;

Lands at Bronte-street, Liverpool—

Certain lands in the township and parish of Liverpool, lying between Jervis-street and Trowbridge-street, and south of and adjoining the Company's property on the south side of Bronte-street;

Lands at Waterloo Tunnel—

Certain lands in the township and parish of Liverpool and in the township of West

Derby, in the parish of Walton-on-the-Hill, situate over and on both sides of the Company's Waterloo Tunnel between Crown-street near its junction with Sherdley-street and Minshull-street near its junction with Paddington;

Lands at Walton—

Certain lands in the township and parish of Walton-on-the-Hill, lying on the north side of and adjoining the Company's Edge Hill and Bootle Railway at Walton Station.

In the West Riding of the county of York:

Lands at Marsden—

Certain lands in the township of Marsden-in-Huddersfield, in the parish of Huddersfield, lying on the south side of and adjoining the Company's Huddersfield and Manchester Railway, and between that railway and the Company's Huddersfield Canal, south-east of and near to Marsden Station;

Certain other lands in the same township and parish, lying between and adjoining the said canal and the river Colne, near to and north of Clough Lee Mill;

Lands at Engine Bridge, Huddersfield—

Certain lands in the township and parish of Huddersfield, lying on the north side of and adjoining the Huddersfield Canal, and the Company's property on the west side of Chapel Hill, Huddersfield;

Lands at Cleckheaton—

Certain lands in the township of Gomersall, in the parish of Birstal, lying on the south-west side of and adjoining certain lands which the Company are authorised to acquire for the purposes of their Heaton Lodge and Wortley Railway, and on the southern side of and adjoining Spen-lane, Cleckheaton, opposite Spen Flour Mill.

In the county of Cumberland:

Lands at Harraby, Carlisle—

Certain lands in the township of Botchergate, in the parish of St. Cuthbert, Carlisle, lying on the north side of and adjoining the Company's locomotive works, and south and east of and adjoining the Carlisle Waterworks reservoir.

In the county of Monmouth:

Lands at Sirhowy—

Certain lands in the parish of Bedwellty, lying on the northern side of and adjoining the Ebbw Vale Steel and Iron Company's siding, which joins the Company's Sirhowy Railway near to and south-east of Sirhowy Station, and at or near the said junction;

Lands at Hollybush—

Certain other lands in the same parish, lying on the west side of and adjoining the road which passes along the west side of the Company's Sirhowy Railway, near Hollybush Station, and north of and near to the Hollybush Inn;

Lands at Abernant (Ancient Druid)—

Certain other lands in the same parish, lying on the west side of and adjoining the Company's Sirhowy Railway, 100 yards or thereabouts south of Ancient Druid, and between that railway and the public road now in course of construction between Tredegar Hollybush and Argoed.

In the county of Flint:

Lands at Nannerch—

Certain lands in the township of Trelan, in the parish of Nannerch, lying on the north side of and adjoining the Mold and Denbigh Railway, and on the east side of and adjoining the road which crosses the said railway on the level at the Sun Crossing.

In the county of Carnarvon:

Lands at Llandudno Junction—

Certain lands in the parish of Eglwys Rhos, otherwise Llanrhos, lying on both sides of and adjoining Victoria Drive near Llandudno Junction Station, and between the Chester and Holyhead-road and the road leading therefrom to Deganyw and Llandudno;

Certain other lands in the same parish, lying on the north-west side of and adjoining the said Chester and Holyhead-road west of and near to the level crossing of that road by the Company's Llandudno Branch Railway.

To empower the Company and the Great Western Railway Company, or either of them with the consent of the other, to acquire by compulsion or agreement and to hold the lands hereinafter mentioned (that is to say):—

In the county of Chester:

Lands at Frodsham—

Certain lands in the township and parish of Frodsham, lying on the south-east side of and adjoining the Birkenhead Railway at the south-west end of the viaduct carrying that railway over the river Weaver;

Lands at Birkenhead—

Certain lands in the township and extra-parochial chapelry of Birkenhead, lying on the west side of and adjoining the Birkenhead Railway and between Bridge-street and Cleveland-street.

In the county of Carmarthen:

Lands at Llanwrda—

Certain lands in the parish of Llanwrda, lying on the north-west side of and adjoining the Vale of Towy Railway at Llanwrda Station.

To authorise agreements between the said two Companies with respect to the purchase, holding and user of the said lands or any part thereof, and to confirm and give effect to any such agreement which may have been or which may be entered into prior to the passing of the intended Act.

To empower the Shropshire Union Railways and Canal Company (hereinafter called "the Shropshire Union Company") to acquire by compulsion or agreement and to hold—

Lands at Stoke—

Certain lands in the parish of Stoke-upon-Trent, lying between and adjoining the Trent and Mersey Canal and Copeland-street, and on the south-east side of and adjoining the Newcastle-under-Lyme Branch of the said canal;

Certain other lands in the same parish, lying on both sides of and adjoining the North Staffordshire Railway and between the road which passes under the said railway at the north-west end of Stoke Station and the bridge which carries the said railway over the Trent and Mersey Canal 400 yards or thereabouts north-west of the said road.

To authorise the purchase and acquisition of part only of, or of an easement in, over, or under any property which may be required to be taken for the purposes, or in exercise of the powers of the intended Act without the Company or Companies purchasing the same becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise and make provision for the sale or lease by the Company of the whole or any part of the lands in the parish of Wolverton, in the county of Buckingham, hereinbefore described upon such terms and subject to such

conditions, if any, as may be prescribed by the intended Act.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages or portions thereof in the Company or Companies upon whom the powers to stop up the same are conferred.

To authorise the crossing, stopping-up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the parishes, townships, and other places in this notice mentioned which it may be necessary or convenient to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To make provision for the repair of all or any of the new or altered roads, streets, footpaths or highways to be constructed or altered under the authority of the intended Act by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate are for the time being legally repairable or in such other manner as may be prescribed by the intended Act, and to provide that the Company shall not be liable under Section 46 of the Railway Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways, junction deviations, alterations, or widening by a bridge or bridges or the immediate approaches thereto in all cases where the levels of such road or approaches shall not be permanently raised.

To extend the period limited by the London and North Western Railway Act, 1888, for the completion of the Standedge New Tunnel by that Act authorised.

To empower the Company to demand and recover tolls, rates, and other charges for or in respect of the use of the railways and junction, deviations, alterations, and widening, and for or in respect of the other works to be authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to confer upon the Company further powers with reference to the retention, sale, or disposition of such lands, and to alter, amend and extend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company, notwithstanding anything contained in the Lands Clauses Acts,

to sell and dispose of or otherwise to deal with any lands which have been acquired by them for the purposes of the Llanelly Station Railway authorised by the London and North Western Railway (New Lines and Additional Powers) Act 1876 (which railway was authorised to be abandoned by the London and North Western Railway Act, 1890), in such manner and upon and subject to such terms and conditions as may be prescribed or authorised by the intended Act.

To authorise and make provision for the purchase by the Company and for the transfer to and vesting in the Company upon and subject to such terms and conditions as may have been or may be agreed upon, or may be prescribed or provided for by the intended Act of the undertaking of the Holywell Railway Company, and of all the rights, powers and privileges now vested in that Company, and all lands and other property, real or personal, belonging to that Company, and the benefit of all contracts entered into by or with them or on their behalf, and also all the obligations, debts and liabilities of that Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Holywell Railway Company, and the levying, demanding and recovering of tolls, rates and charges in respect of the said undertaking as fully and effectually, to all intents and purposes, as if the powers with reference thereto contained in any Act or Acts relating to the Holywell Railway Company had been originally conferred upon the Company, and to vary or extinguish the rights and interests of the shareholders of the Holywell Railway Company, or some of them, and if thought fit to dissolve the said Company and to authorise agreements between the Company and the Holywell Railway Company with respect to all or any of the matters aforesaid, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Company and the Holywell Railway Company, or either of them, with the consent of the other, to acquire by compulsion or agreement, and to hold all outstanding interests in certain lands in the townships of Holywell and Greenfield, in the parish of Holywell, in the county of Flint, being the site of so much of the Holywell Railway as extends from a point 140 yards or thereabouts north-east of St. James's Church, Holywell, to the northern end of the said railway at Greenfield Harbour.

To authorise and empower the Company to subscribe, contribute, or lend moneys to and to take and hold shares, stocks, debentures, or other securities of any company or companies established or to be established for providing steam communication between Larne and Stranraer, and if and so far as may be necessary, to alter, amend, extend, or repeal some or all of the provisions of the Portpatrick and Wigtownshire Railways (Sale and Transfer) Act, 1885.

To empower the Portpatrick and Wigtownshire Joint Committee, in the parishes of Inch and Stranraer, in the county of Wigtown, and in or on the bed or soil of Loch Ryan ex adverso the said parishes, or one of them, to widen, extend, and enlarge so much of the East Pier at Stranraer as extends seaward from a point thereon 540 yards or thereabouts measured in a north-westerly direction from the bridge

carrying the public road along the shore of Loch Ryan over the Portpatrick Railway near the south-eastern end of the said pier, and to dredge, deepen, and improve the bed or soil of Loch Ryan aforesaid adjoining the said pier, and within such distance therefrom as may be prescribed or provided for by the intended Act, and in connection therewith to alter and extend the existing railway on the said pier, and to lay additional rails thereon, and to make and execute all proper and necessary roads, approaches, landing places, works, and conveniences in connection therewith, and for the purposes aforesaid to acquire, by compulsion or agreement, and to hold lands in the parishes and places aforesaid.

To provide that the widening, extension, and enlargement of the said pier and the works connected therewith shall for all purposes, including the demanding, levying and recovery of tolls, rates, dues and charges, be part of the East Pier at Stranraer referred to in the Portpatrick Railway Act, 1877, and to extend and make applicable thereto, with or without alteration or variation, all or some of the provisions of that Act, and of the Portpatrick and Wigtownshire Railways (Sale and Transfer) Act, 1885, and of any other Act or Acts relating to the said pier or to the undertaking of the said Joint Committee.

To provide for the construction and maintenance of the said widening, extension, and enlargement of the East Pier and the works connected therewith at the cost of the said Joint Committee and the Company, the Midland Railway Company, the Caledonian Railway Company, and the Glasgow and South Western Railway Company (hereinafter called the "Four Companies") respectively, or some of them in such proportions and in such manner as may be agreed upon or prescribed or provided for by the intended Act.

To empower the said Joint Committee to apply their funds to or towards all or any of the said purposes, and to raise additional capital therefor by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock and by borrowing or by any of such means, and to authorise and empower the four Companies respectively to subscribe for, take and hold the shares or stocks so to be created or issued to such amounts, in such proportions, in such manner and subject to such conditions as may be agreed upon or may be prescribed or provided for by the intended Act.

To repeal, alter, or amend some or all of the provisions contained in the Portpatrick Railway Act, 1877, with respect to the East Pier at Stranraer, or any extension or enlargement thereof, and to make further and other provision in respect thereof, and to confer upon the said Joint Committee, or upon the four Companies, the exclusive right of management of the said pier, and of levying dues, rates and charges in respect of the user of the said pier, and of traffic thereat, and to make provision for compensating the magistrates and town council of the royal burgh of Stranraer (hereinafter called "the town council") in respect of dues, rates and charges heretofore payable to or receivable by them, and of any other rights or privileges of which they may be deprived under the provisions of the intended Act, and to confer upon the four Companies and the said Joint Committee, or any of them, all such powers

of regulating and controlling the use of the said pier as may be deemed necessary or expedient.

To empower the four Companies and the said Joint Committee and the town council, or any of them, to enter into and to carry into effect agreements with respect to all or any of the matters aforesaid relating to the said East Pier, and to confirm and give effect to any such agreement which may have been or which may be made prior to the passing of the intended Act.

To make further provision and confer further powers upon the Company, and the Midland Railway Company, and upon the Joint Committee of those two Companies, constituted under the London and North Western Railway (Ashby and Nuneaton Lines) Act, 1867, with respect to the New-street Station, Birmingham, and the lines of railway leading thereto, and the works connected therewith, and the works at Birmingham authorised by the London and North Western Railway (New Railways) Act, 1892, and with respect to the Enderby Branch authorised by the Midland Railway (Additional Powers) Act, 1890, and with respect to the construction, maintenance, management and use of the said station lines of railway branch and works, and so far as may be necessary to alter, amend or repeal the said Acts and the memorandum of agreement set forth in the Second Schedule to the last-mentioned Act, and if thought fit to alter the name of the said Joint Committee, and to authorise agreements between the said two Companies with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Shropshire Union Company to supply from their works at Ellesmere Port gas not required for their own purposes to any corporation or local or other authority, or to any company or person, and to charge, sue for, and recover from any such corporation, authority, company or person, rents, rates or charges in respect of any such supply.

To alter and amend some or all of the provisions of the Manchester Ship Canal Act, 1885, or any other Act relating to the Manchester Ship Canal, with respect to the abandonment by the Company, or by the Company and the Great Western Railway Company, of portions of their existing railways, and the vesting thereof in the Manchester Ship Canal Company, and the substitution therefor of railways to be constructed under the powers of the said Acts, and the compensation payable to the Company, or to the Company and the Great Western Railway Company, by the Manchester Ship Canal Company under the said Act, and to make further and better provision for securing the payment of such compensation, and if thought fit, to make applicable thereto, and to the vesting in or taking by the Canal Company of the said portions of existing railways, some or all of the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the entry upon lands by the promoters of the undertaking.

To authorise and provide for the conversion of the existing debenture stock of the Company into other stock of the same class or denomination of such larger nominal amount and bearing such lower rate of dividend as may be prescribed or provided for by the intended Act, and to alter or vary the rights or privileges attached to

the existing debenture stock of the Company, and to confer other rights and privileges, and to make provision for the surrender and cancellation of the existing debenture stock and the certificates therefor, and for the issue to and acceptance by the holders thereof of the new stock to be issued in exchange therefor.

To empower the Company to increase their capital for all or any of the purposes of the intended Act and of any other Act or Acts of the same Session, and for purposes connected with any other undertaking in which they are jointly interested and for the general purposes of the Company, and to raise further sums of money by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock and by borrowing or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Great Western Railway Company, the Shropshire Union Company, the Holywell Railway Company, the Midland Railway Company, the Caledonian Railway Company, and the Glasgow and South Western Railway Company respectively, to increase their capital for all or any of the purposes of the intended Act in which they are interested, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and to apply to any of such purposes any capital or funds belonging to them respectively.

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

For the purposes aforesaid, it is intended, if need be, to alter, amend and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned or referred to, and of the local and personal Acts following, or some of them (that is to say):—

The Act 9 and 10 Vic., cap. 204, and all other Acts relating to the Company;

The Act 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company;

The Act 9 and 10 Vic., cap. 322, and all other Acts relating to the Shropshire Union Company;

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company;

The Act 8 and 9 Vic., cap. 162, and all other Acts relating to the Caledonian Railway Company;

The Act 18 and 19 Vic., cap. 97, and all other Acts relating to the Glasgow and South Western Railway Company;

The Portpatrick Railway Act, 1857, and all other Acts relating to the Portpatrick Railway;

The Act 27 and 28 Vic., cap. 328, and all other Acts relating to the Holywell Railway Company.

And notice is also hereby given, that on or before the 30th day of November instant maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of the notice of the intended

application to Parliament, as published in the London and Edinburgh Gazettes, will be deposited as follows (that is to say):—As relates to the works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans; as relates to the works and lands in the county of Northampton, and the works and lands partly in that county and partly in the county of Warwick, with the Clerk of the Peace for the county of Northampton, at his office at Northampton. As relates to the last-mentioned works and lands, and the works and lands wholly in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington. As relates to the works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford. As relates to the works and lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby. As relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that county, at his office at Wakefield. As relates to the works and lands in the county of Buckingham, with the Clerk of the Peace for that county, at his office at Aylesbury. As relates to the lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston. As relates to the lands in the county of London, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell. As relates to the works and lands in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester. As relates to the lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester. As relates to the lands in the county of Salop, with the Clerk of the Peace for that county, at his office at Shrewsbury. As relates to the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office at Carlisle. As relates to lands in the county of Monmouth, with the Clerk of the Peace for that county, at his office at Usk. As relates to the lands in the county of Flint, with the Clerk of the Peace for that county, at his office at Mold; as relates to the lands in the county of Carnarvon, with the Clerk of the Peace for that county, at his office at Carnarvon; as relates to the lands in the county of Carmarthen, with the Clerk of the Peace for that county, at his office at Llandovery; as relates to the works and lands in the county of Wigtown, with the principal sheriff clerk of that county, at his office at Wigtown.

And that copies of so much of the said plans, sections and books of reference as relates to the several parishes in or through which the intended works are proposed to be made, or lands are situate, together with a copy of the said notice, as published in the London and Edinburgh Gazettes, will on or before the said 30th day of November, be deposited as follows (that is to say):—As relates to the parish of Saint Leonard, Shoreditch, with the vestry clerk of that parish, at his office at the Shoreditch Town Hall, Old-street; as relates to the parish of Saint Mary, Stratford-le-Bow, with the clerk to the Poplar District Board of Works, at his office at the Town Hall, High-street, Poplar; as relates to the extra-parochial chapelry of Birkenhead, with the clerk of the adjoining parish of Bebington at his residence; as relates to the other parishes, with the parish clerk or session clerk (as the case may be) of each such parish at his residence; and as relates to any

other extra-parochial place, with the clerk of some adjoining parish at his residence.

And notice is hereby further given that on or before the twenty-first day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1892.

C. H. MASON, Euston-station and 35, Parliament-street, Westminster, Solicitor.
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1893.

Maidenhead Waterworks.

(Application to the Board of Trade under the "Gas and Waterworks Facilities Act, 1870," for Provisional Order authorizing Extension of Limits of Supply; Increase of Capital; Amendment of Act, &c.)

NOTICE is hereby given, that the Maidenhead Waterworks Company (hereinafter called "the Company") intend to apply on or before the 23rd day of December next, to the Board of Trade under the "Gas and Waterworks Facilities Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following purposes, or some of them (that is to say):—

1. To extend the limits within which the Company are authorized to supply water so as to include the following additional area, namely, the parish of Hurley and such portions of the parishes of White Waltham, Wargrave, Ruscombe, and Broad Hinton (detached), and Whistley (detached), as are situated northward of the main line of the Great Western Railway, all in the county of Berks.

2. To demand and recover rates, rents and charges for the supply of water, and apply and make applicable to such extended limits and to the Company, all or some of the powers and provisions of the Maidenhead Waterworks Act, 1875, and of the Waterworks Clauses Acts, 1847 and 1863, with such additions, alterations and modifications as the Provisional Order may prescribe.

3. To lay down, make and maintain mains, pipes, drains, filters, sluices, culverts, wells, tanks, reservoirs, approaches and other works and conveniences, and to supply water for all purposes within the extended limits, and to demand and recover rates, rents and charges for such supply, and to acquire by agreement and hold any land which may be necessary for such purposes.

4. To authorize the Company for the purposes of the Order and the general purposes of their Undertaking, to raise additional capital by the creation and issue of ordinary or preference shares, and by borrowing on mortgage, and the creation and issue of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or which they are authorized to raise.

5. To incorporate with the intended Order some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, and to vary or extinguish all rights and privileges which would impede or interfere with the objects and purposes of the intended Order, and to confer other rights and privileges, and so far as may be necessary, to amend and extend

some of the provisions of the Maidenhead Waterworks Act, 1875.

6. And notice is hereby given, that on or before the 30th day of November instant, a map showing the proposed extended limits, and copies of this notice will be deposited with the Clerk of the Peace for the county of Berks, at his office at Abingdon, and at the office of the Board of Trade, Whitehall, London.

7. And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of the undersigned, W. and W. M. Bell, 27, Great George-street, Westminster, where such copies when deposited, and also copies of the Provisional Order when made, may be obtained by all persons applying for the same, at the price of one shilling for each copy.

8. 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 intended 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 next ensuing, and copies of their objections must at the same time be sent to the undersigned for the Promoters; and in forwarding to the Board of Trade such objections, the objectors or their Agents should state that a copy of the same has been forwarded to the Promoters' Agents.

Dated this 17th day of November, 1892.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Corporation of London (Tower Bridge).

(Extension of Time for Completion of Works Authorized by the Corporation of London (Tower Bridge) Acts, 1885 and 1889; Amendment of Acts.)

NOTICE is hereby given, that the Mayor and Commonalty and Citizens of the city of London (hereinafter called "the Corporation") intend to apply to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to extend the period limited by the Corporation of London (Tower Bridge) Act, 1885, as extended by the Corporation of London (Tower Bridge) Act, 1889, for the completion and opening for public use of the bridge, approaches, and works authorized by the Corporation of London (Tower Bridge) Act, 1885, and also to extend the time limited for the completion of the works authorized by the Corporation of London (Tower Bridge) Act, 1889, and for that purpose, and also in other particulars, if necessary, to amend the before-mentioned Acts or any other Acts relating to the Corporation, and to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, 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, 1892.

G. PRIOR GOLDNEY, Guildhall, E.C., Remembrancer.

WYATT, HOSKINS, HOOKER, and WILLIAMS, 28, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1893.

Bristol Corporation.

(Additional Docks and other Works at Avonmouth; Diversion of Water; Diversion of Railways and New Railways, and New Road and Stopping Road at Avonmouth; New Streets, Widening of College-green, and of "The Butts" in Bristol; Stopping up of part of Trinity-street, and Stoppage of thoroughfare at east end thereof; Abandonment of Authorised New Street from College-green to Trinity-street; New Railways in Extension of Bristol Harbour Railway; Swing Bridge over River Avon; New Roads in Long Ashton and Bedminster; Acquisition of Lands Compulsorily and by Agreement; Additional Lands; Sale of Lands; Levying of Tolls, Rates, and Charges; Licenses on Barges, Tug Boats; Appropriation of Berths in Docks By-Laws; Commutation of Tolls, &c., on intended Harbour Railways; Powers to Great Western and Midland Railway Companies, or one of them, to construct certain of the Works, and to raise money for the purpose; Agreements with Great Western and Midland Railway Companies; Powers to Great Western Railway Company to Subscribe to Railway Works, and to raise money for the purpose; Borrowing Money; Stock; Incorporation of Acts; Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the City of Bristol (hereinafter referred to as "the Corporation") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following among other purposes.

1. To empower the Corporation to make and maintain the following works (that is to say):—

(A) A dock with an entrance lock thereto from the Swash Channel of the River Avon, and a cut or passage from the north-west corner of the Avonmouth Dock to the south-east corner of the intended dock to be constructed on lands partly in the parish of Shirehampton in the county of Gloucester and partly in the parish of Easton-in-Gordano in the county of Somerset bounded by the following line.

An imaginary line commencing at a point in the north-eastern boundary of land of the Corporation, situate about 80 yards north-east of the inner end of the entrance lock of the Avonmouth Dock, and drawn from that point to along and in continuation of the north-east side of the said lock for a distance of about 1,070 yards, in a north-westerly direction, and thence at right angles in a north-easterly direction for a distance of about 1,140 yards, and thence at right angles in a south-easterly direction for a distance of about 490 yards, and thence in a southerly direction for about 350 yards to a point about 300 yards south-east of Avonmouth Station, thence in a southerly direction for about 360 yards to a point about 400 yards from the west side of Gloucester-road, thence in a southerly direction for about 400 yards to a point in the boundary fence on the north-east side of Avonmouth Dock about 120 yards from the west side of Gloucester-road and thence to the said point of commencement.

The said dock will be about 31 acres in extent.

The said intended entrance lock will

commence in the said parish of Shirehampton, at the south-western corner of the intended new dock, at a point about 280 yards east from the south-east corner of Dumball Island, and will terminate in the said parish of Easton-in-Gordano, at a point about 140 yards west of that corner.

(B) A cut or passage, wholly in the said parish of Shirehampton, from the north-western corner of the Avonmouth Dock, and extending for about 80 yards in a northerly direction to the south-easterly corner of the said intended new dock.

(C) A pier partly in the said parish of Easton-in-Gordano, and partly in the bed of the sea, commencing at the south-western corner of Dumball Island, and terminating at a point about 470 yards measured in a south-westerly direction from the south-west corner of the said island.

(D) A breakwater partly on the foreshore in the said parish of Easton-in-Gordano and partly in the bed of the sea, commencing in the said parish at a point about 800 yards from the outer end of the entrance lock to the Avonmouth Dock, and about 370 yards from the south-west angle of Dumball Island, and running in a westerly direction for a length of about 300 yards, and there terminating on the foreshore or bed of the sea.

(E) Deviation Railway No. 1.—The diversion, wholly in the said parish of Shirehampton, of so much of the Bristol Port and Pier Railway belonging jointly to the Great Western Railway Company and the Midland Railway Company as lies between a point about 200 yards, measured along that railway, in a north-westerly direction from the Avonmouth Dock Station on the said railway and the termination thereof at Avonmouth Station.

(F) Deviation Railway No. 2.—A diversion, wholly in the said parish of Shirehampton, and the parish of Henbury, in the county of Gloucester, of a portion of the Railway No. 1, authorised by the Great Western Railway Act, 1890, such diversion commencing in the said parish of Shirehampton, at or near a point in that railway about 70 yards from the commencement thereof, and terminating in the said parish of Henbury, at or near the point marked 1 mile and 4 furlongs, on the plans deposited with the Clerk of the Peace for the county of Gloucester, for the purpose of the application for that Act.

(G) Railway No. 1.—A railway in the said parishes of Easton-in-Gordano and Shirehampton, and partly on that part of the said pier which is to be constructed in the bed of the sea, commencing in the said parish of Shirehampton by a junction with the joint railway of the Great Western and Midland Railway Companies, at a point about 570 yards, measured along that railway in a northerly direction from the said Avonmouth Dock Station, and terminating at the end of the said pier.

(H) Railway No. 2, a junction railway wholly in the said parish of Shirehampton, commencing by a junction with the intended Railway No. 1, at a point about 170 yards from its commencement, and terminating by a junction with the said deviation Railway No. 2, at a point about 80 yards from the commencement of the intended Railway No. 1.

- (i) Railway No. 3.—A branch railway wholly in the said parishes of Easton-in-Gordano and Shirehampton, commencing by a junction with the intended Railway No. 1, at a point in the said parish of Easton-in-Gordano, about 100 yards south-west of the north-east corner of Dumball Island, and terminating in the said parish of Shirehampton, at a point about 240 yards south-east of the south-east corner of Dumball Island.
- (j) Railway No. 4, wholly in the said parish of Shirehampton, commencing by a junction with the intended Railway No. 1, at a point about 100 yards south of the said Avonmouth Station, and terminating by a junction with the said intended Deviation Railway No. 2, at a point about 240 yards east of the same Station.
- (k) A new road, wholly in the said parish of Shirehampton, commencing by a junction with the public road leading to the Avonmouth Hotel, at a point about 200 yards north of the Avonmouth Dock Station, and terminating about 50 yards north-west of the Avonmouth Hotel; and the Bill will stop up and extinguish all rights of way over the said existing public road from the said point of commencement of the said new road to the termination of the said public road, and vest the site and soil thereof in the Corporation for their own purposes.
- (l) A widening of College-green on the southern side thereof, for the whole length of the churchyard of the Church of St. Augustine the Less, from the western to the eastern end of the said churchyard, and in connection with such widening to construct steps to connect the southern side of the said widening with the road known as "The Butts."
- (m) The widening of so much of the "The Butts" as lies between the eastern end of Anchor-lane and the southern side of the said churchyard.
- (n) A new street commencing out of "The Butts," at a point about 76 yards north of the eastern end of Anchor-lane, and terminating by a junction with the Hotwell-road at a point about 16 yards west of "the Old Ship" public house.
- (o) A new street in continuation of Anchor-lane as widened by the Corporation, commencing at the termination of the said widened portion thereof, and terminating by a junction with the last described new street near to the southern end of Lamb-street.
- (The foregoing works, l, m, n, and o, will be wholly in the parish of St. Augustine the Less, in the City and County of Bristol.)
- To stop up and extinguish all rights of way over so much of Trinity-street, in the said parish of St. Augustine the Less, as lies between the eastern termination thereof and the south-eastern corner of the Royal Hotel, and to vest in and appropriate to the purposes of the Corporation the site and soil of the portion so stopped up, and to close the eastern end of Trinity-street for public traffic.
- To abandon the construction of the new street from College-green to the east end of Trinity-street, being work No. 4 authorised by Section 5 of the Bristol Dock Act, 1886.
- (p) Railway No. 5 wholly situate in the parishes of Long Ashton, in the county of

Somerset, and of Bedminster and Clifton, in the City and County of Bristol, commencing by a junction with the Bristol Harbour Railway at a point therein about 18 chains eastward of the termination thereof, crossing the River Avon by the swing bridge (Work W) hereinafter described, and terminating by a junction with the Bristol and Portishead Railway of the Great Western Railway Company, about 20 chains (measured along the railway) south of Clifton Bridge Station.

- (q) Railway No. 6 wholly situate in the said parishes of Clifton and Bedminster, commencing in the said parish of Bedminster by a junction with Railway No. 5 at a point therein about $3\frac{1}{2}$ chains west of the entrance to Underfall Yard, and terminating on the southern side of Cumberland Basin, near Brunels Entrance Lock thereto from the River Avon.
- (r) Railway No. 7 wholly situate in the said parish of Clifton, commencing by a junction with Railway No. 5, at a point therein about 7 chains south of the dockmaster's house, and terminating at a point on the bank of the floating harbour, about $1\frac{1}{2}$ chains south of the east end of the junction lock, Cumberland Basin.
- (s) Railway No. 8.—A branch railway commencing by a junction with Railway No. 5 at a point therein about 1 chain west of the road between Geofle Wharf and Canada Wharf, leading from Cumberland-road to the floating harbour, and terminating at a point on the bank of the Floating Harbour opposite that road.
- (t) Railway No. 9.—A branch railway commencing by a junction with Railway No. 8, at a point therein about 1 chain north of Cumberland-road, and terminating in the timber yard of Messrs. Taylor and Low Brothers.
- (u) Railway No. 10.—A branch railway commencing by a junction with Railway No. 5, at a point therein about 1 chain west of the entrance gate of the timber yard occupied in connection with Cumberland Wharf, and terminating in the said yard.
- (v) Railway No. 11.—A branch railway commencing by a junction with Railway No. 5 at a point therein opposite the entrance gate to the Imperial Saw Mills and the timber yard occupied in connection with Omega Wharf, and terminating in the timber yard of Messrs. May and Hassell.

(The said branch railways will be wholly in the said parish of Bedminster.)

- (w) A swing bridge across the River Avon situate wholly in the said parishes of Clifton and Long Ashton, commencing in the said parish of Clifton at a point in the road leading from the dockmaster's house about 6 chains therefrom, measured along that road in a southerly direction, and terminating in the said parish of Long Ashton at a point about 7 chains east of the said Bristol and Portishead Railway.
- (x) A road situate wholly in the said parishes of Long Ashton and Bedminster, commencing at the termination of the said bridge, and terminating by a junction with the Coronation-road at a point about 8 chains south-west of the lane leading to Vauxhall Ferry, measured along that road.
- (y) A road wholly situate in the parish of

Long Ashton, commencing by a junction with the intended new road lastly described at a point about 2 chains south-west of the termination of the said bridge, and terminating by a junction with the public road between Rownham Hill and Bower Ashton at a point about 18 chains (measured along that road) south-west of Clifton Bridge Station.

(z) A road wholly situate in the parish of Long Ashton, commencing by a junction with the intended new road (Work X) at its commencement, and terminating by a junction with the public road along the left bank of the River Avon at a point about 7 chains north of the said Clifton Bridge Station.

2. To enable the Corporation from time to time to make, erect, place and maintain all entrances, cuts, channels, locks, dams, basins, graving docks, slips, trenches, gates, sluices, culverts, arches, sewers, drains, embankments, towing paths, walls, jetties, landing places, dolphins, moorings, buoys, staithes, groynes, quays, wharves, warehouses, sheds, buildings, machinery, cranes, lifts, drops, tips, railways, tramways, rails, junctions, sidings, turn-tables, signals, roads, approaches, works, engines, machinery, and appliances, which may be necessary or convenient for, or incidental to, the before-mentioned works, or any of them.

3. To authorise the Corporation to divert into the intended new lock, docks and works, the waters of the River Avon.

4. To authorise the Corporation to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently, streets, roads, highways, footpaths, railways, tramways, rivers, streams, water-courses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, electric, and other wires, pipes, and apparatus, and other works, so far as may be necessary for the purposes of the said intended works and of the Bill.

5. To vest in the Urban Sanitary Authority for the District of the City and County of Bristol the said new streets and widenings.

6. To authorise the Corporation from time to time to purchase or take on lease or otherwise acquire lands (including in that expression, when used in this notice, houses, buildings and other hereditaments), foreshore, and other property, compulsorily or by agreement, and to acquire easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over the same, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill, and particularly the Bill will extinguish all rights of way over, and will empower the Corporation to stop up and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the said works, or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; and whensoever the Corporation shall have acquired under the powers of the Bill any lands or houses on both sides of any street, highway, or footpath shown on the said deposited plans and described in the deposited books of reference, the Bill will empower the Corporation to stop up and appropriate the site and soil of so much of such street, highway, and footway as is co-terminous with the lands or houses so acquired, and all

rights of way in or over the same shall be thenceforth extinguished.

7. To enable the Corporation to acquire by compulsion or agreement, in addition to the other lands and property which they will by the intended Act be authorised to acquire for extension of their docks, and for the purposes of their dock undertaking, the lands hereinafter described, or some of them, or some part or parts thereof, and to retain and hold such of the lands as have already been purchased by or on behalf of the Corporation, and shown on the deposited plans hereinafter mentioned (that is to say):—

Certain land and foreshore situate in the said parishes of Shirehampton and Easton-in-Gordano, bounded by the following line:—

A line forming a continuation of the north-east side of the existing entrance lock to Avonmouth Dock, commencing at a point about 800 yards from the outer end of the said lock and running in a north-westerly direction for a length of about 140 yards; thence at right angles in a north-easterly direction for a length of about 1,600 yards; thence at right angles in a south-easterly direction for a length of about 420 yards; thence in a southerly direction for a distance of about 310 yards to a point about 300 yards from the Avonmouth Hotel (the measurement being taken in a north-easterly direction therefrom); thence in a southern direction for a distance of about 180 yards to a point about 190 yards from the Avonmouth Hotel (the measurement being taken in an easterly direction therefrom); thence in a north-westerly direction and parallel with the north-easterly side of the Avonmouth Dock, for a length of about 490 yards; thence at right angles for a length of about 1,140 yards to, and terminating at the first-mentioned point.

8. To authorise the Corporation, in connection with and for the purposes of all or any of the said works, to make such alterations in the levels of the roads, streets, or ways communicating with the roads, streets, or ways intended to be made, widened, or altered under the powers of the Bill, as may be necessary in executing the said works, and the Bill will also enable the Corporation to alter the width, level, and line of any road or street, and to deviate from the lines of the several works hereinafter mentioned, to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned, to any extent which may be defined by the Bill.

9. To enable the Corporation to purchase so much of any house or other building; or manufactory as they may require for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

10. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways, roads, and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

11. The Bill will or may provide that every new or sub-tituted road shall be maintained and repaired by the same body or persons as are now

liable to repair and maintain the roads for which they are substituted.

12. To empower the Corporation and the Great Western and Midland Railway Companies, or one of them, as the case may require, on the one hand, and any Highway or Local Authority, and any Company or person or persons, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill, on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution or modification of any works, or the substitution of any other work or works in lieu of those authorised or agreed to be done or executed, and the cost thereof and incidental thereto, the construction, repair, and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such Authority to provide the necessary funds for the purpose by borrowing, and by the levying of rates, or by either of those means, and the Bill will or may confirm any such contract or agreement which may already have been, or which at any time during the progress of the Bill may be entered into for or in relation to any of the matters aforesaid.

13. To exempt the Corporation from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to authorise the Corporation to sell, exchange, demise, and grant building leases and otherwise dispose of any lands or other property acquired under the powers of the intended Act, and for such terms or periods as (notwithstanding the Harbours, Docks, and Piers Clauses Act, 1847, or any other Act to the contrary), may be provided for by the Bill, and to lease or grant the use or occupation of or easements and rights over any buildings, machinery, appliances, or conveniences belonging to or provided by the Corporation.

14. To extend to the whole of the Port of Bristol the provisions of the Bristol Dock Act, 1881, applicable to "the Corporation Docks" as therein defined.

15. To enable the Corporation to hire, let, provide, and charge for the use of tug boats.

16. To empower the Corporation to set apart and appropriate to the exclusive use of any particular trade or vessels any berths at or in or any portions of their existing and intended docks.

17. To empower the Corporation to make and enforce by-laws, to regulate the user of the said swing bridge, to prohibit and regulate the use of steam whistles, horns, sirens, and such like instruments in or on any vessel in the River Avon and the docks of the Corporation, and to compel the consumption of smoke by steam vessels within that part of the Port of Bristol eastward of the ferry from Shirehampton to Pill.

18. To empower the Corporation on the one hand and the Great Western and Midland Railway Companies or either of them, on the other hand, from time to time to enter into and fulfil and to vary and rescind contracts, agreements, and arrangements with respect to the construction, use, management, and maintenance of the existing and proposed railways and dock undertakings of the Corporation, the interchange, collection, transmission, handling, and delivery of traffic upon or coming from or destined for the said undertakings of the Corporation, or any of them, and of the said Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment,

appropriation, apportionment, and distribution of tolls, rates, and charges, income and profits arising directly or indirectly from the docks, railways, works, and undertakings of the contracting bodies, or any or either of them, and the employment of officers, servants, and plant, and to authorise the appointment of joint committees to carry into effect every or any such contract, agreement, or arrangement, and to confirm with or without alteration any contract, agreement, or arrangement which may have been, or which, during the progress of the Bill may be made touching any of the matters aforesaid.

19. The Bill will or may provide by agreement with the Corporation that the Great Western Railway Company may construct all or any part of the respective works designated by the letters F and P to Z (both inclusive), and that the Midland Railway Company and the Great Western Railway Company, or either of those Companies, with the consent of the other, may construct the said Deviation Railway No. 1, and that for those purposes the said Company or Companies, as the case may require, shall be entitled to exercise all the powers by the intended Act to be conferred on the Corporation, for or in relation to such construction, and apply their respective funds and raise additional moneys by the creation and issue of new ordinary and preference shares and stock, and by borrowing, and by the creation of debenture stock, or by any of those means, and that the Corporation and the Company or Companies, as the case may require, may enter into and fulfil, and from time to time alter or vary, agreements for and in relation to the matters aforesaid.

20. To empower the Great Western Railway Company to subscribe towards the construction and maintenance of all or any of the Works P to Z (both inclusive), and for that purpose to apply their existing funds and to raise additional moneys by the creation and issue of new ordinary and preference shares and stock, and by borrowing and by the creation of debenture stock, or by any of those means.

21. To empower the Corporation from time to time to erect and fit up on any of the lands to be acquired, and on the quays, wharves and river banks, free or bonded warehouses, dépôts, buildings, transit and other sheds, railways, tramways, machinery and other conveniences and appliances for the more convenient use of the docks and other works of the Corporation, and the improvement of the navigation of the said river, and to hold, use, let, sell, or otherwise dispose of and take charges for the use of the same, and to enable the Corporation to enter into and fulfil contracts and agreements for or in relation to the exercise of any of the before-mentioned powers.

22. To authorise the Corporation to levy, demand and recover tolls, rates, and charges for and in relation to the user of the docks, railways, pier, works, machinery, appliances and conveniences to be authorised by the Bill, or any of them, and for or in relation to the user of their existing graving docks, slips, gridirons, pontoons, and floating docks, and to alter existing and confer, vary, and extinguish exemptions from tolls, rates and charges.

23. To empower the Corporation to license barges for carrying cargo in or between any of the Corporation Docks, and to charge fees for such licence, and to prohibit any barges except those so licensed from carrying such cargoes.

24. To empower the Corporation to compound

for or commute the tolls, rates, and charges for the use of the said intended railways.

25. The Bill will or may provide that all lands, houses, and property acquired by the Corporation for the purposes of the Bill, so far as the same are connected with the docks, shall for all purposes form part of the dock estate of the Corporation.

26. To alter and enlarge the present borrowing powers of the Corporation, and to authorise them to apply to the purposes of the Bill, the revenues of their dock estate, the Borough Fund, and District Fund, and Borough and General District Rates, and any moneys they are already authorised to borrow, and to borrow further moneys by mortgages, bonds, debentures, rent charges, debenture stock, and annuities, or by any one or more of those modes, and to pay out of borrowed moneys during the construction of works the interest on money borrowed for that purpose, and to charge the moneys borrowed on all or any one or more of the following securities, namely, the revenues arising from their dock undertaking and the Borough Fund and District Fund and Borough and General District Rates, and other their funds, rates, tolls, and property, and to provide for the repayment of moneys borrowed or applied for the purposes of the Bill.

27. To enable the Corporation to carry into effect the purposes of the Bill with such of the powers and provisions (modified or otherwise) of the Municipal Corporations Acts, and the Public Health Acts, or some or one of those Acts, as may be thought expedient.

28. The Bill will vary all rights and privileges which will in any way interfere with any of its objects, and will confer other rights and privileges, and will vary and extend or repeal, alter, and consolidate such of the provisions as may be deemed expedient of the following local and personal Acts, that is to say:—The Bristol Wharfrage Act, 1807; the Bristol Dock Acts, 1848 to 1886, and any other Act relating directly or indirectly to the Corporation or their dock undertaking; the Bristol Port and Channel Dock Act, 1864, and any other Act relating directly or indirectly to the Avonmouth Dock; the Bristol Port Railway and Pier Act, 1862, and any other Act relating directly or indirectly to the Bristol Port Railway and Pier, 5 and 6, Wm. IV, chap. 107, and any other Act relating directly or indirectly to the Great Western Railway Company, 7 and 8 Vict., chap. 18, and any other Act relating directly or indirectly to the Midland Railway Company; and will or may incorporate with or without variation such of the provisions as may be thought fit of the Harbours, Docks, and Piers Clauses Act, 1847; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863, and the Commissioners Clauses Act, 1847.

Duplicate plans and sections showing the line, situation, and level of the proposed works, and the lands, houses, and property in or through which they will be made, and an Ordnance map with the line of the intended railways delineated thereon so as to show their general course and direction, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice as published in the

London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the city and county of Bristol, at his offices in Bristol, and with the Clerk of the Peace for the county of Somerset, at his office at Frome; and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 15th day of November, 1892.

DANIEL TRAVERS BURGESS, Town Clerk,
Bristol.

DYSON and Co., 24, Parliament-street,
Westminster, Parliamentary
Agents.

In Parliament—Session 1893.

Law Life Assurance Society.
(Incorporation of Proprietors of Law Life Assurance Society; definition and extension of Society's objects; provisions as to capital; Proprietors' Guarantee Fund, Assurance Fund, and division of profits; cancellation and repeal of Society's Deed of Settlement, or portions thereof, and repeal of the Society's Acts of 1863, 1877, and 1887; powers to make new regulations; investment of Society's moneys; Trustees; service of process, &c.; powers for extension of proprietary; formation of special reserve funds; local boards or committees.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Law Life Assurance Society (hereinafter called "the existing Society"), for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

1. To incorporate the Proprietors of the existing Society and to define and extend the objects of the Society as so incorporated and to vest in the Society as so incorporated (hereinafter called "the Society") the property of the existing Society.

2. To declare, define, and regulate the capital of the Society and vest such capital in the Proprietors in substitution for their shares in the capital of the existing Society.

3. To cancel and repeal all or some of the clauses and provisions of the Deed of Settlement of the existing Society dated the 22nd day of March, 1824, and in particular clauses numbered XII to XIX (both inclusive) and LXXV and the clause substituted by resolution of the Proprietors for clause LXXVI of the Settlement and all or any resolutions of the existing Society altering or modifying those clauses, or any of them, and to repeal such of the provisions of the Law Life Assurance Society's Act, 1863, as have not been heretofore repealed, and the Law Life Assurance Society's Act, 1877, and the Law Life Assurance Society's Act, 1887, and to embody in the Bill

with or without modifications all or some of the clauses and provisions so to be cancelled and repealed, and to re-enact with or without modifications all or some of the provisions so to be repealed of the said Acts of 1863, 1877, and 1887.

4. To enable the Society, by special resolution as proposed to be defined by the Bill, to make new regulations for its government and the regulation of its affairs, and upon and as from the passing of such special resolution to annul and repeal the then remaining provisions of the Settlement and all or any resolutions and regulations of the Society then subsisting and in force.

5. To provide for the maintenance by the Society of the Proprietors' Guarantee Fund and the Assurance Fund, to prescribe the moneys to be carried to, and the objects and application of those funds, and the division between the proprietors and the policy-holders of the Society of the surplus of the Assurance Fund, after making such reservations and deductions therefrom as the Bill may prescribe, and to enable the directors to distribute on such principles and by such methods as they think fit the policy-holders' share of such surplus, subject to the rights of existing policy-holders.

6. To define anew and to extend the securities upon which all or any moneys of the Society may be from time to time invested.

7. To vest in the Society all or any lands, securities, or property, now vested in, or held by trustees for the Society, and to empower the Directors to vest, or direct the vesting, of any lands, securities, or property of the Society in trustees, either general or for any special or particular funds or purposes, and to provide for the enrolment of memorials of the names of such trustees.

8. To make provision as to the service of process on, and the making of affidavits, declarations, and other documents on behalf of the Society.

9. To enable the Proprietors by special resolution to throw open the Proprietorship in the Society to persons other than members of the profession of the law.

10. To empower the Proprietors from time to time to alter (but not so as to increase) the proportion of the profits of the Society receivable by them.

11. To authorise the Directors to form special reserve funds, and to set apart specific moneys and securities for specific or special contingencies or purposes.

12. To empower the Directors of the Society to appoint in any place in the United Kingdom, or in any Colony or Dependency of the United Kingdom, or in any foreign country, local boards, or committees, and to define the powers, duties, and remuneration of and to appoint and remove members of such boards or committees, and to revoke the appointment of any such board or committee.

13. To define and declare the liability of Proprietors of the Society generally, and in the event of a winding up of the Society.

14. To make provision as to the funds or fund of the Society out of which the costs, charges, and expenses of or connected with the intended Act shall be paid.

15. 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 or privileges.

Printed copies of the Bill will be deposited
No. 26347.

at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1892.

W. MELMOTH WALTERS, 9, New-square,
Lincoln's-inn, W.C., Solicitor for the Bill.

REES and FRENE, 13, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1893.

Sandown Pier.

(Application for a Provisional Order for Powers to Extend the Existing Pier, and to Construct other Works in connection therewith, and with the Proposed Extension to levy Tolls, Rates, and Charges; Incorporation and Amendment of Acts; and other Purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order (hereinafter referred to as "the Order") by the Sandown Pier Extension Company Limited (hereinafter called "the Promoters") pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following purposes, or some of them (that is to say):—

To empower the Promoters to construct, make, and maintain the works hereinafter described, namely:—a pier, jetty, or landing-place in connection with and in extension of the existing pier and all other necessary works, approaches, buildings, and conveniences in connection therewith respectively, for the embarking and landing of passengers, cattle, goods, and merchandize, and for other purposes, to be situate wholly in the parish of Brading, in the Isle of Wight, in the county of Southampton, and in the bed and foreshore of the sea adjacent thereto, and commencing at or near the south-easterly end of the existing pier as aforesaid, and extending in a south-easterly direction across the foreshore and into the sea for about 600 feet.

To deviate in constructing the said intended pier and works, or any of them, laterally or vertically.

To empower the Promoters to erect, alter, and maintain on the said existing pier, or any extension thereof or addition thereto, pavilions, concert rooms, refreshment and other rooms, lavatories, buildings, and conveniences, toll-houses, gates, sewers, drains, and other works requisite or expedient in connection therewith.

To make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, regulation, and protection of the existing pier and any extension thereof, and of other 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 Promoters and other persons and Companies, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove piermasters, toll-takers, and other officers and servants, and to define the limits within which the powers of such piermasters, tolltakers, officers, and servants may be exercised.

To levy and take tolls, rates, and duties upon or in respect of both the existing and intended pier and works from all persons, in and respect of all vessels using the same, and from passengers and luggage embarked or disembarked

at or from the said pier, and from time to time to alter such tolls, rates, or duties, or existing 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 incorporate with the Order, with or without amendment, all or some of the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," "The General Pier and Harbour Act, 1861," "The General Pier and Harbour Act, 1861, Amendment Act," and "The Lands Clauses Acts," and to repeal, amend, or alter all or some of the provisions of the Sandown Pier Order, 1874, and the Sandown Pier Order, 1887, and to confer upon the Promoters all necessary powers for carrying into effect the purposes of the intended Order.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed works and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester; at the Custom House at Cowes; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next printed copies of the draft Provisional Order may be obtained, at the price of one shilling each, by all persons applying for the same at the offices of the undermentioned Solicitors and Parliamentary Agents.

Dated this 14th day of November, 1892.

LAWRANCE, WALDRON, and	} Solicitors.
WEBSTER, 14, Old Jewry-chambers, E.C.,	
W. H. WOOLDRIDGE, Sandown, Isle of Wight,	
TORR and Co., 19, Parliament-street, Westminster, Parliamentary Agents.	

In Parliament—Session 1893.

Great Forest of Brecknock.

(Incorporation of Commoners and vesting in them Allotment Lands, Quarries, Roads and Watering Places; Powers to Purchase Land and Mineral Rights by Agreement; To Work or Lease Quarries; To Make Roads to Quarries; To Sell or Supply Water; To Let Rights of Sporting and Fishing; Bye-laws and Regulations for Preservation of Allotment Lands and Quarries; Enforcement of Bye-laws and Penalties; To Levy Rate and Borrow on Security thereof; Audit and Publication of Accounts; Appointment of Officers, &c.; Appointment or Election of Committee of Management and Delegation of Powers to them; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes (that is to say):—

To incorporate the Commoners of the Great Forest of Brecknock, their successors and assigns entitled by the Award of the Commissioners for the inclosure of the said forest, dated 10th June, 1819, to the allotments therein set apart for their use.

To vest in the corporate body the said allotments (except the mines and minerals reserved to the Crown and their grantees) and also to vest in them the public limestone and other quarries and roads and watering places specified in the

said award, and to authorise such body to exercise the powers and effect the objects following or some of them, viz:—

To purchase by agreement mines and mineral and other rights and lands within the limits of the Ancient Forest and also land outside such limits for the purpose of making convenient roads to the said quarries.

To acquire by agreement the rights of the Crown and their grantees in the public limestone and other quarries, and to work the said quarries or some of them for sale and profit, or to lease the same on terms to be defined in the Bill and to vary or extinguish by agreements any rights, easements or privileges in, to or over the said quarries and lands comprising the said quarries enjoyed or exercised by the Crown and its grantees and by Commoners and others.

To sell and otherwise dispose of surplus water and springs and streams for the supply of towns and populous places, and, if expedient, to make arrangements for such supply.

To let the right of sporting and fishing in that portion of the forest belonging to the commoners.

To empower the corporate body to preserve, regulate and manage the allotment lands and quarries, and prohibit encroachment and trespass, to make and enforce bye-laws relative thereto, and to impose and recover penalties for offences against such bye-laws or any provisions of the Bill.

To appoint officers, shepherds and other servants, to pay them salaries and wages, and to erect cottages for their accommodation, and to make roads to the quarries, and provide free access to mountains and places of interest, with gates in the fences of such of the allotment lands as may be inclosed.

To provide for the cost of the Bill, and the annual expenses of carrying out the provisions thereof, and for such purposes and the other purposes of the Bill to levy a rate on the Commoners or on the freehold lands in respect of which the Commoners are possessed of their right to share in the allotment lands, and if necessary to borrow money on the security of such rate, and apply the same for the aforesaid purposes, or any of them.

To provide for the release of common rights and exemptions from rates.

To provide for the audit and publication of accounts and the investment and disposal of surplus revenue.

The Bill will provide for the appointment or election of a Committee of Management or governing body and for the delegation to and exercise by such Committee or body of the foregoing powers and authorities of the corporate body or such of them as the Bill may define and for the holding of meetings and voting thereat.

The lands other than the quarries intended to be dealt with by the Bill comprise 17,106 acres or thereabouts of mountain land in the parishes of Devynock, Llywell, Ystradfelte, and Ystradgynlais in the county of Brecknock, and are delineated on the plan referred to in the said Award of 1819. The limestone and other quarries and roads and watering places are situate in the same parishes and are described

in the said Award and defined and marked on the plan referred to therein.

The Bill will alter, amend or repeal all or some of the provisions of the Acts 48 Geo. III, cap. 73, 55 Geo. III, cap. 190, and 58 Geo. III, cap. 99, so far as they relate to the Great Forest of Brecknock or the said allotment lands.

The Bill will incorporate all or some of the provisions of the Lands Clauses Acts and the Commissioners Clauses Act, 1847, with such modifications as may be deemed expedient and it will vary or extinguish all such rights, easements and privileges as would or might interfere with or impede any of its objects and confer other rights and privileges.

A copy of this notice will, on or before 30th November instant, be deposited with the Clerk of the Peace for the County of Brecon, at his Office at the Shirehall, in the Town of Brecon, where a copy of the plan referred to in the Award of 1819 may also be seen.

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

Dated this 12th day of November, 1892.

DAVID THOMAS JEFFREYS, Brecon, Solicitor for the Bill.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1893.

North Eastern Railway (Hull Docks).

Amalgamation of the Dock Company at Kingston-upon-Hull with the North Eastern Railway Company; Power to Enter Into and Confirmation of Agreements and other Powers; Additional Capital; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway Company (hereinafter called "the Company") and the Dock Company at Kingston-upon-Hull (hereinafter called "the Dock Company") for an Act for all or some of the following purposes (that is to say):—

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon or as may be fixed and determined by or under the provisions of the intended Act the Dock Company with and into the Company, and to provide for the union and consolidation into one undertaking of the undertakings of the Company and the Dock Company (hereinafter called "the two Companies") respectively so that the undertakings of the two Companies may (except where otherwise provided in, by, or under the provisions of the intended Act), be vested in and belong to the Company as one united and consolidated Company, and upon such amalgamation to enable the Company to exercise, enjoy, perform, fulfil and discharge (subject to any limitations, exceptions, or modifications which may be provided for by the intended Act), all or some of the rights, powers, privileges, authorities, obligations, debts, liabilities, claims and demands of the Dock Company, whether in relation to their own or any other undertaking, or the purchase or sale of lands and other property, the execution of works, the levying of tolls, rates, dues and charges, the raising of money, or any other matters whatsoever.

To provide for the dissolution of the Dock Company as a separate and independent Company, and for the incorporation of the pro-

prietors therein with the Company, and its proprietors, and for the appointment, resignation and retirement of, and other arrangements with respect to directors, officers and servants.

To provide for the conversion into stock of the Company of any stocks or shares of the Dock Company, and as to the dates on which the dividends, interest, and annual or other payments are to be paid, and to empower the Company, and the Lancashire and Yorkshire, and Manchester, Sheffield, and Lincolnshire Railway Companies, and any other body or person to sell, convert, or deal with any stock or shares held by them, any provision in any Act of Parliament, agreement, or other document to the contrary notwithstanding.

To provide for the mortgage, bond, debenture, and other debts of the two Companies respectively, and the security of the respective creditors, and to enable the Company to pay off or redeem the mortgage, bond, debenture, and other debts of the Dock Company upon such terms and conditions as may be prescribed or authorised by the intended Act, and to empower the Company for those and other purposes of the intended Act, and also for the general purposes of the Dock Company's undertaking to raise additional capital, and to create and issue new shares or stock with or without a preference or priority in payment of dividends, and to borrow on mortgage, and to confer such preference or priority on the existing shares or stocks of the Dock Company or on any of them, or on any shares or stock that may be substituted therefor as have been or may be agreed upon:

To empower the Company and the Dock Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with reference to all or any of the matters aforesaid, and to confirm or provide for the confirmation of, or to give effect to any agreement or agreements made, or to be made, between or on behalf of the two Companies, and any act done by them, or either of them, in contemplation or anticipation of or in any way relating to any of the objects of the intended Act.

To empower the Company to nominate Humber Conservancy Commissioners in lieu of the Commissioners appointed by the Dock Company and to transfer to and vest in the Company the several powers, rights, and privileges vested in the Dock Company by the Hull South Bridge Amendment Act, 1866, the Hull Docks Act, 1877, and the agreements by the said Acts respectively confirmed.

To empower the Company to levy and recover tolls, rates, dues, and charges in respect of the Dock Company's undertaking and to alter existing tolls, rates, dues, and charges, and to confer, vary, and extinguish exemptions from tolls, rates, dues, and charges, and to make other provision with reference to tolls, rates, dues, and charges, and the levying and recovery thereof.

To vary or extinguish all existing rights and privileges which would or might prevent or interfere with any of the objects of the intended Act, and to confer other rights and privileges, and if thought fit, to make provision for the protection of any existing rights and privileges which may be affected or interfered with by the intended Act.

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):

- 17 and 18 Vic., cap. 211, and all other Acts relating to the Company;
 The Kingston-upon-Hull Dock Act, 1774, and all other Acts relating to the Dock Company at Kingston-upon-Hull;
 31 and 32 Vic., cap. 64, and 37 and 38 Vic., cap. 102, and all other Acts relating to the Lancashire and Yorkshire Railway Company;
 37 and 38 Vic., cap. 132, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company;
 The Humber Conservancy Act, 1852, and all other Acts relating to the Humber Conservancy Commissioners;
 The Hull South Bridge Act, 1862, and all other Acts relating to the Hull South Bridge Company.

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

Dated this 17th day of November, 1892.

A. KAYE BUTTERWORTH, York;
 THOMAS HOLDEN, Hull;

Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster;

DYSON and Co., 24, Parliament-street, Westminster;

Parliamentary Agents.

In Parliament—Session 1893.

Barry Railway.

Extension of Works; Tramways and Further Powers.

(Additional Dock Railways; Tramways and Works at Barry; New Road at Cadoxton; Additional Lands in the Parishes of Cadoxton-juxta-Barry, Llantrissant, Llantwit Fardre, and Llanwonno; Transfer of Undertaking and Powers of Vale of Glamorgan Railway Company; Lease of Undertaking; Subscription or Guarantee of Capital; Additional Capital.)

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

To confer on the Company all necessary powers for making and maintaining the dock and works hereinafter described, viz.:—

A dock, to be situate in the parishes of Cadoxton-juxta-Barry and Sully, in the county of Glamorgan, within an area bounded on the north and north-west by the Company's main line of railway from Cadoxton to Barry Dock, on the south-west by their dock basin and entrance, on the south by the dam and works authorised by the Barry Dock and Railways Act, 1888, and on the south-east by the Cadoxton Brook.

An entrance to the said intended dock hereinbefore described from the north-eastern corner of the Company's existing dock.

A diversion in the said two parishes of the watercourse known as the Cadoxton Brook or the Cadoxton River, commencing at a point therein 66 chains or thereabouts measured in a straight line in a north-easterly direction from the house situate in the parish of Cadoxton-juxta-Barry, near the Cadoxton River, known as Mill Cottage, and so described on the 25-inch Ordnance map, and 41 chains or thereabouts north of Haye's farmhouse, in the parish of

Sully, and terminating in the existing Cadoxton Brook, near the sluice-gates at which it passes into the sea;

A Railway (No. 1) in the parish of Cadoxton-juxta-Barry, commencing by a junction with the main line of the Company at a point 14 chains or thereabouts south-westward of the Cadoxton Station, and terminating by a junction with the Company's existing railway leading to the North Quay of the existing dock at a point nearly opposite the centre of the graving dock.

A Railway (No. 2) in the parishes of Cadoxton-juxta-Barry, St. Andrews Major, and Sully, commencing by a junction with the said proposed Railway No. 1 at a point between the existing timber pond and the main line of the Company's railway, 7 chains or thereabouts south-west of the northern corner of the said timber-pond, and terminating by a junction with the Company's existing railway at a point 4 chains or thereabouts, measured in a north-easterly direction from the point where the said railway crosses the passage leading from the basin to the existing dock.

A Railway (No. 3) in the parish of Cadoxton-juxta-Barry, commencing by a junction with the Company's Penarth Branch Railway, at or near the junction therewith of the Cardiff, Penarth, and Cadoxton-juxta-Barry Junction Railway, known as Biglis Junction, and terminating by a junction with the Company's main line, at or near the north-east end of the Barry Dock Station.

A road in the parish of Cadoxton-juxta-Barry, commencing by a junction with the public road on the east side of the Wenvoe Arms Hotel at Cadoxton and terminating by a junction with the Moor-road leading from Cadoxton to Cadoxton Lower Common near the Western Bridge carrying the Company's railway over the same;

And in connection with the said intended road to stop up so much of the first-mentioned existing public road in the said parish as lies between a point opposite the eastern end of the said Wenvoe Arms Hotel and a point 5 chains or thereabouts south-eastward thereof, and to extinguish all rights of passage or way over the said portion of road to be stopped up as aforesaid.

A Tramway (No. 1) situate in the parishes of Barry, Merthyr Dovan, and Sully, in the county of Glamorgan, and commencing in the parish of Barry, at a point where the Company's approach road to the Barry Station joins the road leading to Barry Harbour, extending thence along the said station approach road, thence in a north-easterly direction along part of Barry Dock-road, and thence in a southerly direction over the Company's western embankment to Barry Island, and along Paget-road, terminating in Paget-road aforesaid at or near the beach of Whitmore Bay on Barry Island, in the parish of Sully, at a point 300 yards or thereabouts in an easterly direction from the Marine Hotel.

A Tramway (No. 2) situate wholly on Barry Island in the said parish of Sully, and commencing by a junction with Tramway No. 1, before described, at the junction of Paget-road and Plymouth-road, and at a point 370 yards or thereabouts measured along the said proposed Tramway No. 1 north of the termination thereof, and

extending thence along Plymouth-road in an easterly direction, and terminating in the said Plymouth-road at a point 50 yards or thereabouts in an easterly direction from the new hotel now in course of erection in the said Plymouth-road at the corner of Hewell-road.

All which said intended works will be situate in the several parishes, townships, extra-parochial and other places following, or some or one of them, that is to say, Sully, Saint Andrews Major, Barry, Merthyr Dovan, and Cadoxton-juxta-Barry, in the county of Glamorgan.

The power to be employed for moving carriages and trucks on the said tramways will be electrical, cable, steam or animal power.

The gauge of the tramways will be 3 feet 6 inches.

At the following places it is intended to lay the proposed 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 streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say) :—

(A) Tramway (No. 1) in station approach road on the west side thereof, between points respectively 100 yards and 50 yards or thereabouts measured in a southerly direction from the main entrance to the Barry Hotel, at Barry, also on the Western Embankment-road on each side thereof, between points respectively 44 yards and 250 yards or thereabouts measured in a south-easterly direction from the junction of the Western Embankment-road with Barry Dock-road, also on the east side of the said Western Embankment-road, commencing at a point 250 yards or thereabouts measured in a south-easterly direction from the said junction of the Western Embankment-road with Barry Dock-road and terminating at a point 200 yards or thereabouts measured in a northerly direction from the western end of the bridge carrying the Western Embankment-road over the sidings of the Barry Company on Barry Island. Also in the said Western Embankment-road and Paget-road on each side thereof commencing at a point opposite the east end of the bridge above described and terminating in Paget-road at the junction of Plymouth-road with Paget-road and being the junction of Tramway No. 2 with Tramway No. 1; also in Paget-road aforesaid on each side thereof for a distance of 66 yards or thereabouts from its termination;

(B) Tramway (No. 2) in Plymouth-road aforesaid, on each side thereof, commencing at its junction with Tramway No. 1, and terminating at a point 120 yards or thereabouts measured in a north-easterly direction from its commencement; also on each side of the said Plymouth-road, commencing at a point opposite the south-west corner of the hotel in course of erection at the corner of Plymouth-road and Hewell-road, and terminating at its termination.

To confer on the Company in respect of the dock and works to be authorised by the intended Act all or any of the powers which they have with regard to their authorised dock and works under the Barry Dock and Railways Acts, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891, and specially to confer powers as to the management, use, regulation and protection of

the intended dock and works, and the regulation and control of vessels resorting thereto..

To enable the Company to make, alter, and maintain all necessary or convenient graving docks, shipping places, sluices, timber ponds, jetties, quays, dams, sidings, tramways, crossings, passing places, junctions, turn-outs, wharves, landing stages, warehouses, workshops, roads, ways, approaches, and other works, conveniences, and machinery in connection with the said dock, tramways, and railways.

To enable the Company to enter upon and open up the surface of any streets or roads, to cross, alter, stop up, or divert, whether temporarily or permanently, streets, roads, footpaths, towing paths, railways, tramways, rivers, navigations, streams, sewers, and other works, and to alter or remove any wires, posts, tubes, or apparatus, gas pipes, and water pipes, as may be necessary or convenient, and to divert or stop up and appropriate the soil of any 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 works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the intended Act.

To authorise the Company to purchase and take by compulsion or agreement, for the purpose of the intended works, lands, houses, and buildings, and also (for the general purposes of their undertaking and of the intended Act) to purchase and take by compulsion or agreement the lands (including any houses and buildings thereon) hereafter described, viz. :—

Lands in the parish of Cadoxton-juxta-Barry, situate at Cadoxton, immediately south-east of the said Penarth Branch Railway, where it joins the Company's main line railway, and which lands lie immediately to the west of the road in the said parish crossing the said Penarth Branch Railway, and leading from the Cadoxton Sheeping Moors to Wenvoe;

Lands and buildings in the parish of Llan-twit Fardre, situate near Albert-road and Kirkhouse-street, Pontypridd, and on both sides of the Company's main line of railway and immediately north of the said Albert-road, where the said road crosses the said railway, and between the said Albert-road and the tramway leading from Crawshay's Colliery to the Taff Vale Railway at Pontypridd, which tramway passes under the Company's Gelliwion Viaduct;

Certain lands in the parish of Llantrissant, in the county of Glamorgan, on the southern side of and adjoining the Company's main line from a point opposite Maes-y-coed House, in the occupation of Mrs. Mary Morgan, and extending in a westerly direction to a point opposite the occupation level crossing over the Company's main line leading to the Victoria Brick Works;

Certain lands in the said parish of Llantrissant on the northern side of and adjoining the Company's main line from a point 100 yards or thereabouts (measured along the said main line from the centre of the bridge carrying the said main line over the Parish-road, nearly opposite the before-mentioned Maes-y-coed House) extending in a westerly direction to a point 157 yards or thereabouts, measured along the said main line from the said occupation level crossing passing over the said main line and

leading to the said Victoria Brick Works; Certain lands at or near the termination of the Company's main line at Hafod and situate in the said parish of Llantrissant and in the parish of Llanwonno, in the said county of Glamorgan, on the southern side of and adjoining the Company's main line and the Rhondda Fawr Branch of the Taff Vale Railway and lying between the eastern end of the bridge carrying the Company's railway over the River Rhondda and a point opposite the east end of Morgan-street, Hafod, in the said parish of Llanwonno.

To authorise, for the purpose of the construction of dock works and of Railway No. 3, the purchase and taking of common or commonable land known as Cadoxton Common, in the aforesaid parish of Cadoxton-juxta-Barry, of which it is estimated that about half-an-acre will be within the limits of deviation and may be taken under the intended Act.

To provide for the transfer to and vesting in the Company, upon such terms as may have been or may be agreed upon or prescribed or provided for by the intended Act, of all the powers, rights, and privileges now vested in the Vale of Glamorgan Railway Company (hereinafter called the Glamorgan Company), and all lands and other property, real or personal, belonging to the Glamorgan Company and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf, and also all duties, debts and liabilities of the Glamorgan Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Glamorgan Company and the construction and maintenance of the railways and works authorised by the Vale of Glamorgan Railway Act, 1889, and the purchase of lands for the purposes thereof, and the levying, demanding, and recovering of tolls, rates, and charges in respect to the said undertaking, and the payment of interest during construction as fully and effectually, to all intents and purposes, as if the powers contained in the said Act, or the intended Act, had been originally conferred on the Company, and in that event to dissolve and wind up the Glamorgan Company, and to vary or extinguish the rights and interests of the shareholders in the Glamorgan Company, and to make provision for the release and payment out of the Chancery Division of the High Court of Justice of the sums of money deposited and now remaining in Court in respect of the railways authorised by the said Act, and to repeal or amend the said Act.

To authorise the Company to subscribe and contribute towards the making and maintaining of the authorised railways of the Glamorgan Company, or any part thereof, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Glamorgan Company, and to guarantee to or for the Glamorgan Company interest, dividend, annual or other payments on any such shares or stock, and the principal and interest of any loan of the Glamorgan Company, and for such purposes to apply their corporate funds, and to raise further money by the creation of new shares and stock in their undertaking, either ordinary or preference, or both, and by borrowing, and by the creation of debenture stock, or by any of such means.

To authorise the Company, upon such terms as may have been or may be agreed, to take on

lease the whole or any part of the undertaking of the Glamorgan Company.

To confirm any agreement or agreements which may have been made or which may be made prior to the passing of the intended Act with respect to any of the matters aforesaid.

To enable the Company to demand, take and recover dues, tolls, rates, fares and charges upon or in respect of the intended dock, railways, tramways and works, and to confer, vary, or extinguish exemptions from tolls, rates and charges.

To extend the time limited for the sale of surplus lands not required by the Company for the purposes of their undertaking.

To confer further powers upon the Company in respect of the sale, lease or other disposal of these lands.

To authorise the Company to purchase and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any house, building or manufactory without being required or compelled to purchase the whole thereof.

To authorise the Company to apply for the purposes of the Bill any of their existing or authorised capital or funds, and for this purpose and the general purposes of their undertaking to raise additional capital by the creation of new ordinary or preference shares or stock, and by borrowing on mortgage and by the creation or issue of debenture stocks.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer new rights and privileges, and it will incorporate with or without exemptions and modifications the Lands Clauses Acts; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Tramways Act, 1870.

On or before the 30th November instant plans and sections of the intended works and plans of the lands which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, an Ordnance map with the line of the said intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff, and on or before the same day a copy of so much of the said plans, sections and books of reference as relates to each parish or extra-parochial place in or through which the said intended works are to be made, 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 any such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And Notice is hereby further given that on or before the 21st day of December next printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1892.

DOWNING and HANDCOCK, Vienna Chambers, Cardiff, Solicitors.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1893.

Bexley Heath Railway.

(Revival of Powers for Compulsory Purchase of Lands, and Extension of Time for Completion of Authorised Railways and Works; Diversion of Footpaths; Additional Land; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Bexley Heath 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):—

1. To revive the powers and further extend the periods limited by the Bexley Heath Railway Acts, 1883, 1886, 1887, 1888, and 1890, for the compulsory purchase of lands, houses, and other property, and also to extend the periods limited by the same Acts for the completion of the authorised railways and works of the Company.
2. To stop up and discontinue the portions of footpaths, and to make the new or substituted portions of footpaths and other works hereinafter described, in the county of Kent (that is to say):—

(a) To divert so much of the footpath in the parish of Eltham, leading from Kidbrook-lane to Well Hall-lane, as lies between the point where that footpath is crossed by the fence separating the fields numbered 2 and 5 on the plans referred to in the Bexley Heath Railway Act, 1887, as deposited with the Clerk of the Peace at Maidstone, and a point 395 yards or thereabouts, measured along the footpath in a south-easterly direction from the said fence, by stopping up the same and substituting a new footpath between the aforesaid points.

(b) To divert so much of the footpath leading from Wickham-lane to Bull-alley, in the parish of East Wickham, as lies between the point of commencement thereof at Wickham-lane and a point 177 yards or thereabouts, measured along the said footpath in a south-easterly direction from such commencement, by stopping up the same between the aforesaid points and substituting a new portion of footpath giving access from Wickham-lane to Bull-alley.

(c) To divert so much of the footpath in the parish of Eltham, leading from Shooters Hill to High-street, Eltham, as lies between the point where the said footpath is crossed by the fence separating the fields numbered 33 and 36 on the plans referred to in the Bexley Heath Railway Act, 1883, as deposited with the Clerk of the Peace at Maidstone, and a point 118 yards or thereabouts, measured along the said footpath in a southerly direction from the said fence, by stopping up the same and substituting a new portion of footpath for giving access between the aforesaid points.

(d) To divert so much of the footpath in the parish of Bexley leading from Pickford-lane to Church-road as lies between the said lane and a point 569 yards or thereabouts, measured along the footpath in a south-easterly direction from such lane, by stopping up the same and substituting a new portion of footpath between Pickford-lane and the last-mentioned point on the existing footpath.

(e) To divert so much of the footpath in the parish of Crayford leading from Howbury-lane to Crayford as lies between

Howbury-lane and a point 98 yards or thereabouts, measured in a south-easterly direction along the footpath from that lane, by stopping up the same and substituting a new portion of footpath between the last-mentioned footpath and Howbury-lane as diverted under the authority of the Bexley Heath Railway Act, 1883.

To acquire by compulsion or agreement lands and easements in and over lands in the before-mentioned parishes for the purposes of the intended new or diverted footpaths, and to extinguish all rights of way over, and to vest in and appropriate for the purposes of the Company the sites of the portions of footpaths proposed to be stopped up, or as the case may be, of so much thereof respectively as is situate within the limits of the Company's property.

The bill will vary or extinguish any rights or privileges connected with the lands proposed to be purchased or which would interfere with any of its objects and confer other rights and privileges, and it will incorporate the Lands Clauses Acts and the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and will or may alter, extend, and enlarge some of the provisions of the Bexley Heath Railway Acts, 1883, 1886, 1887, 1888, and 1890.

Plans showing the additional lands proposed to be taken compulsorily under the powers of the Bill for the proposed diversions of footpaths, and showing such diversions, with a book of reference to the plans and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans and book of reference as relates to each of the before-mentioned parishes, with a copy of this notice, published as aforesaid, will be deposited with the parish clerks of such parishes at their respective residences.

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, 1892.

DOLLMAN and PRITCHARD, 3, Lawrence Pountney-hill, Cannon-street, London, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster;

A. WILLIS, 11, St. Thomas's-street, Southwark, Parliamentary Agents.

In Parliament.—Session 1893.

Channel Bridge and Railway Company Limited.

(Powers to the Company and other Companies, Governments, Bodies, and Persons, to Execute and Carry on Experimental Works and Operations in relation to the making of a Bridge over the English Channel, between England and France; Powers to Use and appropriate bed and soil of Straits of Dover; Agreements between Company and the South Eastern and London, Chatham, and Dover Railway Companies, and other Companies, Governments, Bodies, and Persons, and between Company and other Companies, Governments, Bodies, and Persons, and the Dover Harbour Board; Powers to the Company to acquire Lands and to apply Moneys; Other Powers; Amendment or Repeal of Memorandum of Association and Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Channel Bridge and

Railway Company Limited (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following, among other purposes:—

1. To authorize the Company either alone or jointly with any other Companies, Governments, associations, bodies, or persons, so far as may be necessary or expedient for experimental purposes for ascertaining and determining the practicability of making and maintaining a bridge or viaduct over the English Channel as a means of communication, by steam locomotion or otherwise, between England and France, to undertake, execute, make, and maintain, or procure to be made, surveys, soundings, shafts, borings, and other works and conveniences in and under the bed of the Straits of Dover, below low water mark, and to undertake and carry out inquiries, investigations, experiments, and operations in connection with and incidental to the objects and purposes abovementioned, and for all or any of such purposes to enter upon, excavate, use, and appropriate so much of the land and soil beneath the Straits of Dover as may be claimed by the Queen's Most Excellent Majesty in right of Her Crown (if any) as they may require.

2. To authorize the Company on the one hand, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any other Companies, Governments, associations, bodies, or persons, or any or either of them, on the other hand, from time to time to make and carry into effect, alter, and rescind agreements for executing and undertaking any of the works or operations hereinbefore mentioned, upon such terms and conditions as may be agreed on, or as the Bill may prescribe.

3. To authorize the Company and any other Companies, Governments, associations, bodies, or persons, who may join with the Company for all or any of the objects and purposes hereinbefore mentioned, or any or either of them (hereinafter referred to as the "contracting party") on the one hand and the Dover Harbour Board on the other hand, from time to time to enter into and carry into effect, alter, and rescind agreements for or with respect to the matters following, or any of them (that is to say):

(A.) The use by the contracting party of Dover Harbour, and the piers, docks, basins, works, and conveniences connected therewith as now existing, and as from time to time altered, extended, and enlarged (hereinafter referred to as "the Harbour") or any part thereof;

(B.) The dues to be demanded and taken from the contracting party in the Harbour and in the water area within the same, or any part thereof, and the compounding for, or commutation of dues by payment of fixed annual or other sums of money or otherwise;

(C.) The erection of works for the accommodation of the contracting party, and the payment in whole or in part by the contracting party of the cost thereof, either by a sum in gross or by rent or annual payment or by special dues or otherwise;

(D.) And all incidental matters;

and to sanction and confirm any such agreement which may be made prior to the passing of the Bill.

4. To authorize the Company on the one hand, and the South Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them, on the other hand, from time to time to enter into and carry into effect, alter, or rescind contracts and

agreements for or with respect to the construction by any or either of them of a railway or railways, with all proper works and conveniences connected therewith, for the purpose of connecting the proposed bridge or viaduct with the South Eastern Railway and the London, Chatham, and Dover Railway respectively, the acquisition of lands and property, and the contribution of funds therefor, and all incidental matters.

5. To authorize the Company to purchase by agreement, lands, houses, works, conveniences easements, rights, and other hereditaments and property, for all or any of the purposes of the Bill or their undertaking.

6. To authorise the Company for all or any of the purposes of the Bill, to apply any of their existing or authorized capital, or which they may for the time being have power to raise.

7. To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the Memorandum and Articles of Association of the Company, the provisions of the several Acts relating to the South Eastern and London, Chatham, and Dover Railway Companies and the Dover Harbour Board respectively, and of any other local and personal Acts of Parliament relating to or affected by the objects of the Bill, or any of them.

8. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects; will alter rates, tolls, and duties; will confer, vary, and extinguish exemptions from rates, tolls, and duties; and will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

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

Dated this 15th day of November, 1892.

COPE and Co, 3, Great George-street,
Westminster, Solicitors.

JOHN CHARLES BALL, 16, Parliament-
street, Westminster, Parliamentary
Agent.

In Parliament—Session 1893.

Wirral Railway.

(Extension of Time for Completion and Opening of certain Railways; Revival and Extension of powers for Compulsory Purchase of Portion of Land; Reduction and Rearrangement of Share and Loan Capital; Provisions as to superfluous Lands; Amendment of Acts.)

NOTICE is hereby given, that the Wirral Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To extend the time for the completion and opening for public traffic of so much of Railway No. 1, authorized by the Seacombe, Hoylake and Deeside Railway Act, 1881, as was not abandoned by the Seacombe, Hoylake and Deeside Railway Act, 1886; to revive and extend the powers for the compulsory purchase of so much of the land required for the said portion of Railway No. 1 as has not been already purchased, and to renew continue or alter some of the provisions of the said Act of 1881.

To further extend the time for the completion and opening for public traffic of all or some part or parts of Railway No. 2, Railway No. 4 and

Railway No. 5, respectively described in and authorized by the said Act of 1886, the time for the completion of which was extended by the Seacombe, Hoylake, and Deeside Railway Act, 1890.

To alter, modify, regulate or reduce the amount of the share and loan capital of the Company, and of all or some of the several classes of shares, stock, debenture stock and borrowing powers of the Company, and the rates of interest and dividend thereon, and the preferences, priorities, powers, rights and privileges attaching thereto respectively, and to attach such new or other rates of interest and dividend, preferences, priorities, powers, rights and privileges thereto as may be deemed necessary or expedient, or as may be prescribed by the Bill.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands; to enable the Company to and dispose of the lands which have been acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease or let the said lands, or any part or parts thereof, on ground rents, chief rents or otherwise, and at such rents, and on such terms and conditions, as the Company may think proper; and so far as is necessary to alter, amend and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or in the Acts relating to the Company.

To authorize the Company to apply any capital or funds raised or authorized to be raised by them, to the purposes of the Bill.

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

To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such modifications as the Bill may prescribe.

The Bill will, so far as may be necessary to effect the objects and purposes thereof, alter, amend, enlarge or repeal all or some of the provisions of the Hoylake Railway Acts, 1863, 1865 and 1866; the Hoylake and Birkenhead Rail and Tram Way Acts, 1872 and 1873; the Birkenhead Tramways Act, 1879; the Seacombe, Hoylake and Deeside Railway Acts, 1881, 1882, 1886 and 1890; the Wirral Railway Certificate, 1883; the Wirral Railway Acts, 1884, 1885, 1888 and 1891.

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

Dated this 15th day of November, 1892.

BIRCH, CULLIMORE, and DOUGLAS, The
Friars, Chester, Solicitors.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1893.

Croydon Corporation.

Provisions as to Private Street Works and
Repairs and Recovery of Cost thereof; as to
Contribution to Band of Music; as to Ap-
plication to Borough of the Poor Rate As-

No. 26347,

assessment and Collection Act 1869; as to Making, Levying, and Recovering Rates and Water Rent or Charge; and as to Establishment and Management of Provident or Superannuation Fund; Alteration or Amendment of the Act 25 and 26 Vic. Cap. 82, the Poor Rate Assessment and Collection Act 1869, the Croydon Corporation Act 1884, the Croydon Improvement Act 1890, and other Acts; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mayor, Aldermen and Burgesses of the County Borough of Croydon, hereinafter referred to as the Corporation, for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To enable the Corporation to obtain prepayment of the estimated cost of putting private streets or roads into repair, when exercising the powers of the Private Street Works Act 1892, and before executing any works under that Act.

2. To provide that Section 3 of the Poor Rate Assessment and Collection Act 1869 shall be in force within the parish of Croydon, as if such parish were situate in the Metropolis.

3. To enable the Corporation to make, levy, and recover rates payable by instalments, and to recover in a summary manner general district rate and water charges when due to the Corporation by the same person in respect of the same period upon one summons instead of by means of separate summonses and to provide that the provisions of the Act 25 and 26 Vic. Cap. 82 shall apply to the recovery of water rent or charge as though such water rent or charge were a local rate or tax.

4. To enable the Corporation to pay, or contribute towards the payment of, a band of music to perform in any of the recreation grounds within the Borough.

5. To empower the Corporation to establish a provident or superannuation fund, and to prescribe what contributions shall be made to such fund by any officers, servants or workmen, and to enable the Corporation to contribute to and to manage such fund, and to authorize the Corporation to make and enforce from time to time bye-laws, rules and regulations for the management thereof, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom, or otherwise in relation to the said fund.

6. To alter and amend so far as may be necessary for the purposes of the Bill the Act 25 and 26 Vic. Cap. 82, the Poor Rate Assessment and Collection Act 1869, the Croydon Corporation Act 1884, the Croydon Improvement Act 1890, and other Acts.

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

Printed copies of the Bill will, on or before the 21st day of December, 1892, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1892.

C. M. ELBOROUGH, Town Clerk, Croydon;
Solicitor for the Bill.

WYATT, HOSKINS, HOOKER, and WILLIAMS,
28, Parliament-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1893.

County Council of Middlesex.

(Restriction of Power of Local or other Authorities outside County of Middlesex, to Acquire

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Lands in that County; Provisions as to Music and Dancing Licenses; Amendment of Acts.)
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the County Council of Middlesex (hereinafter called "the Council") for an Act for the following purposes, or some of them (that is to say):—

To prohibit any County Council, Corporation, or Local Authority, or any Burial Board, School Board, or other authority, or public body having jurisdiction over or within any county, district, or place wholly or partly outside the county of Middlesex, from acquiring any lands within that county, except with the consent of the Council or except in the exercise of powers conferred or confirmed by Parliament, after consideration of any objections which may be raised by the Council, or except for such purposes, and under and subject to such restrictions, conditions, or consents as may be prescribed or provided for by the intended Act.

To make provision for the payment of the cost, charges, and expenses of, and preliminary and incidental to the preparing for, obtaining and passing of the intended Act, and of any proceedings arising under or in consequence thereof by the Council and the local, urban, rural, and other authorities within the county of Middlesex, or by some or one of those bodies or by such other bodies or persons and out of such funds or rates, and in such manner and proportion as may be prescribed or provided for by the intended Act.

To empower the Council or the Licensing Committee of the Council, notwithstanding anything contained in the Disorderly Houses Act, 1751, to grant licenses for public dancing or music or other public entertainment of the like kind, at such general or special meetings or sessions or adjournments thereof, or at such other times and under and subject to such terms and conditions as may be prescribed or authorised by the intended Act, and so far as may be necessary or expedient to extend, enlarge, amend, repeal or make applicable all or some of the provisions of the said Act of 1751 and of the Public Health Acts Amendment Act, 1890.

To vary and extinguish all rights and privileges which would or might in any way prejudice or interfere with the objects of the intended Act, and to confer other rights and privileges, and if and so far as may be necessary to repeal, alter or amend all or some of the provisions contained in any public or local Act under which any County Council, Corporation, Authority, Board or body affected by the provisions of the intended Act has power to acquire lands in the county of Middlesex.

Printed copies of the intended Act will, on or before the 21st day of December, 1892, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1892.

RICHD. NICHOLSON, 9, Great George-street, Westminster, Clerk of the County Council of Middlesex.
 SHERWOOD & Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

London Owners' Improvement Rate or Charge. (New Rate or Charge; Application of Proceeds; Levying, Collection, Recovery; Not to Form Subject of Covenants, &c.; Charge on Vacant Lands and Unoccupied or Public Buildings.)

APPPLICATION will be made to Parliament in the ensuing Session by the London County

Council for leave to introduce a Bill for the following purposes, viz.:—

To impose or provide for or authorise the imposition of a new rate or charge on lands and property within the county of London or the owners thereof, the proceeds of which shall be applied in aid of the cost of improvements and works of public utility effected by the London County Council, and to provide for the levying, collection, and recovery of such rate or charge, and to define the objects and purposes to which the proceeds of such rate or charge may be applied.

The Bill may provide that such rate or charge shall be collected wholly or in part from the occupier of the lands or property rated or charged, or in such other manner as the Bill may define, and may be deducted from payments made in respect of rent; and that such rate or charge shall not be brought within the scope of any existing or future covenants or obligations with respect to the payment of rates, charges or other impositions by a lessee or occupying tenant.

The Bill may provide for the manner in which such rate or charge shall be collected in respect of vacant lands or unoccupied or public buildings.

It will be proposed that the amount to be levied by means of such rate or charge shall not exceed such limit as shall be defined by the intended Act; and the Bill may provide that out of the proceeds of such rate or charge a proportion or sum (to be specified in the intended Act) shall be applied towards or in aid of the cost of any improvements and works within the county of London, to be authorised under any Act to be passed in the ensuing Session of Parliament.

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

Dated this 17th day of November, 1892.

H. DE LA MOOKE, Spring-gardens, Charing-cross, S.W., Clerk of the London County Council.

DRYSON & Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

Paddington Recreation Ground.

(Purchase of Recreation Ground at Portsdown-road; Management of Recreation Ground by Committee; Contributions in aid of Purchase by the Vestries of Paddington, Marylebone, and St. John, Hampstead, the Willesden Local Board, and other Bodies; Borrowing of Money by Vestry and Local Board.)

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

To authorize the purchase and acquisition, by compulsion or agreement, of certain lands in the parish of Paddington, now used as a recreation ground, and to provide for transferring and vesting such ground to and in the vestry of Paddington, with a view to its preservation and maintenance for public recreation.

The said land is situate within an area bounded on the north by Carlton-road, on the south by Elgin-avenue, on the east by Portsdown-road, and on the west in part by Shirland-road and in part by Kilburn Park-road, the recreation ground having entrances from Carlton-road and Portsdown-road. The

said land is delineated on the plan hereinafter mentioned.

To provide for the management of the recreation ground by a Committee to be appointed or elected in such manner as may be defined by the intended Act.

To authorize the Committee to set apart portions of the ground for cricket, football, tennis, cycling, or other similar purposes, and from time to time to let such portions for those purposes.

To authorize and provide for contributions being made towards the cost of acquiring the said lands by the vestries of the parishes of Paddington, St. Marylebone, and St. John, Hampstead, the Willesden Local Board, the Ecclesiastical Commissioners, the Paddington Estate Trustees, and by any other bodies and persons, and to confer on such vestries and local board respectively all necessary powers to enable them to provide the amount of their respective contributions, and to borrow such amounts respectively on the security of rates leviable by them in the said parishes and districts respectively.

Duplicate plans showing the lands which may be acquired under the powers of the intended Act, with a book of reference thereto, 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 London, at his office, at the Sessions House, Clerkenwell-green; and a copy of the said plans, book of reference, and notice will also be deposited, on or before the same day, with the Vestry Clerk of the parish of Paddington aforesaid, at his office at Harrow-road, W.

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

Dated this 17th day of November, 1892.

JOHN H. HORTIN, 161, Edgware-road, W.,
Solicitor.

DYSON and Co., 24, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1893.

Guiseley, Yeadon, and Headingley Railway.
(Abandonment of Railways authorized by the Act of 1891; Release of Deposits; Dissolution of Company; Repeal or Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Guiseley, Yeadon, and Headingley Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes, that is to say:—

To authorize the abandonment of the railways and works authorized by the Leeds and Yeadon Railway Act, 1891, and to release the Company from all liabilities, penalties, forfeitures, and obligations for or in respect of the non-completion thereof, and to declare null and void all contracts and agreements entered into by or on behalf of the Company with reference thereto.

To provide for the release, transfer, and payment of all stock and moneys deposited in respect of the application to Parliament for the said Act of 1891 and now remaining in Court, together with all interest or dividends which may have accrued thereon; and the Bill will or may provide for the winding up and dissolution of the Company, the distribution of their assets, and the discharge of their debts and liabilities.

The Bill will provide for the release and repay-

ment of the sum deposited in respect of the railway and works authorized by the Guiseley, Yeadon, and Rawdon Railway Act of 1885, with any dividends or interest due or that may have accrued due thereon.

To repeal the said Act of 1891, and also, so far as may be necessary, to alter and amend the Guiseley, Yeadon, and Rawdon Railway Acts, 1885 and 1890.

The Bill will contain all provisions incidental to or necessary for the purposes aforesaid, and will vary and extinguish all rights and privileges which would in any manner interfere with any of those purposes, 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 14th day of November, 1892.

DOLLMAN and PRITCHARD, 3, Laurence
Pountney-hill, Cannon-street, London,
Solicitors.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1893.

Lancashire and Yorkshire and London and North Western Railways (Steam Vessels).
(Further Powers as to Steam Vessels between Fleetwood, Belfast, and Londonderry; Provisions as to Capital and Joint Committees; Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Lancashire and Yorkshire Railway Company and the London and North Western Railway Company (hereinafter called "the two Companies") for an Act for the following purposes, or some of them:—

To extend and enlarge the powers conferred upon the two Companies by the Lancashire and Yorkshire and London and North Western Railway Companies (Steam Vessels) Act, 1870 (hereinafter called the Act of 1870), and the Lancashire and Yorkshire and London and North Western Railway Companies (Steam Vessels) Act, 1892, and to empower the two Companies jointly to purchase, hire, build, and provide and subscribe towards purchasing, hiring, building, and providing, and to hold, maintain, work, and use, and subscribe towards maintaining, working, and using steam and other vessels of every or any description for the conveyance of, and to convey therein as well as in any vessels which they are now authorised to purchase, hire, build, provide, work, or use passengers, animals, minerals, merchandise, and goods of every description between all or any of the ports and places following (that is to say), Fleetwood and Londonderry, and between Belfast and Londonderry.

To empower the two Companies to levy, demand, and recover tolls, rates, duties and charges for and in respect of all or any such vessels, and the conveyance of traffic therein, and for and in respect of any services to be performed by them in connection therewith or incidental thereto, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties and charges, and to alter existing tolls, rates, duties and charges, and to confer, vary, or extinguish other rights and privileges.

To empower the two Companies, each or either of them, to raise for the purposes of the intended Act further sums of money, by the creation of new shares or stock, with or with-

out a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, or by the creation of debenture stock, or by any or either of those means, and to apply to the purposes of the intended Act any moneys now belonging to them, or each or either of them, or which they or either of them are by any existing Act, or may by any other Act of the ensuing Session, be authorised to raise.

To provide for the exercise of all or any of the powers of the intended Act by any Joint Committee for the time being empowered to exercise the powers of the Lancashire and Yorkshire and London and North Western Railway Companies (Preston and Wyre Harbour and Dock) Act, 1849, and of the Act of 1870, or to make further provision with reference to the appointment of a Joint Committee or Joint Committees for the purposes of the intended Act, and to authorise agreements between the two Companies with reference to the objects and purposes of the intended Act, and to confirm any agreements made or to be made between them in relation thereto.

To repeal, alter, extend, amend, and enlarge, so far as may be necessary, for the purposes of the intended Act, all or some of the powers or provisions of the several Acts heretofore referred to, and also of the Act 6 & 7 Will. IV, cap. 111, and any other Acts relating to or affecting the Lancashire and Yorkshire Railway Company, and of the Act 9 & 10 Vict., cap. 204, and any other Acts relating to or affecting the London and North Western Railway Company.

On or before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1892.

CHRIS. MOORHOUSE, Hunt's Bank, Manchester,

C. H. MASON, Euston Station, and 35, Parliament-street, Westminster Solicitors.

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

Board of Trade.—Session 1893.

Weymouth Harbour (Provisional Order). (Alteration and Amendment of Weymouth and Melcombe Regis Corporation Act, 1887, so as to Extend the Borrowing Power of the Corporation.)

NOTICE is hereby given that the Mayor, Aldermen and Burgesses of the Borough of Weymouth and Melcombe Regis, in the County of Dorset (hereinafter referred to as "the Corporation"), intend to apply to the Board of Trade for a Provisional Order under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act" (to be confirmed by Parliament in the ensuing Session), for the following or some of the following purposes, that is to say:—

To alter and amend the Weymouth and Melcombe Regis Corporation Act, 1887, so as to extend the borrowing powers of the Corporation, and to empower them for the purposes of Section 19 of that Act, to borrow and re-borrow money by mortgage, or the creation and issue of stock on the security of the tolls, rates and charges, and other the revenue derivable from the Harbour and Pier Undertakings of the Corporation, and on the Borough Fund and Borough Rate of the Borough.

The Order will vary and extinguish all rights

and privileges which will or may interfere with its objects, and confer other rights and privileges, and will incorporate with itself such provisions as may be deemed necessary of "The Harbours, Docks, and Piers Clauses Act, 1847," and will repeal, alter and amend or re-enact such of the provisions as may be thought necessary of "The Weymouth and Melcombe Regis Markets and Pier Act, 1854."

On and after the 23rd day of December next, Printed Copies of the proposed Provisional Order will be furnished at the price of One Shilling each to all persons applying for the same at the Offices of the undersigned.

Dated this 15th day of November, 1892.

PELLEY HOOPER, Town Clerk, Weymouth.
DYSON & Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

Manchester Corporation.

(Acquisition of Lands for Slaughter-houses, Markets, and other Purposes; Application of Funds; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Citizens of the city of Manchester, in the county of Lancaster (hereinafter called "the Corporation"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Corporation to purchase or acquire by compulsion or agreement, or to take on lease and to hold the lands or easements in or over the lands hereinafter described or referred to, that is to say:—

Certain lands in the township of Stratford, in the parish of Manchester, and in the township of Barton-upon-Irwell, in the parish of Eccles, all in the county of Lancaster, situate on the south-west side of and adjoining the Manchester Ship Canal at or near the Mode Wheel Lock and Sluices, including the portion of the Ship Canal upon which the said lands abut.

To empower the Corporation, notwithstanding anything contained in the Manchester Ship Canal Act, 1885, or any Act amending the same, or in any deed, conveyance, or other instrument affecting the said lands, to hold and use the said lands for wharves, lairages, slaughter-houses, abattoirs, and markets, and for the erection of buildings for refrigerating and cold air stores, with all necessary plant, machinery, and appliances, and for other similar purposes, either under "The Contagious Diseases (Animals) Acts, 1878 to 1890," or any Act relating to the city of Manchester, and to construct and use on the said lands, and in the Manchester Ship Canal adjoining the same, such wharves or landing-places for cattle, or other works or conveniences, and to provide such roads as may be necessary or expedient for the purposes aforesaid.

To vary or extinguish all existing rights and privileges connected with the said lands and buildings, and any other rights and privileges which would or might in any manner impede or interfere with any of the objects or purposes of the intended Act, and to confer other rights and privileges.

To empower the Corporation to apply to the purposes of the intended Act any moneys for the time being under their control, or which they are by the Manchester Corporation Act, 1891, or any other Act authorised to borrow, for markets, slaughter-houses, and other purposes, or such other funds or moneys as they

may be authorised to apply for those purposes by the intended Act.

To alter, amend, extend, and, if thought fit, to make applicable to the objects and purposes of the intended Act, or to repeal some or all of the provisions of the Acts hereinbefore mentioned or referred to, and of the Manchester Police Regulation Act, 1844, the Manchester Market Act, 1846, and of any other Act relating to the Corporation and to their markets and slaughter-houses. To declare the acquisition of land and the provision of buildings for refrigerating and cold air stores, and of the necessary plant, machinery and appliances to be a purpose authorised by the Acts relating to the Corporation and to their markets and slaughter-houses.

And notice is hereby also given that on or before the 30th day of November, 1892, plans of the lands proposed to be acquired under the authority of the intended Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the parish clerk of the parish of Manchester, at his residence, and with the parish clerk of the parish of Eccles, at his residence.

And notice is hereby further given that on or before the 21st day of December, 1892, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1892.

WM. HENRY TALBOT, Town Clerk,
Manchester.

SHERWOOD and Co., 7, Great George-
street, Westminster, Parliam-
entary Agents.

In Parliament—Session 1893.

Hornsey Local Board Bill.

(Further Provision for Government of District of Hornsey as to Drainage, Flooding, Nuisances, Infectious Diseases, and other Sanitary Matters; Urinals, Water Supply, Streets, Buildings, Recovery of Expenses, Building Inspectors, and Sky Signs; Bye-laws; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Local Board of Health for the District of Hornsey, in the county of Middlesex (hereinafter called "the Local Board") for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To make further and better provision with respect to the draining separately of sewage matter or noxious or offensive liquids and surface water, and to require the owners and occupiers of property within the said district of Hornsey (hereinafter called "the District") to execute and do all necessary works, matters, and things to ensure such separate drainage, and to confer upon the Local Board further powers with respect to entry upon property and the examination of drains, and make further provision with respect to the construction of communications with sewers and for enforcing compliance with any acts or bye-laws in force within the district in relation to drainage and to the proper laying of drains, and for the prevention of flooding and the removal of obstructions from and improvement of watercourses and ditches within the district and with respect to nuisances.

To make further and better provision

1. For the prevention of the spread of infectious diseases, and regulation of persons engaged in washing and mangling clothes, the closing of cesspools and ashpits, the removal and alteration of urinals and similar conveniences, and compelling the providing thereof at public-houses and inns. For preventing the user of lock-up shops and similar places as dwellings, and for regulating the same. For ensuring the providing of proper water-closets and other sanitary conveniences in and a proper supply of water to houses, and for the prevention of the user as dwellings, of houses without proper drainage and water supply.
2. With respect to the laying out of streets and the sewerage and drainage thereof, and the regulation and defining by the Local Board of the line of frontage of streets and the construction of communications therewith, with respect to the temporary repair and the lighting and watering of streets not repairable by the inhabitants at large, and for assessing, apportioning and recovering the cost of repairing and making good such streets, and of other expenses incurred by the Local Board as to the execution of works in case of default of owners or occupiers liable to execute them, and for compelling the fencing of vacant land and dangerous structures and projections, and ensuring the removal or repair of such structures, and with respect to coal-shoots and openings in streets, for regulating the user of portable or moveable engines and traction-engines, for preventing the washing of vehicles in streets, or otherwise obstructing streets, and generally with respect to streets and the regulation of traffic therein.

To empower the Local Board to appoint and pay building inspectors, and to charge and recover fees for the supervision of the erection or alteration of buildings, to make further provision with respect to the erection of new and the alteration of existing buildings, and for regulating the elevation of buildings fronting streets, the height of buildings and chimneys, and the inspection thereof, and the discharge of steam, and the erection of temporary or moveable structures or erections, and the licensing and regulation thereof by the Local Board, and the raising of buildings and chimneys. For the regulation of the erection and maintenance of sky signs, and compelling the taking down and removal thereof, and for the licensing thereof by the Local Board—with respect to hoardings and advertisements in or near streets, the service and authentication of notices served on and by the Local Board, the recovery of penalties, and the enforcement of undertakings given by owners of property.

To enable the Local Board from time to time to extend the provisions of any existing bye-laws, including the matters or any of the matters mentioned in this notice, and to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this notice, and to confer upon the Local Board all necessary powers, privileges, and authorities for enabling them effectually to enforce and carry out the provisions of the Bill, including powers of entry on property and construction of works, and to provide for the imposition and recovery and application of penalties for breach or non-observance of any of the provisions of the Bill, or of any bye-law,

license, rule, or regulation now existing within the district, or which may be made under the provisions of the Bill.

To vary or extinguish all or any 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.

And it is intended, so far as may be necessary for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the Hornsey Local Board Act, 1871, and any other Act or Acts relating to the Local Board or the district.

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

Dated this 17th day of November, 1892.

LEONARD J. TATHAM, 8, South-square, Gray's-inn, W.C., Solicitor for the Bill.

REES and FRERE, 13, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1893.

London Hydraulic Power Company.

(Power to Raise further Money; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London Hydraulic Power Company (for an Act) to empower them to raise further money by the creation and issue of ordinary and preferential shares or stock and debenture stock, and by borrowing or by all or any of those means, and to vary and extinguish all rights and privileges which would interfere with the objects aforesaid, and to confer, vary, and extinguish other rights and privileges.

And so far as may be necessary for the purposes aforesaid the intended Act will or may alter, vary, repeal, extend, or enlarge all or some of the provisions of the Wharves and Warehouses Steam Power and Hydraulic Pressure Company's Act, 1871, of the London Hydraulic Power Act, 1884, and of the London Hydraulic Power Act, 1889, or of any other Act relating to the said Company.

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

Dated this 17th day of November, 1892.

BEALE and Co., 28, Great George-street, Westminster, Solicitors.

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

In Parliament.—Session 1893.

Warkworth Harbour.

(Defining Debt of Commissioners of Warkworth Harbour, Additional Borrowing Powers, Arrears of Interest, Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Commissioners of Warkworth Harbour intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for the following, or some of the following among other purposes, that is to say:—

1. To define and fix the amount of the existing debt of the Commissioners, to provide for the payment, satisfaction, or surrender of any arrears of interest, and to define the priorities

of any existing and future debts of the Commissioners.

2. To enable the Commissioners for the purposes of the Harbour, to borrow and re-borrow money on the credit of their tolls, rates, and duties, and other their revenues and property, and to grant mortgages, debentures, and annuities (perpetual or otherwise) and to create debenture stock.

3. To enable the Commissioners and all companies, authorities, bodies and persons whose co-operation may be expedient for the purpose to enter into and fulfil contracts and agreements, for and in relation to any matter of the Bill, or tending to promote the interests of the Harbour, and to confirm any such contract entered into heretofore or during the progress of the Bill.

4. The Bill will vary and extinguish all rights and privileges which will, or may interfere with any of its objects, and will confer other rights and privileges, and will or may incorporate with itself with or without alteration all or such of the powers and provisions as may be thought expedient of the Harbours, Docks, and Piers Clauses Act, 1847; and the Commissioners Clauses Act, 1847; and will alter, amend, and extend and, so far as may be necessary, repeal the powers and provisions of the Warkworth Harbour Act, 1847, and the Warkworth Dock Act, 1851, and any other Act relating, directly or indirectly, to the Commissioners, or to the Warkworth Dock 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 next.

Dated this 5th day of November, 1892.

GEORGE ARMSTRONG AND SONS, New-castle-upon-Tyne, Solicitors.

DYSON & Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1893.

St. George the Martyr, Southwark.

Rector's Rate.

(Repeal or Amendment of 47 George III (Session 2), Chapter 132, and 50 George III. Chapter 45; Abolition of Rector's Rate thereunder; Power to the Vestry of St. George the Martyr, Southwark, to provide a fund out of the General Rate in substitution of present Rector's Rate, and to borrow Money in respect thereof; Repayment of Loans by a Sinking Fund; Deposit of moneys so raised with the Ecclesiastical Commissioners; Power to those Commissioners to contribute sums towards Rector's Income; Powers to Charity Commissioners; Powers to London County Council to Lend; Provisions as to cost of Act and proceedings consequent thereon and incidental thereto; Repeal and Amendment of Acts; Rates and Duties.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Vestry of the parish of St. George the Martyr, Southwark, in the County of Surrey (hereinafter called "the Vestry"), for leave to bring in a Bill for the following, among other purposes, or some of them, that is to say:—

1. To alter, amend, or repeal an Act passed in the forty-seventh year of the reign of King George III (Session 2), Chapter 132 intitled, "An Act for making better provision for the support and maintenance of the Rector for the time being of the Parish of St. George the Martyr, Southwark, in the County of Surrey (hereinafter referred to as

"the Act of 1807"), and an Act intituled "An Act for better assessing and collecting the poor and other rates in the parish of St. George the Martyr, in the Borough of Southwark, in the county of Surrey, and regulating the poor thereof" (hereinafter referred to as "the Act of 1810").

2. To provide for the immediate or future abolition or extinguishment of the rate authorised to be raised or levied by the Acts of 1807 and 1810, upon the several houses, lands, tenements, or hereditaments within the said Parish as provided for by those Acts, and to extinguish the powers and rights of the Churchwardens, Overseers, and other inhabitants in Vestry assembled, and the Vestry to raise and levy and collect the rates authorised by those Acts.

3. To authorise the Vestry to raise a capital sum by means of the general rate leviable in the said parish for the purpose of providing a fund to be appropriated towards payment of a stipend to the Rector of the said parish in lieu of the Rector's rate now levied under the Acts of 1807 and 1810, and to fix the Rector's stipend.

4. To prescribe the amount of rate to be assessed and levied in respect of raising the capital sum as aforesaid.

5. To empower the Vestry to borrow money by way of mortgage or otherwise for all or any of the purposes of the Bill, and to charge all moneys so borrowed and interest thereon, and costs consequent thereon upon the general rate of the said parish and to empower the Vestry to apply any of their funds for the purpose of the said Bill.

6. To provide for the payment of the money to be raised and borrowed as aforesaid to the Ecclesiastical Commissioners for England (hereinafter called "the Ecclesiastical Commissioners") or other corporations, bodies, and persons, to secure the payment by the Commissioners to the present or future Rector of the said parish of a fixed annual payment by instalments as may be fixed by the Bill as consideration for the payment of the said moneys to the Ecclesiastical Commissioners.

7. To provide for the appropriation or application of the said capital sum towards the payment of the stipend of the Rector of the said parish for the time being or to such other purposes in connection therewith as may be prescribed by the Bill.

8. To make such other provisions in the Bill as may be necessary for securing the repayment of all moneys borrowed by the Vestry or which they may be authorised to raise by the Bill for the purpose thereof, and to form a sinking fund for the repayment of the moneys so to be borrowed by such instalments and within such period as the Bill may prescribe.

9. To empower and require the Ecclesiastical Commissioners to make a grant or grants out of funds and property belonging to them or under their control in addition to the income to be derived from such capital sum as aforesaid in aid of the income of the said Rector by way of annual payment or payments or by instalments or otherwise as may be provided for by the Bill.

10. To empower and require the Charity Commissioners for England and Wales to contribute towards the stipend of the said Rector upon such terms and conditions as the Bill may prescribe and to make such Orders and do such acts as may be necessary to enable the purposes of the Bill to be carried into effect.

11. To authorise and empower the London County Council to lend to the Vestry moneys on the security of the general rates of the said

parish, for the purposes of carrying into effect the provisions of the Bill.

12. To provide for the payment of the costs of the Bill out of the beforementioned capital sum; and of and incident to the borrowing or raising of such capital sum or otherwise as may be prescribed by the Bill.

13. To alter, amend, or repeal, as far as may be necessary for the purposes of the Bill, the Metropolis Local Management Act, 1855, and any other Acts relating to the Local Management of the Metropolis.

14. The Ecclesiastical Commissioners Act, 1840 (3 and 4 Victoria, Chapter 113), and any Acts relating to the Ecclesiastical Commissioners.

15. To vary and if necessary to extinguish all rights of the Patron and the Rector of the said benefice of the Bishop of the Diocese of Rochester and of any Commissioners, bodies or persons which may interfere with the carrying out of the provisions of the said Bill.

16. To levy rates and duties, to alter existing rates or duties, to confer, vary, or extinguish exemptions from payment of rates or duties, and to confer other rights and privileges which would interfere with any of the objects of the Bill.

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, 1892.

Dated the 24th day of October, 1892.

ALEXANDER MILLAR, Vestry Hall, Borough road, Vestry Clerk.

WILKINS, BLYTH, DUTTON, and HARTLEY;
112, Gresham-house, E.C., Solicitors and Parliamentary Agents.

In the Matter of Letters Patent, granted to David Joy, late of Barrow-in-Furness, in the county of Lancaster, but now of 17, Victoria-street, in the city of Westminster, Engineer, for the invention of "Improvements in steam engines," bearing date the 8th day of March, 1879. No. 929.

NOTICE is hereby given, that it is the intention of the said David Joy to present a petition to Her Majesty in Council, praying that the said Letters Patent may be extended for a further term. And notice is hereby further given, that on the 20th day of December, or on such subsequent day as the Judicial Committee of Her Majesty's Privy Council shall appoint for that purpose, application will be made to the said Committee that a time may be fixed for hearing the matter of the said petition, and any person desirous of being heard in opposition to the said petition must enter a caveat to that effect in the Privy Council Office, on or before the said 20th day of December next.—Dated this 21st day of October, 1892.

J. H. JOHNSON, SON, and ELLIS, 47,
Lincoln's - inn - fields, London, W.C.,
Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1867 and 1877, and in the Matter of the "Fairway" Steamship Company Limited and Reduced.

NOTICE is hereby given, that a petition for confirming a resolution reducing the capital of the above Company from £15,375 to 18,375, was, on the 24th day of October, 1892, presented to Mr. Justice North, and is now pending; and that the list of creditors of the Company is to be made out as for the 23rd day of December, 1892.

HATCHETT-JONES and Co., of 47, Mark-lane, E.C., Solicitors for the Company.

In the High Court of Justice. — Companies
(Winding-up).

Mr. Justice Vaughan Williams.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Mutual Commercial and Building Society.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Society by the High Court of Justice, was, on the 15th day of November, 1892 presented to the said Court by John William North, of 2, Watergate, Huddersfield, in the county of York, Cooper, a creditor of the said Society; and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice, Strand, London, on the 1st day of December, 1892; and any creditor or contributory of the said Society desirous to support or oppose the making of an Order on the said petition, may 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 Society requiring the same by the undersigned, on payment of the regulated charge for the same.

RIDSDALE and SON, 5, Gray's-inn-square, London, W.C.; Agents for
CHADWICK and SONS, of Dewsbury, Yorkshire, Petitioner's Solicitors.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, Ridsdale and Son, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed, Ridsdale and Son, not later than six o'clock in the afternoon of the 30th of November, 1892.

In the High Court of Justice. — Companies
(Winding-up).

Mr. Justice Vaughan Williams.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Solidified Petroleum (Pioneer) Corporation Limited.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Company by the High Court of Justice was, on the 17th day of November, 1892, presented to the said Court by John Hunter Stephenson, of 3, Newman's-court, Cornhill, in the city of London, a creditor of the said Company; and that the said petition is directed to be heard before the Court sitting at the High Court of Justice, Strand, in the county of Middlesex, on the 1st day of December, 1892; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself, or his Counsel, for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated the 18th day of November, 1892.

BEALL and Co., Throgmorton House, Copthall-avenue, in the city of London, Solicitors for the Petitioner.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm,

the name and address of the firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 30th of November, 1892.

In the High Court of Justice. — Companies
(Winding-up).

Mr. Justice Vaughan Williams.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Brighton Eiffel Tower and Winter Gardens Limited.

NOTICE is hereby given, that a petition for the winding up of the abovenamed Company by the High Court of Justice, or subject to the supervision of the High Court of Justice, was, on the 17th day of November, 1892, presented to the said Court by Charles William Grimwade, of 37, Lady Margaret-road, in the county of Middlesex, Alfred Nelson Hood, of 3, Brabant-court, in the city of London, Ernest Anthony Henly, of 92, Ebury-street, in the county of Middlesex, Hunter Stephenson, of 3, Newman's-court, Cornhill, in the city of London, Richard Revett, of 28, Eaton-rise, Ealing, in the county of Middlesex, Alfred George Sloobred, of 28, Lancaster-gate, Hyde Park, in the county of Middlesex, Thomas George Holbury Glynn, of 2, Templeton-place, South Kensington, in the county of Middlesex, and William Thomas, of Regent House, Thurlow Park-road, in the county of London, contributories of the said Company; and that the said petition is directed to be heard before the Court sitting at the High Court of Justice, Strand, in the county of Middlesex, on the 1st day of December, 1892; 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 of the undersigned, on payment of the regulated charge for the same.—Dated this 18th day of November, 1892.

BEALL and Co., Throgmorton House, Copthall-avenue, in the city of London, Solicitors for the Petitioner.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the abovenamed, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the abovenamed not later than six o'clock in the afternoon of the 30th of November, 1892.

Royal Exchange Assurance Office.

Royal Exchange, London,

November 16, 1892.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Thursday, the 1st, to Thursday, the 22nd, of December next; that the Annual General Court appointed by their Charter will be holden at their office on the Royal Exchange, on Wednesday, the 21st of December, at twelve o'clock at noon; and that a Dividend will be considered of at the said Court.

E. R. HANDCOCK, Secretary,

The Brookfields Social Club Limited,

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at the registered office of the Company, 39A, Smithdown-road, near Liverpool, in the county of Lancaster, on the 7th day of November, 1892, the following Extraordinary Resolution was duly passed:—

“That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.”

And at the same Meeting, George Samuel Oldam, of 30, the Temple, Dale-street, in the city of Liverpool, Chartered Accountant, was appointed Liquidator for the purposes of such winding up.—Dated this 16th day of November, 1892.
GEO. A. HARRADON, Chairman.

R. C. Cutting Douglass and Company Limited.

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at the registered office of the Company, Wardrobe-chambers, Queen Victoria-street, London, E.C., on the 20th day of September, 1892, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the abovenamed Company, also duly convened, and held at the same place, on the 7th day of October, 1892, the following Special Resolutions were duly confirmed:—

1. “That the Company known as R. C. Cutting Douglass and Co. Limited be wound up voluntarily.

2. “That Mr. S. J. Skelton, of Wardrobe-chambers, E.C., be and hereby is appointed Liquidator of the said Company.”

J. D. B. LEWIS, 20, Bucklersbury, E.C.,
Solicitor.

The Cardiff and District Bus Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at Gladstone Hall, Wyndham-arcade, Cardiff, in the county of Glamorgan, on the 29th day of October, 1892, the following Extraordinary Resolutions were duly passed:—

1. “That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.

2. “That Mr. Charles Clarke, of Westgate-street, Cardiff, be and he is hereby appointed the Liquidator of the Company.”

JOHN JENKINS, Chairman.

The Wirebone Company Limited.

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at 5, Hatton-garden, in the city of London, on the 7th day of October, 1892, 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 24th day of October, 1892, the following Special Resolution was duly confirmed:—

“That the Company be wound up voluntarily; and that Frederick William Powell, of 5, Hatton-garden, E.C.; be and is hereby appointed Liquidator for the purposes of such winding up.”

Dated this 17th day of November, 1892.

L. M. CANCELLOR, Chairman.

No. 26347.

U

The Tindene Company Limited.

AT an Extraordinary General Meeting of the Tindene Company Limited, held at the registered office of the Company, 2, Drapers'-gardens, Throgmorton-avenue, London, on the 15th day of November, 1892, pursuant to notice, the following Extraordinary Resolutions were duly passed:—

“That it has been proved to the satisfaction of the Shareholders that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same voluntarily, and that the same be wound up accordingly.

“That Edward Ashmead be and he is hereby appointed Liquidator at a remuneration of fifty guineas.”

JOHN MCCALL, Chairman.

Cardiff Rope Works Company Limited.

AT an Extraordinary General Meeting of the Members of and in the Cardiff Rope Works Company Limited, duly convened, and holden at the registered office of the said Company, Vienna-chambers, Bute Docks, Cardiff, in the county of Glamorgan, on the 19th day of November, 1892, the following Extraordinary Resolutions were duly passed as follows:—

1. “That it has been proved to the satisfaction of the Company that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the Company be wound up voluntarily under the provisions in that behalf of the Companies Acts, 1862 to 1890.

“2. That D. R. Roberts, of Cardiff, Chartered Accountant, be appointed Liquidator for the purpose of winding up the affairs of the Company.”

D. R. ROBERTS, Secretary.

La Trinidad de Penolas Silver Mines Limited.

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at the registered office of the Company, 19A, Coleman-street, in the city of London, on the 18th day of November, 1892, the following Extraordinary Resolution was duly passed:—

“That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.”

And at the same Meeting, Edward E. Price, of 19A, Coleman-street aforesaid, Chartered Accountant, was appointed Liquidator for the purposes of such winding up.—Dated this 18th day of November, 1892.

W. PLOWDEN, Chairman.

Wright and Butler Limited.

AT an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at the offices of Johnson and Co., 36, Waterloo-street, Birmingham, on the 2nd day of November, 1892, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, duly convened, and held at the same place, on the 17th day of November, 1892, the following Special Resolutions were duly confirmed, viz:—

1. “That for the purpose of reconstructing this Company under the name of the Wright and Butler Lamp Manufacturing Company Limited, the terms of an agreement, dated the 31st day of October, 1892, and expressed to be made between this Company of the first part, Cephas Butler, William George Wilkins, Edward Wright, Frederick William Warbreck Howell, Anne Wright, John William Bernard Wright, and

Howard Wilkins Wright of the second part, and William Hamlet Smith of the third part, be and are hereby approved.

2. "That in order to carry the said Resolution into effect, Wright and Butler Limited be wound up voluntarily.

3. "That the Liquidator or Liquidators to be appointed on the confirmation of the foregoing Resolutions be authorized and empowered to carry into effect the said agreement, or to enter into any other agreement embodying the terms thereof with or without such modification as he or they shall think proper."

And at such lastmentioned Meeting, in pursuance of notice to that effect duly given, it was resolved:—

"That Mr. John William Bernard Wright, of 390, New John-street West, Birmingham, Managing Director of the said Company, be appointed the Liquidator for the purposes of the winding up."

Dated this 19th day of November, 1892.

CEPHAS BUTLER, Chairman.

The Welsh Liberal Newspaper Company Limited.

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at 13, Arcade, Swansea, in the county of Glamorgan, on the 18th day of November, 1892, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is desirable that the same should be wound up voluntarily, and that the Company be wound up voluntarily."

And at the said Meeting David Rees Knoyle, of 7, Fisher-street, Swansea aforesaid, Chartered Accountant, was appointed Liquidator for the purposes of such winding up.—Dated the 22nd day of November, 1892.

D. DAVIS JOSEPH, Chairman.

The Glyn Mill Corn Company Limited.

The following Special Resolution was passed at an Extraordinary General Meeting of the abovenamed Company, duly convened, and held at 98, St. Mary-street, Cardiff, in the county of Glamorgan, on the 10th day of October, 1892, and confirmed at a subsequent Extraordinary General Meeting of the said Company, also duly convened, and held at the same place, on the 4th day of November, 1892, viz.:—

"That the Company be wound up voluntarily under the provisions of the Companies Acts, 1862 to 1890; and that David Hughes, of Cardiff-street, Aberdare, be and he is hereby appointed Liquidator for the purpose of the said winding up."

Dated this 18th day of November, 1892.

DAVID HUGHES, Chairman.

The Charing Cross Vegetarian Hotel and Restaurant Company Limited.

THE creditors of the abovenamed Company are required, on or before the 21st day of December, 1892, 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 Henry Crunden Sargent, of Suffolk House, Laurence Pountney-hill, in the city of London, the Liquidator of the said Company, and, if so required, by notice in writing from the said Liquidator, are, by their Solicitors 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 will be excluded from the benefit of any distribu-

tion made before such debts are proved.—Dated this 21st day of November, 1892.

T. LAMARTINE YATES, 40, Chancery-lane, W.C., Solicitor for the Liquidator.

The British and Continental Pianoforte and Music Publishing Company Limited.

THE creditors of the abovenamed Company are required, on or before the 24th day of December, 1892, to send their names and addresses, and the particulars of their debts and claims, and the names and addresses of their Solicitors (if any), to the undersigned, Sydney Taylor, Buxton, Derbyshire, Solicitor, the Liquidator of the said Company, and, if so required, by notice in writing from the said Liquidator, to prove the said debts and 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, 1892.

SYDNEY TAYLOR, Liquidator.

The Mid-Kent Fruit Factory Limited.

NOTICE is hereby given, that the creditors of the abovenamed Company are required, on or before the 5th day of January, 1893, 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 Sneath, of 44, Gresham-street, in the city of London, 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 21st day of November, 1892.

SAUNDERS, HAWKSFORD, BENNETT, and Co., 68, Coleman-street, Bank, E.C., Solicitors for the Liquidator.

The Plymouth Tramways Company.

NOTICE is hereby given, that the creditors of the abovenamed Company are required, on or before the 21st day of December, 1892, 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 Henry Davis, of 25, Portland-street, Southampton, 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 21st day of November, 1892.

WALTER WEBB and Co., 23, Queen Victoria-street, E.C., Solicitors for the Liquidator.

The Pachuca Silver Mining Company Limited.

NOTICE is hereby given, pursuant to section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held on the 27th day of December, 1892, at half-past three o'clock in the afternoon, at 20, St. Thomas-street, Sunderland, in the county of Durham, in order that there may be laid before the said Company an account, showing the manner in which the winding up has been conducted, and the property of the Company has been disposed of; and in order that the said Company may hear any explanation that may be given by the Liquidator; and also in order that an Extraordinary Resolution

may be passed for determining the manner in which the books, accounts, and documents of said Company, and of Liquidator, shall be disposed of.—Dated this 21st day of November, 1892.

JOHN ROBERTSON, Liquidator.

The Ynyslas Bay Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above Company will be held at the office of John Renton, 30, Cross-street, Manchester, on the 27th day of December, 1892, at two o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, should be disposed of.

WM. GREGSON, Liquidator.

The Diphwys Casson Slate Quarry Company Limited.

NOTICE is hereby given, pursuant to section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at the Queen's Hotel, Chester, in the county of Chester, on the 23rd day of December, 1892, at twelve o'clock, noon, for the purpose of having an account laid before the Company, 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 of fixing the remuneration of 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, and of finally winding up the Company.—Dated this 12th day of November, 1892.

JAMES PHENNAH, 4, Temple-row, Wrexham, Liquidator.

Dines and Williamson Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the abovenamed Company will be held at the offices of Pratt and Norton, Chartered Accountants, 9, Old Jewry-chambers, in the city of London, on the 30th day of December, 1892, 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 to determine, 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 19th day of November, 1892.

BENJ. T. NORTON, Liquidator.

[Extract from the Edinburgh Gazette of November 18, 1892.]

The "Camelot" Steamship Company Limited.
In Liquidation.

NOTICE is hereby given, that all persons having claims against this Company must lodge the same, duly vouched, with the Subscriber as Liquidator, within twenty-one days from this date, and that all debts due to the said Company must in future be paid direct to the Liquidator.

JOHN SCOTT TAIT, C.A., Liquidator.

67, George-street, Edinburgh,
16th November, 1892.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Mellor Bell and William Rogers, carrying on business as Attorneys and Solicitors, at Palace-chambers, Bridge-street, Westminster, under the style or firm of Bell and Rogers, has been dissolved, by mutual consent, as and from the 29th day of October, 1892.—Dated this 16th day of November, 1892.

JOHN M. BELL.

WM. ROGERS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur Henry Lyon and Edward Judge the younger, carrying on business as Licensed Victuallers, at the Phoenix Hotel, 19, Princes-street, Cavendish-square, in the county of Middlesex, under the style or firm of Lyon and Judge, has been dissolved, by mutual consent, as and from the 18th day of November, 1892. All debts due and owing by the said late firm will be received and paid by the said Arthur Henry Lyon.—Dated this 18th day of November, 1892.

ARTHUR H. LYON.
EDWARD JUDGE, JR.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Dinmore Sims and Charles Jenkins, carrying on business as Looking Glass Manufacturers and Cabinet Makers, at London House, Great Eastern-street, in the county of London, under the style or firm of W. D. Sims and Co., has been dissolved, by mutual consent, as and from the 30th day of June, 1892. All debts due to and owing by the said late firm will be received and paid by the said Walter Dinmore Sims, who for the future will carry on the business on his own account.—Dated this 17th day of November, 1892.

CHARLES JENKINS.
W. D. SIMS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur Benjamin Crew and Charles Richard Bell, carrying on business as Vendors of Fried Fish, at 7, Chapel-street, Islington, in the county of London, under the style or firm of Crew and Bell, has been dissolved, by mutual consent, as and from the 19th day of November, 1892; and that in future such business will be carried on by the said Charles Richard Bell.—Dated this 19th day of November, 1892.

A. B. CREW.
CHARLES RICHARD BELL.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Ann Frost and William Normington, of Fox Denton Hall, Chadderton, near Oldham, in the county of Lancaster, Pleasure Ground Proprietors, has been dissolved by mutual consent. All debts due and owing to the late firm will be received and paid by the said Ann Frost as and from the first day of June last.—Dated this 11th day of November, 1892.

WM. NORMINGTON.

her
ANN x FROST,
Mark.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Wolfe Phillips, of 41, Llanarth-street, Newport, in the county of Monmouth, Solomon Phillips, of 7, High-street, Pontypridd, in the county of Glamorgan, and Isaac Phillips, of George-street, Pontypool, in the said county of Monmouth, carrying on business as Outfitters and Clothiers, at 7, High-street, Pontypridd aforesaid, and George-street, Pontypool aforesaid, under the style or firm of Wolfe Phillips and Sons, has this day been dissolved by mutual consent. All debts due to or owing by the said late firm will, so far as regards the business at Pontypridd aforesaid, be received and paid by the said Solomon Phillips, and, so far as regards the business at Pontypool aforesaid, by the said Isaac Phillips. The business at Pontypridd aforesaid will be continued by the said Solomon Phillips, and that at Pontypool by the said Isaac Phillips.—As witness our hands this 1st day of November, 1892.

WOLFE PHILLIPS.
SOLOMON PHILLIPS.
ISAAC PHILLIPS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Norman Wylie and George Edwards the younger, carrying on business as Sack Merchants and Contractors, at 23, James-street, in the city of Liverpool, under the style or firm of Edwards and Wylie, has been dissolved, by mutual consent, as and from the date hereof. All debts due and owing by the said late firm will be received and paid by the said George Edwards.—Dated this 18th day of November, 1892.

NORMAN WYLIE.
GEORGE EDWARDS, JR.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Edward Mann and Jesse Benford, carrying on business as Glass and Emery Powder Grinders and Manufacturers, at Kelland-road, Plaistow, in the county of Essex, under the style or firm of the East London Emery and Glass Mills, has been dissolved, by mutual consent, as from the 19th day of October last. And that all debts due to and owing by the said late firm will be received and paid by the said Thomas Edward Mann, of Kelland-road aforesaid, who will henceforth carry on the said business under the present style or firm of the East London Emery and Glass Mills, at Kelland-road aforesaid.—Dated this 17th day of November, 1892.

THOMAS EDWARD MANN.
JESSE BENFORD.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Evan Thomas Davies and Arthur Button, carrying on business as Flour Merchants, at 11, Small-street, in the city and county of Bristol, under the style or firm of E. T. Davies and Co., was dissolved on the 7th day of March, 1891, by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Evan Thomas Davies, by whom alone the business will in future be carried on under the same style as heretofore.—Dated this 16th day of November, 1892.

E. T. DAVIES.
ARTHUR BUTTON.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by William Edward Roberts and John Wheeler Aldridge, under the style or firm of Roberts and Co., at the Rigid Cycle Works, St. James-square, Bristol, in the trade or business of Cycle Manufacturers and Dealers, was this day dissolved by mutual consent. All debts due to and owing by the late firm will be received and paid by the said John Wheeler Aldridge, who will continue to carry on the business under the style or firm of the Nimrod Cycle Company.—Dated this 16th day of November, 1892.

W. E. ROBERTS.
JOHN WHEELER ALDRIDGE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Moore and Thomas Moore, carrying on business as Shoemakers, at 95, Main-street, Bulwell, in the borough of Nottingham, under the style or firm of Moore Brothers, has been dissolved, by mutual consent, as and from the 10th day of November, 1892. All debts due to and owing by the said late firm will be received and paid by the said Thomas Moore, who will henceforth carry on the said business alone, under the same style or firm.—Dated the 18th day of November, 1892.

HY. MOORE.
THOS. MOORE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles John Holtom and Richard Percy Woodroffe, carrying on business as Surgeons and Apothecaries, at Eccleshill, Greengates, and Idle, all in the county of York, under the style or firm of Holtom and Woodroffe, has been dissolved, by mutual consent, as and from the 16th day of November, 1892. All debts due to and owing by the said late firm will be received and paid by the said Richard Percy Woodroffe.—Dated 16th day of November, 1892.

CHARLES J. HOLTOM.
R. P. WOODROFFE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Hamer Crossley and Marcus Synnot, carrying on business as Soap Manufacturers, at Walton, near Liverpool, in the county of Lancaster, under the style or firm of Hamer, Synnot, and Co., has been dissolved, by mutual consent, as and from the 19th day of November, 1892. All debts due to and owing by the said late firm will be received and paid by the said Marcus Synnot.—Dated 19th day of November, 1892.

JAMES HAMER CROSSLEY.
MARCUS SYNNOT.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Imeson and Thomas Roddam Dent, carrying on business as Innkeepers and Music Hall Proprietors, at Stockton-on-Tees, in the county of Durham, under the style or firm of Tom Imeson and Company, has been dissolved, by mutual consent, as from this date. All debts due to or by the said Partnership will be received and paid by the said Thomas Roddam Dent, by whom the said businesses will henceforth be carried on, under the style of the Grand Company.—Dated this 18th day of November, 1892.

THOMAS IMESON.
THOMAS R. DENT.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Benjamin Scarf, Ezra Hadley, and Samuel Mason, carrying on business at the Knowle, in the parish of Rowley Regis, in the county of Stafford, under the style or firm of the Knowle Colliery Company, has been dissolved, by mutual consent, as to the said Ezra Hadley, who has retired from the said copartnership as from the 1st day of November, 1892. All debts due to and owing by the said late firm will be received and paid by the said Benjamin Scarf and Samuel Mason (and Frederick Scarf, who is becoming a partner in the firm), who will in future carry on the said business under the same style as heretofore.—Dated this 3rd day of November, 1892.

BENJN. SCARF.
EZRA HADLEY.
SAMUEL MASON.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Samuel Koenig and Jacques Ammann, of Osborne-road, Southsea, in the county of Hants, as Hairdressers and Perfumers, at Osborne-road aforesaid, was this day dissolved, by mutual consent, as from the 15th day of October last. The said business will hereafter be carried on at the place aforesaid by the said Samuel Koenig alone, who will receive all debts and credits belonging to and will pay and discharge all debts and liabilities owing from the said late Partnership.—As witness our hands this 18th day of November, 1892.

SAMUEL KOENIG.
JACQUES AMMANN.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry David Herring and James Hick Hemingway, carrying on business as Merchants and Factors, at 35 and 37, Dickinson-street, Manchester, in the county of Lancaster, under the style or firm of Herring, Hemingway, and Co., has been dissolved, by mutual consent, as and from the 15th day of November, 1892. All debts due to and owing by the said late firm will be received and paid by the said Henry David Herring, who will continue to carry on the same business at the same address and under the style or firm of H. D. Herring and Co.—Dated 15th day of November, 1892.

HENRY DAVID HERRING.
JAMES HICK HEMINGWAY.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Palmer and Arthur William Palmer, carrying on business at 12, Seaside, Eastbourne, in the county of Sussex, as Tailors and Outfitters, under the style and firm of Palmer and Son, has been dissolved, by mutual consent, as from the 14th day of November, 1892. All debts due and owing by the said late firm will be received and paid by the said George Palmer.—Dated this 17th day of November, 1892.

GEORGE PALMER.
ARTHUR WILLIAM PALMER.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Lewis Spokes Richards and Joseph Hughes, carrying on business at the Silver Grid, Bull-street, in the city of Birmingham, as Restaurant and Hotel Proprietors, was dissolved, by mutual consent, as and from the 18th instant. All debts due to and owing by the said firm will be received and paid by the said Lewis Spokes Richards.—Dated this 19th day of November, 1892.

LEWIS S. RICHARDS.
JOSEPH HUGHES.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Havercroft Abey and Herbert William Grattan, carrying on business as Drapers, Hosiery, and Milliners, at 327, 329 and 331, London-road, and Bor Marché, Sharrow-lane, Sheffield, under the style or firm of Abey and Grattan, 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 George Havercroft Abey.—Dated this 15th day of November, 1892.

G. H. ABEY.
H. W. GRATAN.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Samuel Lister, Oliver Joseph Harvey, and John William Windsor Hall, under the style or firm of Lister, Harvey, and Hall, at the Etna Foundry, Birmingham-street, Willenhall, in the county of Stafford, in the trade or business of Iron-founders, has been dissolved by mutual consent.—As witness our hands this 14th day of November, 1892.

SAMUEL LISTER.
OLIVER JOSEPH HARVEY.
JOHN W. W. HALL.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Gooding and Leonard Hill, carrying on business as Solicitors, at Tower-street, Ipswich, under the style or firm of Gooding and Hill, has been dissolved, by mutual consent, as and from the 30th day of September, 1892. All debts due to and owing by the said late firm will be received and paid by the said Samuel Gooding.—Dated this 19th day of November, 1892.

SAMUEL GOODING.
LEONARD HILL.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, George Henry Pye and Charles William Pye, carrying on business as Hay and Straw Dealers, at the Harrow, Rose-lane, Dagenham, Essex, under the style or firm of G. and W. Pye, has long since been dissolved by mutual consent.—As witness our hands this 16th day of November, 1892.

G. H. PYE.
C. W. PYE.

LEWIS BECKETT COOPER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Lewis Beckett Cooper, late of Lowestoft, in Suffolk, retired Merchant, deceased (who died on the 17th day of July, 1887, and whose will was proved by William Beckett Cooper and John Beckett Cooper, two of the executors therein named, on the 24th day of August, 1887, 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 and demands to the undersigned, Solicitors for the executors, on or before the 30th day of November, 1892; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 17th day of November, 1892.

REEVE and MAYHEW, Lowestoft, Solicitors for the Executors.

PRISCILLA COOPER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Priscilla Cooper, late of Lowestoft, in Suffolk, Widow, deceased (who died on the 18th day of June, 1891, and whose will was proved by William Beckett Cooper and John Beckett Cooper, the executors therein named, on the 15th day of September, 1891, 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 and demands to the undersigned, Solicitors for the executors, on or before the 30th day of November, 1892; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 17th day of November, 1892.

REEVE and MAYHEW, Lowestoft, Solicitors for the Executors.

ELIZA SCOTT ROWLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Eliza Scott Rowley, late of 12, Batherley-place, St. Stephen's-road, Cheltenham, in the county of Gloucester, Widow (who died on the 13th day of October, 1892, and whose will was proved by Alfred James South Quekett, of 35, Lincoln's-inn-fields, in the county of London, Solicitor, and Arthur Edwin Quekett, of 29, Delamere-crescent, in the said county of London, Esq., the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 27th day of October, 1892), are hereby required to send particulars, in writing, of their debts, claims or demands to us, the undersigned, as Solicitors for the said executors, on or before the 22nd day

of December 1892; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have 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 19th day of November, 1892.

SURMAN and QUEKETT, 35, Lincoln's-inn-fields, London, W.C., Solicitors for the Executors.

WALTER FRANCIS WEARE, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Walter Francis Weare, late of 3, Bijou-villas, Myddleton-road, Bowes Park, in the county of Middlesex, Jeweller (who died on the 11th day of January, 1892, and to whose estate letters of administration were granted by the High Court of Justice, Probate Division, Principal Registry, on the 24th day of June, 1892, to Charles Lewis Robinson, of 91, Finsbury-pavement, in the city of London, Piano-forte Manufacturer, a creditor of the deceased), are hereby required to send particulars, in writing, of their claims and demands to me, the undersigned, Joseph Gibson, the Solicitor for the said Charles Lewis Robinson, on or before the 29th day of December next; after which date the said Charles Lewis Robinson will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims and demands of which he shall then have had notice; and that the said Charles Lewis Robinson will not be liable for the assets of the deceased, or any part thereof, so distributed, to any person of whose claim or demand he shall not then have had notice.—Dated this 18th day of November, 1892.

JOSEPH GIBSON, 76, Cheapside, E.C., Solicitor for Charles Lewis Robinson.

JOHN LOAT, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Loat, formerly of 3, Gresham-road, and the Acre Lane Brick Works, both in Brixton, in the county of Surrey, but late of the Laurels, Streatham-place, in the said county, Brick Master, deceased (who died on the 2nd day of August, 1892, at Ramsgate, in the county of Kent, and whose will and two codicils thereto, were proved by James Robert Pike and William Thomas Styles, two of the executors therein named, on the 29th day of October, 1892, in the Principal Registry of the Probate Division of the High Court of Justice), are required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 1st day of February, 1893; and notice is hereby given, that after the last mentioned day, the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1892.

MERRIMAN, PIKE, and MERRIMAN, 25, Austinfriars, London, E.C., Solicitors for the Executors.

HENRY BRAIDLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

ALL persons having claims against the estate of Henry Braidley, late of 7, Duppas Hill-terrace, Croydon, in the county of Surrey, Esq. (who died on the 2nd day of October, 1892, and whose will was proved in the Principal Registry on the 10th day of November, 1892, by Edward Horsman Bailey and William Edward Gillett, the executors), are required to send particulars of their claims to the undersigned on or before the 31st December next; and the said executors will after that date distribute the estate of the said deceased, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable to any person of whose claim they shall not then have had notice.—Dated this 18th day of November, 1892.

BAILEYS, SHAW, and GILLETT, 5, Berners-street, London, W., Solicitors for the Executors.

JOSEPH OAKMAN, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 33, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Joseph Oakman, late of the Priory, Battersea, in the county of Surrey, Surgeon, deceased (who died on or about the 15th day of August, 1892, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 15th day of November, 1892, by Joseph John Oakman and Henry Charles Montagu Oakman, the sons of the deceased, the executors therein named), are hereby required to send the particulars of their claims and demands to us, the undersigned, on or before the 1st day of January, 1893; 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 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 debt or claim they shall not then have had notice.—Dated this 18th day of November, 1892.

W. F. WARD and SON, 41, Norfolk-street, Strand, W.C., Solicitors for the Executors.

JOSEPH BROOK, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons and creditors having any claims or demands against the estate of Joseph Brook, late of Heaton Fold, Marsh, Huddersfield, in the county of York, Stone Merchant, deceased (who died on the 28th September, 1892, intestate, and administration of whose personal estate and effects was granted, on the 8th day of November, 1892, to Sarah Brook, his widow), are required to send particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said Sarah Brook, on or before the 10th day of December next; after which date the said administratrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice.—Dated this 18th day of November, 1892.

RAMSDEN, SYKES, and RAMSDEN, 1, West-gate, Huddersfield, Solicitors for the Administratrix.

The Reverend FRANCIS PLIMLEY VOULES, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of the Reverend Francis Plimley Voules, deceased, late of Middle Chinnock Rectory, near Ilminster, Somersetshire, and of 13, Oliver-grove, South Norwood, Surrey, and formerly of 11, Margaret-street, Cavendish-square, London, W. (who died on the 16th day of October, 1892, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by the executors therein named, on the 17th day of November, 1892), are hereby required to send in particulars of such claims to us, the undersigned, the Solicitors for the said executors, on or before the 20th day of December, 1892; after which date the executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated this 18th day of November, 1892.

PYKE and VOULES, 85, Gracechurch-street, E.C., Solicitors for the Executors.

WILLIAM LORT, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Lort, formerly of Frongoch Hall, Llanllugan, in the county of Montgomery, but late of Vaynol Park, Bangor, in the county of Carnarvon, Esq., deceased (who died on the 23rd day of May, 1891, and whose will, with a codicil thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of October, 1891, by Thomas Arthur Lort, of Vaynol Park, Bangor aforesaid, Gentleman, and Charles Harrop Beck, of Upton Priory, Macclesfield, in the county of Chester, Esq., two of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 23rd day of December, 1892; 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 claim or demand they shall not then have had notice.—Dated this 18th day of November, 1892.

MAIR and BLUNT, 2, King Edward-street, Macclesfield, Solicitors for the Executors.

JAMES DAVENPORT, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of James Davenport, late of Henbury, near Macclesfield, in the county of Chester, Yeoman (who died on the 6th day of September, 1892, and whose will was proved in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 3rd day of November, 1892, by Thomas Davenport, of 16, Market-place, Macclesfield, Family Grocer, and John Gask, of Bank House, Todmorden, Bank Manager, the surviving executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 23rd day of December, 1892; 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 18th day of November, 1892.

MAIR and BLUNT, 2, King Edward-street, Macclesfield, Solicitors for the Executors.

THOMAS BOHANNA, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Bohanna, late of Elm Grove, Hartford, in the county of Chester, Sheriff's Officer, deceased (who died intestate on the 7th April, 1892, and to whose personal estate and effects letters of administration have been granted in the Chester District Registry, Probate Division, of Her Majesty's High Court of Justice, on the 26th day of May, 1892, to Jane Turner, now of 111, New Park-road, off Trafford-road, Salford, in the county of Lancaster, and Ann Johnson, now of 14, New River-street, Weaste, in the said county of Lancaster), are hereby required to send in particulars, in writing, of their claims or demands to us, the undersigned, Solicitors to the said administratrixes, on or before the 24th day of December, 1892, after which date the said administratrixes 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 the said administratrixes will not be liable or accountable 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 17th day of November, 1892.

CHESHIRE and SON, Northwich, Cheshire, Solicitors for the Administratrixes.

WILLIAM DICKEN, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Dicken, late of the Malt Shovel Inn, Rugeley, in the county of Stafford, Licensed Victualler, deceased (who died on the 4th day of June, 1891, and whose will was proved in the Lichfield District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 15th day of July, 1891, by William Butler Simkin and George Brown, both of Rugeley aforesaid, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Gardner and Sons, the Solicitors for the said executors, on or before the 12th day of December, 1892; 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 15th day of November, 1892.

GARDNER and SONS, of Crossley-stone, Rugeley, Solicitors for the Executors.

JOHN WESTFIELD, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of John Westfield, late of Wye, Tankerville-road, Streatham, in the county of Surrey, out of business (who died at the same address on the 27th of April, 1892, and whose will was proved by Jane Ashworth and Alfred Armstrong, in the Probate Division of the High Court of Justice, Principal Registry, on the 9th May, 1892), are hereby required to send particulars, in writing, of their debts, claims, or demands to me, the undersigned, Alfred Cameron Armstrong, of 115, Chancery-lane, W.C., Solicitor to the said Jane Ashworth and Alfred Armstrong, on or before the 26th December, 1892; after which date the executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and that the said executors will not be liable for the assets or any part thereof, so distributed, to any person or persons of whose claim or demand they shall not have had notice at the time of the distribution.—Dated this 19th November, 1892.

ALFRED CAMERON ARMSTRONG, 115, Chancery-lane, W.C., Solicitor for Jane Ashworth and Alfred Armstrong.

WILLIAM SPANTON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of William Spanton, late of Nafferton, in the county of York, Joiner, deceased (who died on the 15th July, 1892, and Probate of whose will was granted by the York District Registry of the Probate Division of the High Court of Justice, on the 22nd August, 1892), are hereby required to send particulars, in writing, of such claims to me, the undersigned Solicitor, on or before the 19th December, 1892; after which date Sarah Ann Wilson and Emily Fletcher Walkington, the executors and trustees, will distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1892.

LUKE WHITE, Great Driffield, Solicitor for the Executors and Trustees.

The Honourable RALPH HENEAGE DUTTON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of the Honourable Ralph Heneage Dutton, late of Tinsbury Manor, Romsey, in the county of Southampton, and of 16, Halkin-street West, in the county of London, deceased (who died on the 8th day of October, 1892, and whose will, with two codicils thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1892, by the Honourable Horace Curzon Plunkett, of St. James's Club, 106, Piccadilly, London, and of Dunsany Castle, Dunsany, Co. Meath, Ireland, the nephew of the said deceased, and the Honourable John William Mansfield, of 2, Garden-court, Temple, London, the executors thereinnamed), 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 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 18th day of November, 1892.

CRAWLEY, ARNOLD, and CO., 20, Whitehall-place, London, S.W., Solicitors for the Executors.

ANNA MARIA DALY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Anna Maria Daly, late of Erin Lodge, Saint Mary Church, in the county of Devon, Spinster, deceased (who died on the 21st day of September, 1892, and whose will was proved in the District Registry at Exeter of the Probate Division of Her Majesty's High Court of Justice, on the 8th day of November, 1892, by George

Hawkins Hext, of Torquay, in the said county of Devon, Solicitor, the executor thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executor, on or before the 20th day of December, 1892; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 17th day of November, 1892.

KITSONS, MACKENZIE, and HEXT, 1, Vaughan-parade, Torquay, Solicitors for the Executor.

FANNY PENROSE, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Fanny Penrose, late of Bridlington Quay, in the county of York, Widow, deceased (who died on the 1st day of April, 1892, and whose will was proved in the District Registry at York of the Probate Division of the High Court of Justice, on the 8th day of June, 1892, by Jabez Denton, of Hull, Clerk with the Yorkshire Insurance Company, the executor thereinnamed), are hereby required to send the particulars, in writing, of their claims and demands to me, the undersigned, on or before the 20th day of December, 1892; after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 18th day of November, 1892.

F. J. BRIGHAM, Bridlington Quay, Solicitor for the Executor.

BENJAMIN DUNN, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of the abovenamed Benjamin Dunn, late of Crown-street, and Southampton-street, Reading, in the county of Berks, Undertaker, &c., deceased, are hereby required to send in particulars, in writing, of their claims or demands, to me, the undersigned, Solicitor for the executors of the said deceased, on or before the 24th day of December, 1892; 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 the said executors will not be liable or accountable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall then not have had notice.—Dated this 14th day of November, 1892.

HENRY CREED, 160, Friar-street, Reading, Solicitor for the Executors.

CHARLES ARKINSTALL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Charles Arkinstall, late of Highfields, Oaken, near Wolverhampton, in the county of Stafford, Hardware Merchant, deceased (who died on the 12th day of August, 1890, and whose will was proved on the 20th day of November, 1890, in the Lichfield District Registry of the Probate Division of Her Majesty's High Court of Justice, by Francis Arkinstall, of Paradise-street, West Bromwich, in the county of Stafford, Galvanized Iron Manufacturer, and Charles John Bonser, of Parkdale, Wolverhampton aforesaid, Commercial Traveller, the executors thereinnamed), are hereby required to send in particulars, in writing, of their debts, claims, or demands to the said executors, or to the undersigned, their Solicitor, on or before the 1st day of January, 1893; after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which 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 17th day of November, 1892.

WM. BACHE, Churchill House, West Bromwich, Solicitor for the Executors.

JAMES HALL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all persons having any claim against the estate of James Hall, late of 301, Clapham-road, in the county of Surrey, Gentleman, deceased (who died on the 17th day of November, 1890), are required to send particulars of their claims to the undersigned, Solicitor for the executors of the deceased's will, before the 19th day of December, 1892; after which date the executors will distribute the deceased's assets, having regard only to the claims of which they shall then have had notice.—Dated the 19th day of November, 1892.

HASTINGS C. DRAPER, Esq., Vincent-square, Westminster, S.W., Solicitor for the Executors.

SPENCER THOMAS HALL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all persons having any claims against the estate of Spencer Thomas Hall, late of the Crown Hotel, Harlesden, in the county of Middlesex, Licensed Victualler, deceased (who died on the 10th day of November, 1891, intestate), are required to send particulars of their claims to the undersigned, Solicitor for the administrator, before the 31st December, 1892; after which date the administrator will distribute the deceased's assets, having regard only to the claims of which he shall then have notice.—Dated the 19th day of November, 1892.

HASTINGS C. DRAPER, Esq., Vincent-square, Westminster, S.W., Solicitor for the Administrator.

HENRY RENNY HENDERSON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Henry Renny Henderson, late of the Grove, Eythe, in the county of Southampton, Esq., deceased (who died on the 13th day of July, 1892, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 28th day of September, 1892, by Sarah Ann Henderson, of the Grove, Hythe aforesaid, the sole executrix therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, on or before the 13th day of January, 1893; after which date the said executrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and she will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 16th day of November, 1892.

CANDY and CANDY, 91, High-street, Southampton, Solicitors for the Executrix.

CHARLOTTE STONES, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of Charlotte Stones, late of Studfield House, Wadsley, in the parish of Ecclesfield, in the county of York, Widow, deceased (who died on the 30th day of January, 1892, and whose will was proved in the District Registry at Wakefield of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of March, 1892, by George Potts, of Ecclesfield aforesaid, Assistant Overseer, and Charles Ridal Hampshire, of Holmfirth, in the said county, Assistant Overseer, the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 20th day of December, 1892; after which date the said executors 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 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 14th day of November, 1892.

SMITH, SMITH, and ELLIOTT, Meeting House-lane, Sheffield, Solicitors for the Executors.

JOSEPH FELLOWS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Fellows, late of Crawley Heath, in the county of Stafford, Corn Merchant and Farmer,

deceased (who died on the 23rd day of October, 1891, and letters of administration to whose estate were granted out of the District Registry at Lichfield of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of November following, to Ruth Bloomer, the wife of John Bloomer, of Hasbury, in the parish of Hales Owen, in the county of Worcester), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 25th day of December, 1892; after which date the said administratrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and she will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 18th day of November, 1892.

HOMFRAY, HOLBERTON and MELLOR, Brierly-Hill, Stafford, Solicitors for the Administratrix.

ROBERT PENSON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Robert Penson, late of Foxcote, in the county of Oxford, Farmer, deceased (who died on the 26th day of December, 1891, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 5th day of April, 1892, by Robert Penson, James Albert Penson, and Frank Henry Penson, the executors named in the said will), are hereby required to send the particulars, in writing, of their claims and demands to us, the undersigned, Solicitors 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 testator amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that they will not be liable for the assets of the said testator, 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 17th day of November, 1892.

WILKINS and TOY, Chipping Norton, Solicitors for the Executors.

CHARLES FERRERS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Charles Ferrers, late of the town of Bremen, in the county of Cook, and State of Illinois, in the United States of America, deceased (who died on the 3rd day of February, 1873, and to whose personal estate in England letters of administration, with the will annexed, were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of July, 1892, to Thomas Henry Vernon, of 36, Coleman-street, in the city of London, as Attorney for Frederick Ferrers, one of the executors appointed by the will of the said Charles Ferrers, deceased), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, as Solicitors for the said administrator, on or before the 16th day of December, 1892; after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and the said administrator will not be liable for the assets, or any part thereof, so distributed, to any person or persons of whose claim or demand he shall not then have had notice.—Dated this 17th day of November, 1892.

JOHN VERNON, SON, and CO., 36, Coleman-street, London, E.C., Solicitors for the Administrator.

WILLIAM CHARLES FULLER COOPER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

ALL persons having claims against the estate of William Charles Fuller Cooper, late of the Green, Northampton, in the county of Northampton, Fish Dealer, deceased (who died on the 29th day of October, 1892), are required to send particulars of such claims to me, the undersigned, on or before the 28th day of November, 1892; after which day the executor will distribute the assets of the said deceased, having regard only to claims of which notice shall have been given.—Dated this 14th day of November, 1892.

A. J. DARNELL, St. Giles'-square, Northampton, Solicitor for the Executor.

JOHN SEATH, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of John Seath, late of Hope Farm, near Folkestone, in the county of Kent, Farmer, deceased (who died on the 18th day of November, 1891, and whose will was proved at London, on the 18th day of March, 1892, by George Seath and Henry Martyn Mowll, the executors named in the said will), are required to send particulars of such claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 8th day of January, 1893; after which date the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice.—Dated this 17th day of November, 1892.

MOWLL and MOWLL, 34 and 36, Castle-street, Dover, Solicitors for the Executors.

Colonel FREDERICK BAGNELL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **ALL** creditors and others having any claims against the estate of Colonel Frederick Bagnell, formerly of Her Majesty's 12th (Suffolk) Regiment (who died on the 4th of October last, and whose will was proved on the 14th of November instant in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Irving Bagnell, of 15, Rue-Bayard, Pau, France, M.D., and John James, of 13, Suffolk-street, Pall Mall East, London, Solicitor, the executors thereof), are hereby required to send full particulars of such claims, on or before the 10th of January next, to us, on behalf of the executors; as after that date the executors will distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they have then notice.—Dated this 21st November, 1892.

GARRARD, JAMES, and WOLFE, 13, Suffolk-street, Pall Mall East, London, Solicitors for the Executors.

HUGH CARSWELL, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., 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 Hugh Carswell, late of 23, Wellington-street, Higher Broughton, Salford, Calico Printer, deceased, sometime partner in the firms of Carswell and Co., Carswell and Wanstall, and the Kersal Vale Printing Company and as such carried on business at the Kersal Vale Print Works, Kersal, Salford, and at 35, Major-street, Manchester (who died on the 15th day of May, 1885, and whose will was proved in the District Registry at Manchester of Her Majesty's High Court of Justice, Probate Division, on the 16th day of November, 1885, by Thomas Hyland Carswell, Thomas Aldred, and Thomas Ford Tucker, executors thereinnamed), are hereby required to send, in writing, particulars of their claims or demands to me, the undersigned Solicitor for the said executors, on or before the 20th day of January, 1893; after which date the said executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that 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 14th day of November, 1892.

THOS. FORD TUCKER, 13, York-street, Manchester, Solicitor for the Executors.

JOSHUA STAGG BYERS, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., 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 Joshua Stagg Byers, late of Stockton-on-Tees, in the county of Durham, Timber Merchant, deceased, trading as Joshua Byers and Son (who died on the 4th day of August, 1892, and whose will was proved in the District Registry at Durham of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of November, 1892, by Joshua Byers, Arthur William Byers, and Henry Stagg Byers, all of 1, Paradise-row, Stockton-on-Tees aforesaid, sons of the deceased, the executors thereinnamed), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Watson, Newby, and Robson, of 10, Tinkle-street, Stockton-on-Tees aforesaid, on or before the 31st day of December, 1892; 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 19th day of November, 1892.

WATSON, NEWBY, and ROBSON, Stockton-on-Tees, Solicitors for the Executors.

WILLIAM BENT, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **ALL** persons having any claim against the estate of William Bent, late of Littleport, in the Isle of Ely, in the county of Cambridge, Market Gardener, deceased, who died on the 21st day of May, 1892, are to send particulars thereof to us, the undersigned, before the 24th day of December, 1892; after which date the assets of the deceased will be distributed amongst the parties entitled thereto, having regard to the claims only of which the executors of the will of the said William Bent shall then have notice.—Dated the 16th day of November, 1892.

ARCHER and SON, Market Place, Ely, Cambridgeshire, Solicitors for Mary Ann Bent, Matthew Bent, and Horace Joseph Martin, Executors.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in re Julia Ann Pilcher's Estate, Wood and others v. Gibbs, 1887, P., 1019, by Mr. Robert McBean Tidey, the Auctioneer, appointed by his Lordship Mr. Justice North, at the Mart, Tokenhouse-yard, E.C., on the 30th November, 1892, in lots, the following properties, viz:—

A freehold house and premises, 61 (formerly 28), Hanley-road, Hornsey Rise, and the leasehold messuages and premises, 4, Canterbury-road, Balls Pond-road, Islington, 64 and 65, Ashburton-grove, Holloway-road, Islington, 26, 65, and 67, Cyprus-street, Bethnal Green, and 40, 41, 42, 43, and 44, Saint Helena-place, Exmouth-street, Clerkenwell, all in the county of Middlesex.

Particulars of J. Amery Parkes, Esq., Solicitor, Rolls-chambers, 89, Chancery-lane, London, W.C.; at the Mart; and of the Auctioneer, 198, Essex-road, Islington, N.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, dated the 11th of February, 1892, made in the matter of the estate of William Abraham Richards, deceased, Humber against Richards, 1889, R., No. 51, with the approbation of Mr. Justice Stirling, by Mr. Charles Morris, the person appointed by the said Judge, at 27, Bridlesmith-gate, Nottingham, on Tuesday, the 13th day of December, 1892, at four o'clock in the afternoon:—

Sixteen freehold dwelling-houses, two with shops, being 1 and 3, Fairfax-street, and 1 to 14 (both inclusive), Fairfax-terrace, New Basford. When all are let, the property produces at the present low rental £102 1s. per annum gross.

Particulars and conditions of sale may be had (gratis) of Messrs. Wilson, Bristows, and Carpmael, Solicitors, 1, Copthall-buildings, London, E.C.; Mr. F. P. Richards, Solicitor, 11, Weekday-cross, Nottingham; Messrs. Wells and Hind, Solicitors, Fletcher-gate, Nottingham; Messrs. Pontifex, Hewitt, and Pitt, Solicitors, 16, St. Andrews-street, London, E.C.; and of the Auctioneer.

GREENWOOD CLAYTON.

Late of Yeadon, near Leeds, Yorkshire, England.

WHEREAS the abovenamed Greenwood Clayton is entitled, if living, on the 29th January, 1878, to a share in the residuary estate of James Greenwood, late of Yeadon aforesaid, deceased, and whereas the said Greenwood Clayton is stated to have left Yeadon aforesaid for Australia in 1853 or 1854 and is believed to have since died. And whereas an application has been made to the High Court of Justice in England, Chancery Division, in the matter of the estate of James Greenwood, deceased, Clayton v. Kenion, 1892, G., 1530, by which it is sought to determine who is entitled to the said share of the said Greenwood Clayton. Pursuant to a direction of Mr. Justice Stirling, the Judge to whom the said matter is attached, the said Greenwood Clayton, if living, or, if dead, his legal personal representative (if any), or any person or persons claiming to be entitled to the said share, are, on or before the 13th day of March, 1893, to come in and prove their claims at the chambers of Mr. Justice Stirling, at the Royal Courts of Justice, Strand, London, England, or in default thereof they will be peremptorily excluded from any Order that the Judge may make for the distribution of such share. Tuesday, 28th day of March, 1893, at twelve o'clock, noon, at the said chambers, is appointed for hearing and adjudicating

upon any such claims.—Dated this 15th day of November, 1892.

NOTE.—Any person who can give any information as to the death or otherwise of the said Greenwood Clayton is requested to communicate with Ullithorne, Currey, and Villiers, Solicitors, 1, Field-court, Gray's-inn, London, England.

In the Matter of a Deed of Assignment for the Benefit of Creditors, executed by Alfred Woolrich, lately residing and carrying on business at 24, Mount-pleasant, Liverpool, in the county of Lancaster, as a Tailor.

NOTICE is hereby given, that it is intended to declare a First Dividend in the above matter. All persons having claims against the said debtor or the Trustee of the debtor's estate are required, on or before the 30th day of November, 1892, to send particulars of such claims, and of any security held by them, to the undersigned Trustee, or they will be debarred from the benefit of this or any other Dividend about to be declared.—Dated this 19th day of November, 1892.

WILLIAM ROBERTS MILLER, 21, North John-street, Liverpool, Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors, executed on the 13th day of September, 1892, by James Harvey, of the Barley Mow Inn, in the parish of Selmeaton, in the county of Sussex, Innkeeper and Farmer.

THE creditors of the abovenamed James Harvey who have not already sent in their claims are required, on or before the 13th day of December, 1892, to send in their names and addresses, and the particulars of their debts or claims, to William Beard, of Lewes, in the said county, Brewer and Wine and Spirit Merchant, the Trustee under the said deed, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1892.

EDWD. HILLMAN, 221, High-street, Lewes, Solicitor for the Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors, executed on the 17th day of November, 1892, by Alice Barlow, of and residing at Cooper Fold Farm, in Chain-road, in Blackley, near Manchester, in the county of Lancaster, Farmer.

NOTICE is hereby given, that all persons claiming to be creditors of the said Alice Barlow are required, on or before the 23rd day of January, 1893, to send their names and addresses, and the particulars of their debts or claims, to Frederick James Astbury, of 34, Pall Mall, in the city of Manchester, Chartered Accountant, the Trustee under the said deed, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1892.

CROFTON and CRAVEN, 36, Brazennose-street, Manchester, Solicitors for the Trustee.

In the Matter of a Deed of Assignment, executed on the 23rd day of May, 1891, by Alfred Havelock White, of 6, Oxford-road and 16, South-street, Worthing, in the county of Sussex, Wine and Spirit Merchant.

NOTICE is hereby given, that a Final Dividend is about to be declared under the abovementioned deed, and all persons having any claim against the estate of the abovenamed Alfred Havelock White, or the Trustee, are hereby requested to send particulars thereof to us, the undersigned (if they have not already done so), on or before the 31st day of December, 1892, otherwise they will be excluded from the said Final Dividend about to be declared.—Dated this 17th day of November, 1892.

STUCKEY, SON, and POPE, 4, Princes-place, Brighton, Solicitors for Thomas James Usher Robins, Trustee.

NOTICE is hereby given, that all persons who have not sent in particulars of their claims and demands against Francis George Herbert Whitley, of Truro, Cornwall, Surgeon, are requested to forward the same to the undersigned on or before the 30th instant; and all creditors or their agents who have not yet signed the Deed of Arrangement are requested to do so forthwith, or they will be excluded from all benefit thereunder.—Dated this 17th day of November, 1892.

CARLYON and KERBY, Truro, Solicitors for the Trustee.

In the Matter of Charles Hurst Muspratt, late of the city of Gloucester, Wine and Spirit Merchant, and formerly carrying on business at Gloucester aforesaid,

in copartnership with Ephraim Lloyd, as Wine Merchants, under the style or firm of Lloyd and Muspratt, Dealer and Chapman, adjudicated bankrupt on the 17th day of March, 1868.

I HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Fourth Dividend of 3s. 9d. in the pound upon application at my office on any day (except Saturday), from one to three o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—County Court Offices, Small-street, Bristol.

C. E. WRIGHT, Registrar.

The Bankruptcy Act, 1869.

In the High Court of Justice, in Bankruptcy.

A First and Final Dividend is intended to be declared of the separate estate of Philip Noyes, in the matter of George Allibon and Philip Noyes, of 9, New London-street, in the city of London, and of Rosherville Iron Works, Northfleet, in the county of Kent, Ship Builders and Copartners, trading under the style or firm of Allibon, Noyes, and Co., adjudicated bankrupts on the 14th day of December, 1870. Creditors who have not proved their debts by the 6th day of December, 1892, will be excluded.—Dated this 21st day of November, 1892.

P. PAGET, Trustee.

In the High Court of Justice, in Bankruptcy.

In the Matter of a Bankruptcy Notice, issued the 15th day of November, 1892.

To Robert Maxwell, of 34, Old Broad-street, in the city of London.

TAKE notice, that a Bankruptcy Notice has been issued against you in this Court by Frederick James Edwin Young, of 8, New-street-square, in the city of London, and the Court had 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 Bankruptcy Notice upon you. The Bankruptcy Notice can be inspected by you on application at this Court.—Dated 17th November, 1892.

J. E. LINKLATER, Registrar.

In the High Court of Justice, in Bankruptcy.

In the Matter of a Bankruptcy Petition, filed the 14th day of November, 1892.

To George Crocker, of 10, Gateley-road, Brixton, in the county of Surrey, and now or lately carrying on business at 72, Dalston-lane, in the county of Middlesex, as a Baker, and lately residing at 66, Grove-lane, Denmark Hill, in the said county of Surrey.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Bernard Kirschbaum, of 4, Drapers'-gardens, in the city of London, Stockbroker, and Herbert Samuel Halford, of 4, Drapers'-gardens aforesaid, Stockbroker, lately carrying on business in copartnership at 4, Draper's-gardens aforesaid, as Stockbrokers, under the style or firm of Kirschbaum and Halford, 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 Petition upon you; and further take notice, that the said Petition will be heard at this Court, on the 6th day of December, 1892, at twelve o'clock at noon, 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 the 21st day of November, 1892.

HERBERT J. HOPE, Registrar.

The Bankruptcy Acts, 1883 and 1890.

In the High Court of Justice, in Bankruptcy.

No. 1033 of 1890.

Re John Medley Stuart, of 31, Lombard-street, in the city of London.

NOTICE is hereby given, that an Order was, on the 19th day of November, 1892, made by the Board of Trade, under the powers vested in them by the above Acts, removing George Reginald Robert Wreford, of 81, Gracechurch-street, London, E.C., Accountant, from the office of Trustee of the estate and effects of the abovenamed bankrupt.—Dated this 21st day of November, 1892.

By order of the Board of Trade,

JOHN SMITH, Inspector-General in Bankruptcy.

THE BANKRUPTCY ACTS, 1833 AND 1890.
RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4120	Green, Robert, and Green, Robert Jeffrey ...	Both residing at 39, Dunbar-street, High-street, West Norwood, and trading at 39 and 41, Dunbar-street and 44, High-street, West Norwood aforesaid	Carmen and Contractors	High Court of Justice in Bankruptcy	Nov. 15, 1892	1650 of 1892	Nov. 16, 1892	824	Debtor's	
4121	Kellaway, Willis ...	53, Lamb's Conduit-street, Middlesex ...	Builder	High Court of Justice in Bankruptcy	Nov. 17, 1892	1659 of 1892	Nov. 17, 1892	826	Debtor's	
4122	Mackenzie, William James	319, Holloway-road, Middlesex	Doctor of Medicine ...	High Court of Justice in Bankruptcy	Nov. 19, 1892	1678 of 1892	Nov. 19, 1892	829	Debtor's	
4123	Meek, Charles Lyon ...	Residing at the Badminton Club, 100, Piccadilly, London, W., lately trading at the South - Western Brewery, Wandsworth, Surrey	Now of no known occupation, lately Brewer	High Court of Justice in Bankruptcy	Oct. 13, 1892	1470 of 1892	Nov. 16, 1892	822	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1893
4124	Pleasance, Frederick ...	121, Holborn, in the city of London, and 1B, Euston-road, trading there, and residing at 27, Barbara-street, Barnsbury, both in the county of London	Fancy Dealer	High Court of Justice in Bankruptcy	Nov. 17, 1892	1658 of 1892	Nov. 17, 1892	825	Debtor's	
4125	Reed, John Foster ...	15, York-place, Baker-street, in the county of London	Boarding-house Keeper...	High Court of Justice in Bankruptcy	Nov. 18, 1892	1669 of 1892	Nov. 18, 1892	827	Debtor's	
4126	Smith, Herbert Wakefield	28, Carlton-hill, N.W., previously 46, Acacia-road, St. John's Wood, in the county of London, formerly Willesden-lane, Great Marlow, 42, Upper Baker-street, and 12, Werndee-road, South Norwood, formerly Clerk to Morton and Company, Pickle Manufacturers, Leadenhall-street, but now carrying on business in copartnership at 4, Duke-street-mansions, Oxford-street	Carrying on business in copartnership with Thomas Henry Lee Bake, as Corti and Co., Bootmakers	High Court of Justice in Bankruptcy	Oct. 31, 1892	1565 of 1892	Nov. 17, 1892	823	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1893
4127	Watkins, Mary Toss will (trading as Marie Watkins)	6, Hanover-street, in the county of London	Dressmaker and Milliner, Widow	High Court of Justice in Bankruptcy	Nov. 19, 1892	1677 of 1892	Nov. 19, 1892	828	Debtor's	
4128	Jones, John	27B, Cardiff-road, Aberaman, Aberdare, Glamorganshire	Collier and Cycle Agent	Aberdare ...	Nov. 16, 1892	9 of 1892	Nov. 16, 1892	9	Debtor's	

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
4129	Williams, Isaac	21, High-street, Rhyl, Flintshire	Bootmaker	Bangor	Nov. 7, 1892	26 of 1892	Nov. 18, 1892	25	Creditor's...	Sec. 4-1 (F.), Bankruptcy Act, 1883
4130	Peckmore, Walter Sheridan	18, Ladypool-road, Birmingham, Warwickshire	Architect	Birmingham	Nov. 17, 1892	117 of 1892	Nov. 17, 1892	112	Debtor's	
4131	Duckworth, Tattersall (lately carrying on business as T. W. Duckworth)	20, Peel-street, Accrington, Lancashire, lately carrying on business at 22, Peel-street, Accrington aforesaid, and at Bradford and Halifax, both in Yorkshire	General Draper, Auctioneer, and Stock Valuer	Blackburn	Oct. 17, 1892	28 of 1892	Nov. 17, 1892	29	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
4132	Baker, Alfred William	The Hermitage, Emsworth, Sussex	Baker	Brighton	Nov. 18, 1892	95 of 1892	Nov. 18, 1892	56	Debtor's	
4133	Stockbridge, Augustus Alexander	Hauxton, Cambridgeshire	Miller	Cambridge	Nov. 10, 1892	34 of 1892	Nov. 19, 1892	34	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
4134	Ward, Charles	Cottenham, Cambridgeshire	Farmer	Cambridge	Nov. 18, 1892	37 of 1892	Nov. 18, 1892	32	Debtor's	
4135	Webster, H. Cayley	Kirtling Towers, Newmarket, Cambridgeshire	Captain	Cambridge	Sept. 21, 1892	28 of 1892	Nov. 19, 1892	33	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
4136	Roberts, John	55, Stacey-road, Cardiff, Glamorganshire, formerly trading at the Rummer Tavern, Cardiff aforesaid	Out of business, formerly Licensed Victualler	Cardiff	Nov. 18, 1892	81 of 1892	Nov. 18, 1892	78	Debtor's	
4137	Smith, John	2, St. Leonards-road, Bexhill, Sussex, lately residing and carrying on business at Beacon's Farm, Ingatestone, Essex	Retired Farmer	Chelmsford	Nov. 18, 1892	30 of 1892	Nov. 18, 1892	23	Debtor's	
4138	West, William Henry	Cobham, Surrey, lately residing and carrying on business at Brown's Farm, Storrington, Sussex	Formerly Farmer, now out of business	Croydon	Nov. 18, 1892	59 of 1892	Nov. 18, 1892	41	Debtor's	
4139	Davies, David	46, Wakefield-road, Dewsbury, Yorkshire	Formerly Travelling Draper, now out of business	Dewsbury	Nov. 17, 1892	42 of 1892	Nov. 17, 1892	42	Debtor's	
4140	Smith, Sarah Ellen	Station-road, Morley, Yorkshire, lately residing and trading at Wade-lane, Leeds, Yorkshire	Confectioner's Assistant, lately Confectioner	Dewsbury	Nov. 18, 1892	43 of 1892	Nov. 18, 1892	43	Debtor's	
4141	Rowe, Arthur	Ideford, Devonshire	Shopkeeper	Exeter	Nov. 7, 1892	56 of 1892	Nov. 19, 1892	53	Creditor's...	Sec. 1, Bankruptcy Act, 1890

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.
4142	Tingle, Harry Rice ...	124, King-street, Great Yarmouth, Norfolk ...	General and Fancy Draper	Great Yarmouth	Nov. 19, 1892	20 of 1892	Nov. 19, 1892	19	Debtor's	
4143	Holland, George Algenal	101, St. George's-road, Hastings, Sussex, lately residing and trading at 84, All Saints'-street, Hastings aforesaid	Butcher, Grocer, and General Dealer	Hastings ...	Nov. 16, 1892	36 of 1892	Nov. 16, 1892	22	Debtor's	
4144	Hodges, George James ...	Millbrook House, Ross, Herefordshire ...	General Carrier ...	Hereford ...	Nov. 19, 1892	16 of 1892	Nov. 16, 1892	15	Debtor's	
4145	Proudman, John... ..	Charsfield Mills, near Wickham Market, Suffolk	Miller, Merchant, and Machinist	Ipswich ...	Nov. 15, 1892	26 of 1892	Nov. 15, 1892	24	Debtor's	
4146	Steward, Elisha	Barham, Suffolk	Hay Dealer	Ipswich	Nov. 14, 1892	25 of 1892	Nov. 14, 1892	23	Debtor's	
4147	Wheater, Harry Hill ...	Saffron-lane, Aylestone-park, Leicester ...	Wool Sorter	Leicester	Nov. 18, 1892	100 of 1892	Nov. 18, 1892	94	Debtor's	
4148	Moore, Benjamin	Residing at 16, Boswell-street, Liverpool, Lancashire, lately carrying on business at 19, Kent-square, Liverpool	Master Cooper	Liverpool	Nov. 19, 1892	138 of 1892	Nov. 19, 1892	108	Debtor's	
4149	Tolhurst, Frederick James	Sutton Velence, Kent	Plumber	Maidstone	Nov. 17, 1892	22 of 1892	Nov. 17, 1892	16	Debtor's	
4150	Wood, Marsh	Blue House Farm, Lenham, Kent	Farmer	Maidstone	Nov. 18, 1892	23 of 1892	Nov. 18, 1892	17	Debtor's	
4151	Harris, Samuel Blay ...	75, Northbrook-street, Newbury, Berkshire ...	Whip and Harness Maker	Newbury	Nov. 16, 1892	6 of 1892	Nov. 16, 1892	6	Debtor's	
4152	Chinchen, Joseph	East Cowes, Isle of Wight	Builder and Contractor and Surveyor to the East Cowes Local Board of Health	Newport and Ryde	Nov. 18, 1892	23 of 1892	Nov. 18, 1892	17	Debtor's	
4153	Seaman, Anthony	1, St. Paul's-square, in the city of Norwich	Boot and Shoe Manufacturer	Norwich	Nov. 8, 1892	29 of 1892	Nov. 19, 1892	31	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
4154	Squire, John, the younger	Acle, Norfolk	Miller, Corn and Seed Merchant	Norwich	Nov. 19, 1892	52 of 1892	Nov. 19, 1892	30	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.
4155	Bew, William Henry ...	90, Caroline-street, Nottingham ...	Solicitor's Clerk ...	Nottingham ...	Nov. 18, 1892	52 of 1892	Nov. 18, 1892	45	Debtor's	
4156	Limpenny, Samuel Robert	88, Charnwood-grove, West Bridgford, Nottinghamshire, and trading at 14, Pelham-street, Nottingham	Upholsterer ...	Nottingham ...	Nov. 17, 1892	51 of 1892	Nov. 17, 1892	44	Debtor's	
4157	Swain, Kirkley ...	116, Redgrave-street, Oldham, lately trading at the Prince of Wales Hotel, Oldham, Lancashire	Innkeeper... ..	Oldham... ..	Nov. 14, 1892	26 of 1892	Nov. 14, 1892	22	Debtor's	
4158	Owen, Henry ...	6, Dora-street, Portmadoc, Carnarvonshire ...	Book-keeper ...	Portmadoc and Blaenau Ffestiniog	Nov. 17, 1892	11 of 1892	Nov. 17, 1892	11	Debtor's	
4159	Hurst, William ...	51, Castle-road, Southsea, Hampshire ...	Grocer and Butcher ...	Portsmouth ...	Oct. 27, 1892	52 of 1892	Nov. 10, 1892	55	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
4160	Pulham, Richard James	48, Oxford-road, Reading, Berkshire ...	Tobacconist ...	Reading ...	Nov. 17, 1892	17 of 1892	Nov. 17, 1892	16	Debtor's	
4161	Smith, Richard ...	The Prospect Nursery, East Wickham, Kent	Market Gardener and Florist	Rochester ...	Nov. 17, 1892	31 of 1892	Nov. 17, 1892	28	Debtor's	
4162	Drake, Henry Ward ...	2, Brunswick-terrace, Scarborough, Yorkshire	Teacher of Music ...	Scarborough ...	Nov. 19, 1892	31 of 1892	Nov. 19, 1892	29	Debtor's	
4163	Hastings, John ...	Residing at 5, Trafalgar-street West, and lately trading at Seamer-road, Falgrave, both in Scarborough, Yorkshire	Photographic Artist ...	Scarborough ...	Nov. 18, 1892	29 of 1892	Nov. 18, 1892	27	Debtor's	
4164	Linton, Samuel, jun. ...	7, Regent-street and 14, St. Thomas-street, both in Scarborough, Yorkshire	Boot and Shoe Repairer	Scarborough ...	Nov. 18, 1892	30 of 1892	Nov. 18, 1892	28	Debtor's	
4165	Harding, George Edward	66, Dial Stone-lane, Stockport, Cheshire ...	Journeyman Painter ...	Stockport ...	Nov. 18, 1892	15 of 1892	Nov. 18, 1892	15	Debtor's	
4166	Middleton, John George	12, Back Silver-street, West Hartlepool, in the county of Durham	Labourer ...	Sunderland ...	Nov. 18, 1892	19 of 1892	Nov. 18, 1892	17	Debtor's	
4167	Emanuel, David Wain ...	Formerly 1, Woodland-terrace, Cwmtillery, now 3, Tillery-street, Abertillery, both in Monmouthshire	Grocer ...	Tredegar ...	Nov. 17, 1892	13 of 1892	Nov. 17, 1892	12	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 by Creditor's Petition.
4168	Waters, Thomas ...	Newlyn, Paul, Cornwall ...	Builder and Carpenter, formerly trading in co- partnership with Joseph Bodinnar, as Bodinnar and Waters	Truro ...	Nov. 18, 1892	46 of 1892	Nov. 18, 1892	42	Debtor's	
4169	Bowes, Sam ...	66, Sarsfield-road, Balham, Surrey ...	Builder ...	Wandsworth ...	Oct. 18, 1892	40 of 1892	Nov. 17, 1892	30	Creditor's ...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883
4170	Smith, John Wright ...	Eagle House, 120, High-road, Streatham, Surrey	Draper ...	Wandsworth ...	Oct. 21, 1892	41 of 1892	Nov. 17, 1892	29	Creditor's ...	Sec. 4-1 (H.), Bank- ruptcy Act, 1883
4171	Lee, Frederick Champion (also trading as Allen Lee and Co.)	Bridge House, Warwick, 13, Jury-street, Warwick, and Manchester-buildings, Can- non-street, Birmingham	Auctioneer ... Printer	Warwick ...	Nov. 16, 1892	13 of 1892	Nov. 16, 1892	13	Debtor's	
4172	Sillery, Georges ...	20, Market-street, Llangollen, Denbighshire, lately residing at Rockferry, Cheshire	Plumber, Glazier, and Decorator	Wrexham ...	Nov. 17, 1892	12 of 1892	Nov. 17, 1892	12	Debtor's	
<i>The following Amended Notice is substituted for that published in the London Gazette of the 18th November, 1892.</i>										
4085	England, John Robert ...	20, York-street, in the city of Manchester, late of 32, Church-street, Manchester, and now or lately residing at Southwood, Great Moor, Stockport, Cheshire	Woollen Manufacturer ...	Manchester ...	Oct. 29, 1892	92 of 1892	Nov. 14, 1892	78	Creditor's ...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883

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.
Fenestre, Charles Hippolyte Joseph	Residing at 1, Avington-villas, Chaseside, Southgate, Middlesex, and employed at 40, Aldermanbury, in the city of London	Employd as Merchant's Clerk	High Court of Justice in Bankruptcy	1636 of 1892	Nov. 29, 1892	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 15, 1892	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 15, 1892
Koehler, Richard (trading as the Hand Carved Wood Supply Company)	258, Old-street, in the county of London	... ..	High Court of Justice in Bankruptcy	1510 of 1892	Nov. 29, 1892	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 16, 1892	12.30 P.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Linzell, Frank Lincoln	1, Harberton-road, Upper Holloway, Middlesex, lately trading at 12, Princeton-street, Holborn, in the county of London, now trading at 7A, Archway-road, Upper Holloway aforesaid	Builder	High Court of Justice in Bankruptcy	1624 of 1892	Nov. 30, 1892	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 16, 1892	12.30 P.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Pleasance, Frederick	121, Holborn, in the city of London, and 1B, Euston-road, trading there and residing at 27, Barbara-street, Barnsbury, both in the county of London	Fancy Dealer	High Court of Justice in Bankruptcy	1658 of 1892	Nov. 29, 1892	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 16, 1892	12.30 P.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Relf, Samuel Burton	Lately residing at 9, the Croft, Hastings, Sussex, now of 9, Ashburnham-road, Chelsea, Middlesex	Gentleman	High Court of Justice in Bankruptcy	1064 of 1892	Nov. 30, 1892	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 16, 1892	12.30 P.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Simonsen, Albert Edward Puddefoot, John Webb, and Jessel, Ernest Edward (trading as Simonsen, Puddefoot, and Jessel)	All of 8, George-street, Minories, in the city of London	Ivory and Shell Merchants	High Court of Justice in Bankruptcy	1352 of 1892	Dec. 1, 1892 (New First Meeting)	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.				
Tadman, Edwin Thomas	4, Gray's-inn-place, in the county of London	Solicitor	High Court of Justice in Bankruptcy	1286 of 1892	Dec. 1, 1892	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 13, 1892	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

No. 26347.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Walker, John Thomas Eades	12, New Cavendish-street, and Studley Castle, Warwickshire	Esquire	High Court of Justice in Bankruptcy	1600 of 1892	Nov. 30, 1892	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 13, 1892	12.30 P.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Woolf, Solomon Samuel	Lately residing and trading at 111 and 112, Shoreditch High-street, now residing at 25, Sandringham-road, Dalston, both in Middlesex	Lately Merchant Tailor, now out of business	High Court of Justice in Bankruptcy	1628 of 1892	Nov. 30, 1892	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 13, 1892	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 16, 1892
Wrentmore, William	White Hart Brewery, Bermondsey, in the county of London	Brewer	High Court of Justice in Bankruptcy	1533 of 1892 (Proceedings consolidated with those of Thomas Sheldrake, and numbered 918 of 1892, Order dated 17th November, 1892)	Dec. 1, 1892	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 20, 1892	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Henshall, Joshua ...	24, Earle-street, Ashton-under-Lyne, Lancashire, and trading at Ashton Moss, Ashton-under-Lyne aforesaid	Market Gardener	Ashton - under-Lyne and Stalybridge	19 of 1892	Dec. 1, 1892	12.45 P.M.	Townhall, Ashton-under-Lyne	Dec. 1, 1892	12.30 P.M.	Townhall, Ashton - under - Lyne	Nov. 16, 1892
Feltham, James Rowland	Lately residing at 15, Brighton-road, Balsall Heath, Birmingham, now lodging at 10, Cumberland-street, Birmingham, and trading at Westminster-chambers, Corporation-street, Birmingham	Advertising Agent	Birmingham ...	114 of 1892	Dec. 2, 1892	11 A.M.	23, Colmore-row, Birmingham	Dec. 16, 1892	11 A.M.	County Court, Birmingham	Nov. 17, 1892
Whitmore, Henry ...	26, Longmore-street, Birmingham, Warwickshire, and 44, Ombersley-road, Birmingham aforesaid	Tailor	Birmingham ...	112 of 1892	Dec. 1, 1892	2.30 P.M.	23, Colmore-row, Birmingham	Dec. 16, 1892	11 A.M.	County Court, Birmingham	Nov. 12, 1892
Newlands, Alexander	16, Blandford-road, Bedford Park, Turnham Green, Middlesex	Gentleman	Brentford	13 of 1892	Nov. 29, 1892	3 P.M.	Official Receiver's Office, 95, Temple-chambers, Temple-avenue, E.C.	Dec. 13, 1892	2.15 P.M.	Townhall, Brentford	Nov. 17, 1892

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No. of 1892	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Allum, William John	Late Belle Vue Nursery, Gonnorsbury-lane, Acton, afterwards of 16, Gloucester-villas, Alexandra-road, Ealing Dean, now of 19, Phoenix-road, Balting Dean, all in Middlesex	Out of business, late Florist	Brentford	21 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Office, 95, Temple-chambers, Temple-avenue, E.C.	Dec. 13, 1892	2.15 P.M.	Townhall, Brentford	
Biggs, Henry ...	71, Clifton-road, 41, Surrey-street, and 124A, Montague-street, all in Worthing, Sussex	Bicycle Maker	Brighton	88 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Office, 4, Pavilion-buildings, Brighton	Dec. 8, 1892	11 A.M.	Court - house, Church-street, Brighton	Nov. 12, 1892
Parnell, Katharine ...	10, Walsingham-terrace, West Brighton, Sussex	Widow	Brighton	86 of 1892	Nov. 30, 1892	3 P.M.	Official Receiver's Offices, 4, Pavilion-buildings, Brighton	Dec. 15, 1892	11 A.M.	Court - house, Church-street, Brighton	
Ward, Charles ...	Cottingham, Cambridgeshire	Farmer	Cambridge	37 of 1892	Dec. 6, 1892	12 noon	Official Receiver's Office, 5, Petty Curry, Cambridge	Dec. 14, 1892	11 A.M.	Guildhall, Cambridge	Nov. 19, 1892
Jenkins, Frances ...	Free Trade House, Caerphilly, Glamorganshire	Baker, Widow	Cardiff	76 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Office, 29, Queen-street, Cardiff	Dec. 6, 1892	12 noon	Townhall, Cardiff	Nov. 5, 1892
McKay, John Frederick	44, Planet-street, Roath, Cardiff, Glamorganshire, and lately residing at 29, Keppoch-street, Roath, Cardiff aforesaid	Tailor	Cardiff	78 of 1892	Nov. 29, 1892	3 P.M.	Official Receiver's Offices, 29, Queen-street, Cardiff	Dec. 6, 1892	12 noon	Townhall, Cardiff	Nov. 17, 1892
Drew, Ambrose ...	High-street, Cinderford, Gloucestershire	Grocer and Beer Agent	Gloucester	31 of 1892	Nov. 29, 1892	11 A.M.	Official Receiver's Office, 15, King-street, Gloucester	Nov. 29, 1892	12 noon	Shirehall, Gloucester	Nov. 18, 1892
Hopkinson, A. C. ...	58, Knighton Park-road, Lower Sydenham, Kent	Accountant	Greenwich	35 of 1892	Nov. 29, 1892	11.30 A.M.	24, Railway-approach, London Bridge, S.E.	Nov. 29, 1892	1 P.M.	Court - house, Greenwich	
Dungay, John ...	Camberley, Surrey ...	Builder	Guildford and Godalming	13 of 1892	Nov. 30, 1892	11.30 A.M.	24, Railway-approach, London Bridge, S.E.	Dec. 6, 1892	2 P.M.	Townhall, Guildford	Nov. 9, 1892

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
Crouch, Edwin ...	Ninfield, Sussex ...	Wheelwright and Carpenter	Hastings ...	34 of 1892	Dec. 5, 1892	12.30 P.M.	Offices of Young and Son, Bank-buildings, Hastings	Dec. 5, 1892	1.15 P.M.	Townhall, Hastings	Nov. 14, 1892
Proudman, John ...	Charsfield Mills near Wickham Market, Suffolk	Miller, Merchant, and Machinist	Ipswich...	26 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Offices, 36, Princes-street, Ipswich	Dec. 15, 1892	11 A.M.	Shirehall, St. Helens, Ipswich	Nov. 18, 1892
Steward, Elisha ...	Barham, Suffolk ...	Hay Dealer ...	Ipswich...	25 of 1892	Nov. 29, 1892	11.30 A.M.	Official Receiver's Offices, 36, Princes-street, Ipswich	Dec. 15, 1892	11 A.M.	Shirehall, St. Helens, Ipswich	Nov. 18, 1892
Allison, Charles Henry	53, Grafton-street, lately residing at 78, Peel-street, and trading at 18, Postern-gate, all in the borough of Kingston-upon-Hull	Lithographer ...	Kingston-upon-Hull	32 of 1892	Nov. 30, 1892	11 A.M.	Office of Official Receiver, Trinity House-lane, Hull	Dec. 12, 1892	2 P.M.	Court - house, Townhall, Hull	Nov. 17, 1892
Smith, Charles James and Dunipace, Colin (trading as Smith and Dunipace, also trading as The Midland Corn Stores)	152, High-street, in the borough of Kingston-upon-Hull, also trading at 216, Gibraltar-street, Sheffield, Yorkshire	Seed Merchants ...	Kingston-upon-Hull	30 of 1892	Dec. 2, 1892 (Meetings of Creditors of Joint and Separate Estates)	2.30 P.M.	Office of Official Receiver, Trinity House-lane, Hull	Dec. 12, 1892	2 P.M.	Court - house, Townhall, Hull	
Hartley, James ...	Street-lane, Moor Allerton, in the borough of Leeds, Yorkshire, and trading at 37, Covered-market, Leeds aforesaid	Seedsman ...	Leeds ...	115 of 1892	Nov. 30, 1892	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 20, 1892	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 15, 1892
Mallinson George ...	35, West-street, Leeds, Yorkshire, formerly in co-partnership with William Palmer, at Diamond-street, St. James' Market, Bradford, Yorkshire, under the style or firm of Palmer and Mallinson, as Fish Dealers, and also lately trading on his own account at 33, Park-lane, Leeds aforesaid	Fish Dealer's Assistant, lately Fish Dealer	Leeds ...	116 of 1892	Dec. 2, 1892	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 20, 1892	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 15, 1892

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, 11 011, for Summary Administration.
Wade, James...	The Manor House, Wortley, near Leeds, Yorkshire	Engineer ...	Leeds ...	80 of 1892	Nov. 30, 1892	12 noon	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 6, 1892	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 17, 1892
Yates, Elizabeth ...	Lately residing and trading at Sheaf Works, Hunslet-lane, Leeds, Yorkshire, now of Meadow Foundry, Charmonth-street, Beeston road, Leeds, and residing in lodgings at 31, West-view, Beeston Hill, Leeds	Mechanical Engineer	Leeds ...	107 of 1892	Nov. 29, 1892	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 20, 1892	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 5, 1892
Jacobs, Samuel (carrying on business as the Atlas Furnishing Company, and formerly as Jacobs and Co.)	157, London-road, Leicester, Leicestershire, formerly residing at Willoughby House, Regent-road, Leicester, carrying on business at Atlas House, Horsefair-street, Leicester	Furnishing Contractor	Leicester ...	96 of 1892	Dec. 1, 1892	3.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Dec. 20, 1892	10 A.M.	The Castle, Leicester	
Staniland, George ...	Hambleton, Rutlandshire...	Innkeeper and Farmer	Leicester ...	99 of 1892	Nov. 29, 1892	12.30 P.M.	Office of Official Receiver, 34, Friar-lane, Leicester	Dec. 20, 1892	10 A.M.	The Castle, Leicester	
Wheater, Harry Hill	Saffron-lane, Aylestone Park, Leicester	Wool Sorter ...	Leicester ...	100 of 1892	Nov. 29, 1892	3 P.M.	Office of Official Receiver, 34, Friar-lane, Leicester	Dec. 20, 1892	10 A.M.	The Castle, Leicester	
Newman, Michael ...	Rodmell, near Lewes, Sussex	Grocer and Draper	Lewes and East-bourne	9 of 1892	Nov. 29, 1892	3 P.M.	Official Receiver's Office, 4, Pavilion-buildings, Brighton	Nov. 30, 1892	11.30 A.M.	County - hall, Lewes	Nov. 15, 1892
Jones, John, and Jones, William Heald (formerly trading as John Jones and Son)	Both residing at 1, Hartington-road, Liverpool, Lancashire, formerly residing at 109, Salisbury-road, Wavertree, Lancashire, and formerly trading at High-street, Hoylake, Cheshire	Joiners, formerly Builders	Liverpool ...	130 of 1892	Nov. 30, 1892	2 P.M.	Offices of Official Receiver, 35, Victoria-street, Liverpool	Dec. 1, 1892	11 A.M.	Court - house, Government-buildings, Victoria - street, Liverpool	Nov. 11, 1892

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.
Whitworth, Alfred Ernest (trading as the Manchester and Liverpool Soap Co.)	Residing at 100, Broughton-lane, Manchester, and trading at Britannia Works, Back Mill-street, Ancoats, Manchester	Soap Manufacturer	Manchester ...	93 of 1892	Nov. 29, 1892	3.30 P.M.	Ogden's - chambers, Bridge-street, Manchester	Dec. 21, 1892	12.30 P.M.	Court - house, Quay - street, Manchester	
Jones, Alfred Thomas	12, Wind-street, Neath, Glamorganshire	Confectioner ...	Neath ...	22 of 1892	Nov. 30, 1892	12 noon	Official Receiver's Offices, 31, Alexandra-road, Swansea	Dec. 6, 1892	11.30 A.M.	Townhall, Neath	Nov. 5, 1892
Archibald, James ...	Trading at 24, High West street and Ord-street, Gateshead - on - Tyne, county of Durham, and residing 24, High West street, Gateshead aforesaid	Plumber and Gas-fitter	Newcastle - on - Tyne	59 of 1892	Nov. 30, 1892	12 noon	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne	Dec. 1, 1892	11.30 A.M.	County Court, Westgate-road, Newcastle-on-Tyne	
Chinchen, Joseph ...	East Cowes, Isle of Wight...	Builder and Contractor and Surveyor to the East Cowes Local Board of Health	Newport and Ryde	23 of 1892	Dec. 3, 1892	3.30 P.M.	Holyrood-chambers, Newport, Isle of Wight	Dec. 7, 1892	3 P.M.	Court - house, Newport, Isle of Wight	
Ribbands, Henry Buttle	The Bonchurch Hotel, Bonchurch, Isle of Wight	Hotel Proprietor...	Newport and Ryde	22 of 1892	Dec. 3, 1892	2.30 P.M.	Holyrood-chambers, Newport, Isle of Wight	Dec. 7, 1892	3 P.M.	Court - house, Newport, Isle of Wight	
Baker, Edward ...	21, Clarence-place and 26, Marshes-road, both in Newport, Monmouthshire	Tobacconist and Grocer	Newport, Mon...	36 of 1892	Nov. 29, 1892	12.30 P.M.	Official Receiver's Office, Gloucester Bank - chambers, Newport, Mon.	Dec. 20, 1892	11 A.M.	Townhall, Newport, Mon.	Nov. 17, 1892
Saxon, Henry ...	Wainfelin, Pontnewynydd, Monmouthshire, formerly residing and trading at Brynmawr, Breconsire, and afterwards at Abertillery, Monmouthshire	Journeyman Carpenter, formerly Builder and Undertaker	Newport, Mon...	35 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Office, Gloucester Bank - chambers, Newport, Mon.	Dec. 20, 1892	11 A.M.	Townhall, Newport, Mon.	Nov. 17, 1892
Gee, William, the elder	72, Independent - street, New Radford, Nottingham	Cab Proprietor ...	Nottingham ...	50 of 1892	Nov. 29, 1892	11 A.M.	Official Receiver's Offices, St. Peter's Church-walk, Nottingham	Dec. 2, 1892	10 A.M.	County Court-house, St. Peter's - gate, Nottingham	Nov. 19, 1892

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.
Swain, Kirkley ...	116, Redgrave-street, Oldham, Lancashire, lately trading at the Prince of Wales Hotel, Spencer-street, Oldham aforesaid	Innkeeper...	Oldham...	26 of 1892	Nov. 29, 1892	11 A.M.	Official Receiver's Offices, Bank-chambers, Queen-street, Oldham	Nov. 25, 1892	11 A.M.	Townhall, Oldham	Nov. 18, 1892
Floyd, Israel ...	Trehavod-road, Trehavod, Glamorganshire	Boot and Shoe Maker	Pontypridd ...	40 of 1892	Nov. 29, 1892	3 P.M.	Official Receiver's Office, Merthyr Tydfil	Dec. 20, 1892	2 P.M.	Court - house, Pontypridd	Nov. 15, 1892
Rowlands, Moses ...	Thornhill, Glyntaff, near Pontypridd, and carrying on business at Adare Colliery, Penygraig, near Pontypridd, Glamorganshire	Colliery Proprietor	Pontypridd ...	41 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Office, Merthyr Tydfil	Dec. 20, 1892	2 P.M.	Court - house, Pontypridd	
Brookland, Arthur Charles	14, Russell-street, Southsea, Hampshire	Outfitter ...	Portsmouth ...	54 of 1892	Nov. 29, 1892	3.30 P.M.	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth	Dec. 12, 1892	12 noon	Court-house, St. Thomas-street, Portsmouth	Nov. 9, 1892
Coles, John ...	Clanfield, Hampshire ...	Farmer ...	Portsmouth ...	55 of 1892	Dec. 1, 1892	3.30 P.M.	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth	Dec. 12, 1892	12 noon	Court-house, St. Thomas-street, Portsmouth	
Hurst, William ...	51, Castle-road, Southsea, Hampshire	Grocer and Butcher	Portsmouth ...	52 of 1892	Dec. 1, 1892	4 P.M.	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth	Dec. 12, 1892	12 noon	Court-house, St. Thomas-street, Portsmouth	
White, Lester ...	332, Fratton-road, Landport, and Bassett Villa, Campbell-road, Southsea, Hampshire	Grocer ...	Portsmouth ...	53 of 1892	Nov. 29, 1892	4 P.M.	Offices of Official Receiver, Cambridge Junction, High-street, Portsmouth	Dec. 12, 1892	12 noon	Court-house, St. Thomas-street, Portsmouth	Nov. 9, 1892
Smith, Richard ...	The Prospect Nursery, East Wickham, Kent	Market Gardener and Florist	Rochester ...	31 of 1892	Nov. 30, 1892	11.30 A.M.	Official Receiver's Office, Rochester	Dec. 8, 1892	2 P.M.	Court - house, Eastgate, Rochester	Nov. 19, 1892

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.
Harding, George Edward	66, Dialstone-lane, Stockport, Cheshire	Journeyman Painter	Stockport ...	15 of 1892	Dec. 1, 1892	12 noon	Official Receiver's Offices, County-chambers, Market-place, Stockport	Dec. 9, 1892	11.30 A.M.	Court - house, Vernon-street, Stockport	Nov. 19, 1892
Merris, William ...	Harborne, Staffordshire, and Halesowen, Worcestershire	Corn Factor, Seedsman, and Farmer	Stourbridge ...	12 of 1892	Nov. 29, 1892	10.30 A.M.	Office of Official Receiver, Colmore-row, Birmingham	Nov. 30, 1892	2.30 P.M.	Court - house, Stourbridge	
Moseley, George ...	Hagley-street, Halesowen, Worcestershire	Butcher and Cattle Dealer	Stourbridge ...	11 of 1892	Nov. 29, 1892	3 P.M.	Office of Official Receiver, Dudley	Nov. 30, 1892	2.30 P.M.	Court - house, Stourbridge	Oct. 29, 1892
Davies, John Edwards	1, Glanmor-terrace, in the county borough of Swansea, and trading at 105, Oxford-street, Swansea	Hatter and Hosier	Swansea ...	43 of 1892	Nov. 29, 1892	12 noon	Official Receiver's Offices, 31, Alexandra-road, Swansea	Dec. 23, 1892	12 noon	Townhall, Swansea	Nov. 19, 1892
Blackburn, Joseph ...	Cutsyke-terrace, Cutsyke, Castleford, Yorkshre	Coal Miner, late Commission Agent	Wakefield ...	21 of 1892	Nov. 29, 1892	11 A.M.	Official Receiver's Office, Bond-terrace, Wakefield	Dec. 1, 1892	11 A.M.	Court - house, Wakefield	Nov. 18, 1892
Pearsall, John ...	Now residing at Mushroom Hall Farm, Vicarage-road, Langley, near Oldbury, Worcestershire, lately residing at 25, Stone-street, Tat Bank, Oldbury aforesaid	Canal Carrier ...	West Bromwich	12 of 1892	Dec. 1, 1892	10.30 A.M.	County Court, West Bromwich	Dec. 1, 1892	11 A.M.	County Court, West Bromwich	Nov. 1, 1892
Lloyd, Richard, and Flude, Henry (trading as Lloyd and Flude) ...	87, Union-street, Willenhall, Staffordshire	Lockmakers ...	Wolverhampton	21 of 1892	Dec. 12, 1892	12 noon	Official Receiver's Office, Wolverhampton	Dec. 12, 1892	2 P.M.	County Court, Wolverhampton	Nov. 18, 1892
Raby, Ralph Heafield	46, Foregate-street, Worcester	Tailor ...	Worcester ...	31 of 1892	Dec. 1, 1892	10.30 A.M.	Official Receiver's Office, 45, Copenhagen-street, Worcester	Dec. 13, 1892	2.30 P.M.	Guildhall, Worcester	
Rimmer, James ...	33, Tallow-hill, Worcester, formerly of 1, East-street, Arboretum, Worcester	Out of business, formerly Grocer and Baker	Worcester ...	30 of 1892	Dec. 8, 1892	10.30 A.M.	Official Receiver's Office, 45, Copenhagen-street, Worcester	Dec. 13, 1892	2.30 P.M.	Guildhall, Worcester	

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.
Rogers, John Thomas	Broadway, Worcestershire	Baker and Grocer	Worcester	29 of 1892	Dec. 7, 1892	10.30 A.M.	Official Receiver's Office, 45, Copenhagen-street, Worcester	Dec. 13, 1892	2.30 P.M.	Guildhall, Worcester	
<i>The following Amended Notices are substituted for those published in the London Gazette of the 18th November, 1892.</i>											
Sargeant, Wallace ...	Great Clacton, Essex ...	Builder and Contractor	Colchester ...	24 of 1892	Nov. 26, 1892	3 P.M.	Townhall, Colchester	Dec. 14, 1892	2 P.M.	Townhall, Colchester	
Bishop, Samuel ...	Residing and trading at 31, Abbey-street, Nun-eaton, Warwickshire	Fruiterer and Potato Salesman	Coventry ...	22 of 1892	Nov. 25, 1892	12 noon	Official Receiver's Offices, 17, Hertford-street, Coventry	Nov. 28, 1892	2.30 P.M.	County - hall, Coventry	Nov. 12, 1892
Elsley, William ...	70, George-street, Great Yarmouth, Norfolk	Baker ...	Great Yarmouth	18 of 1892	Nov. 26, 1892	12.30 P.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 13, 1892	11 A.M.	Townhall, Great Yarmouth	

ADJUDICATIONS.

No. 26347.

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Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Green, Robert, and ... Green, Robert Jeffrey	Both residing at 39, Dunbar-street, High-street, West Norwood, Surrey, and trading at 39 and 41, Dunbar-street aforesaid, and 44, High-street, West Norwood aforesaid	Carmen and Contractors	High Court of Justice in Bankruptcy	1650 of 1892	Nov. 17, 1892 ...	Nov. 15, 1892
Kellaway, Willis	53, Lamb's Conduit-street, Middlesex	Builder	High Court of Justice in Bankruptcy	1659 of 1892	Nov. 17, 1892 ...	Nov. 17, 1892
Reed, John Foster	15, York-place, Baker-street, county of London	Boarding-house Keeper	High Court of Justice in Bankruptcy	1669 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892
Watkins, Mary Tosswill (trading as Marie Watkins)	6, Hanover-street, county of London	Dressmaker and Milliner, Widow	High Court of Justice in Bankruptcy	1677 of 1892	Nov. 19, 1892 ...	Nov. 19, 1892
Jones, John	273, Cardiff-road, Aberaman, Aberdare, Glamorganshire	Collier and Cycle Agent	Aberdare	9 of 1892	Nov. 16, 1892 ...	Nov. 16, 1892
Davey, Solomon	Lodging at 78, Ettington-road, Aston, near Birmingham, Warwickshire, lately residing at 35, Rupert-street, and formerly trading at Scholefield Wharf, Blews-street, afterwards at Sydenham-road, and lately at Windsor-street Wharf, all in Birmingham	Commission Agent, formerly Coal Merchant	Birmingham	115 of 1892	Nov. 17, 1892 ...	Nov. 15, 1892
Ogden, Alfred	8, Ooton-road, Erdington, Warwickshire, lately trading and residing at the Swan Inn, Sutton Coldfield, Warwickshire	Retired Publican	Birmingham	110 of 1892	Nov. 17, 1892 ...	Oct. 27, 1892
Newlands, Alexander	16, Blandford-road, Bedford Park, Turnham Green, Middlesex	Gentleman	Brentford	18 of 1892	Nov. 17, 1892 ...	Aug. 27, 1892
Baker, Alfred William	The Hermitage, Emsworth, Sussex	Baker	Brighton	95 of 1892	Nov. 18, 1892 ...	Nov. 16, 1892
Ward, Charles	Cottenham, Cambridgeshire	Farmer	Cambridge	37 of 1892	Nov. 18, 1892 ...	Nov. 17, 1892
Jenkins, Frances	Fretrade House, Caerphilly, Glamorganshire... ..	Baker, Widow	Cardiff	76 of 1892	Nov. 19, 1892 ...	Oct. 29, 1892
Jones, James	116, Bridgend-road, Aberkenfig, near Bridgend, Glamorganshire	Greengrocer	Cardiff	75 of 1892	Nov. 19, 1892 ...	Oct. 29, 1892
Roberts, John	55, Stacey-road, Cardiff, Glamorganshire, formerly trading at the Rummer Tavern, Cardiff aforesaid	Out of business, formerly Licensed Victualler	Cardiff	81 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892
Smith, John	2, St. Leonard's-road, Bexhill, Sussex, lately residing and carrying on business at Beacon's Farm, Ingatestone, Essex	Retired Farmer	Chelmsford	30 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892
Sargeant, Wallace	Great Clacton, Essex	Builder and Contractor	Colchester	24 of 1892	Nov. 19, 1892 ...	Nov. 14, 1892

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ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
West, William Henry	Cobham, Surrey, lately residing and carrying on business at Brown's Farm, Storrington, Sussex	Formerly Farmer, now out of business	Croydon	59 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892
Davies, David	46, Wakefield-road, Dewsbury, Yorkshire	Formerly Travelling Draper, now out of business	Dewsbury	42 of 1892	Nov. 17, 1892 ...	Nov. 15, 1892
Tingle, Harry Rice	124, King-street, Great Yarmouth, Norfolk	General and Fancy Draper	Great Yarmouth	20 of 1892	Nov. 19, 1892 ...	Nov. 19, 1892
Mendez, Robert	44, Hudson-road, Plumstead, Kent, lately trading at Plumstead Market, Kent	Wholesale Fruiterer	Greenwich	39 of 1892	Nov. 18, 1892 ...	Oct. 10, 1892
Holland, George Algenal	101, St. George's-road, Hastings, Sussex, lately residing and trading at 84, All Saints'-street, Hastings aforesaid	Butcher, Grocer, and General Dealer	Hastings	36 of 1892	Nov. 16, 1892 ...	Nov. 16, 1892
Bosley, John	Lower Lyde, Pipe-cum-Lyde, Herefordshire	Farmer	Hereford	15 of 1892	Nov. 18, 1892 ...	Oct. 27, 1892
Hodges, George James	Millbrook House, Ross, Herefordshire	General Carrier	Hereford	16 of 1892	Nov. 19, 1892 ...	Nov. 19, 1892
Proudman, John	Charfield Mills, near Wickham Market, Suffolk	Miller, Merchant, and Machinist	Ipswich	26 of 1892	Nov. 15, 1892 ...	Nov. 15, 1892
Steward, Elisha	Barham, Suffolk	Hay Dealer	Ipswich	25 of 1892	Nov. 14, 1892 ...	Nov. 14, 1892
Chester, Arthur	9, Clarence-street; Kingston-on-Thames, Surrey	Blind Manufacturer and Cricket Bat Maker	Kingston, Surrey	25 of 1892	Nov. 17, 1892 ...	Nov. 12, 1892
Wade, James... ..	The Manor House, Wortley, near Leeds, Yorkshire	Engineer	Leeds	80 of 1892	Nov. 17, 1892 ...	Aug. 9, 1892
Stafford, Joseph	12, Victoria-road, late 90, Checkitts-road, both Belgrave, Leicester	Market Gardener and Carter	Leicester	93 of 1892	Nov. 14, 1892 ...	Nov. 8, 1892
Tolhurst, Frederick James... ..	Sutton Valence, Kent	Plumber	Maidstone	22 of 1892	Nov. 17, 1892 ...	Nov. 17, 1892
Wood, Marsh... ..	Blue House Farm, Lenham, Kent	Farmer	Maidstone	23 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
England, John Robert	20, York-street, in the city of Manchester, late of 32, Church-street, Manchester, now or lately residing at Southwood, Great Moor, Stockport, Cheshire	Woollen Manufacturer	Manchester	92 of 1892	Nov. 19, 1892	Oct. 29, 1892
Harris, Samuel Blay	75, Northbrook-street, Newbury, Berkshire	Whip and Harness Maker	Newbury	6 of 1892	Nov. 16, 1892	Nov. 15, 1892
Chinchen, Joseph	East Cowes, Isle of Wight	Builder and Contractor, and Surveyor to the East Cowes Local Board of Health	Newport and Ryde	23 of 1892	Nov. 18, 1892	Nov. 18, 1892
Ribbands, Henry Buttle	The Bonchurch Hotel, Bonchurch, Isle of Wight	Hotel Proprietor	Newport and Ryde	22 of 1892	Nov. 18, 1892	Nov. 16, 1892
Baker, Edward	21, Clarence-place and 26, Marshes-road, both in Newport, Monmouthshire	Tobacconist and Grocer	Newport, Mon.	36 of 1892	Nov. 19, 1892	Nov. 15, 1892
Bew William Henry	90, Caroline-street, Nottingham	Solicitor's Clerk	Nottingham	52 of 1892	Nov. 18, 1892	Nov. 18, 1892
Gee, William, the elder	72, Independent-street, New Radford, Nottingham	Cab Proprietor	Nottingham	50 of 1892	Nov. 19, 1892	Nov. 16, 1892
Limpenny, Samuel Robert	33, Charnwood-grove, West Bridgford, Nottinghamshire, and trading at 14, Pelham-street, Nottingham	Upholsterer	Nottingham	51 of 1892	Nov. 17, 1892	Nov. 17, 1892
Swain, Kirkley	116, Redgrave-street, Oldham, lately trading at the Prince of Wales Hotel, Oldham, Lancashire	Innkeeper	Oldham	26 of 1892	Nov. 14, 1892	Nov. 12, 1892
Owen, Henry	6, Dora-strset, Portmadoc, Carnarvonshire	Book-keeper	Portmadoc and Blaenau Festiniog	11 of 1892	Nov. 17, 1892	Nov. 17, 1892
Hill, T.	Worthing-road, Southsea, Hampshire		Portsmouth	48 of 1892	Nov. 17, 1892	Oct. 12, 1892
Smith, Richard	The Prospect Nursery, East Wickham, Kent	Market Gardener and Florist	Rochester	31 of 1892	Nov. 19, 1892	Nov. 17, 1892
Drake, Henry Ward	2, Brunswick-terrace, Scarborough, Yorkshire	Teacher of Music	Scarborough	31 of 1892	Nov. 19, 1892	Nov. 19, 1892
Hastings, John	Residing at 5, Trafalgar-street West, and lately trading at Seamer-road, Falsgrave, both in Scarborough, Yorkshire	Photographic Artist	Scarborough	29 of 1892	Nov. 18, 1892	Nov. 18, 1892
Linton, Samuel, jun.	7, Regent-street and 14, St. Thomas-street, both in Scarborough, Yorkshire	Boot and Shoe Repairer	Scarborough	30 of 1892	Nov. 18, 1892	Nov. 18, 1892

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ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Harding, George Edward	66, Dial Stone-lane, Stockport, Cheshire	Journeyman Painter	Stockport	15 of 1892	Nov. 18, 1892 ...	Nov. 17, 1892
Strang, James, jun.	Park Hall, Buxton, Derbyshire	Gentleman	Stockport	14 of 1892	Nov. 18, 1892 ...	Oct. 12, 1892
Middleton, John George	12, Back Silver-street, West Hartlepool, in the county of Durham	Labourer	Sunderland	19 of 1892	Nov. 18, 1892 ...	Nov. 18, 1892
Emanuel, David Wain	Formerly Woodland-terrace, Cwmtillery, now 3, Tillery-street, Abertillery, both in Monmouthshire	Grocer	Tredegar	13 of 1892	Nov. 17, 1892 ...	Nov. 17, 1892
Meyrick, George	46, High-street, Blaina, Monmouthshire	Furniture Dealer and Tin Plate Worker	Tredegar	12 of 1892	Nov. 17, 1892 ...	Nov. 16, 1892
Waters, Thomas	Newlyn Paul, Cornwall	Builder and Carpenter, formerly trading in copartnership with Joseph Bodinnar, as Bodinnar and Waters	Truro... ..	46 of 1892	Nov. 18, 1892 ...	Nov. 17, 1892
Lee, Frederick Champion (also trading as Allen, Lee, and Co.)	Bridge House, Warwick, 13, Jury-street, Warwick Manchester-buildings, Cannon-street, Birmingham	Auctioneer Printer	Warwick	13 of 1892	Nov. 18, 1892 ...	Nov. 15, 1892
Foster, Nathan Robert	Labyrinthum Villa, Cowley, Middlesex, trading at the Metropolitan Cement and Brick Works, Cowley Peachey, Uxbridge, Middlesex	Cement Manufacturer	Windsor	8 of 1892	Nov. 16, 1892 ...	Oct. 4, 1892
Lassam, Thomas Henry	29, Windsor-street, Uxbridge, Middlesex	Oil and Colour Man	Windsor	9 of 1892	Nov. 18, 1892 ...	Nov. 12, 1892

ORDER 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.
Thatcher, H. W. (trading as Hudson and Co.)	Lately residing at 28, Chapel-street, Belgrave-square, Middlesex, and lately trading at 230, York-road, Wandsworth, and 15, Chivalry-road, Battersea, both in Surrey	Provision Merchant	Wandsworth	11 of 1892	Nov. 15, 1892	Payment in priority of all debts directed to be so paid in the distribution of the property of a bankrupt shall be provided for out of the £117 16s. in the hands of the Official Receiver. Payment of all the 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, shall also be made out of the £117 16s. in the hands of the Official Receiver. The following Composition shall be paid as hereinafter mentioned on all provable debts (except the debt of Miss Virginia Mary Thatcher, who is prepared to withdraw her claim if the proposal be accepted), viz., 7s. 6d. in the pound, payable within fourteen days of the approval of the proposal by the Court. Payment of the Composition to be secured by the deposit of the cash required to meet the same with the Official Receiver, prior to the application to the Court to approve the proposal

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Cull, Reuben ... and Cull, Reuben Thomas (trading as R. Cull and Son) ...	Residing at Northdene, Windmill-hill, Enfield, Middlesex Residing at Cornwall House, Glebe-avenue, Enfield, Middlesex 72, Palmerston-buildings, Old Broad-street, in the city of London	Brick and Tile Merchants ...	High Court of Justice in Bankruptcy	98 of 1892	Dec. 7, 1892 ...	Arthur Herbert Roberts	72, Palmerston-buildings, Old Broad-street, London, E.C.
Cull, Reuben ... (Separate Estate)	Northdene, Windmill-hill, Enfield, Middlesex ...	Brick and Tile Merchant ...	High Court of Justice in Bankruptcy	98 of 1892	Dec. 7, 1892 ...	Arthur Herbert Roberts	72, Palmerston-buildings Old Broad-street, London, E.C.
Cull, Reuben Thomas (Separate Estate)	Cornwall House, Glebe-road, Enfield, Middlesex	Brick and Tile Merchant ...	High Court of Justice in Bankruptcy	98 of 1892	Dec. 7, 1892 ...	Arthur Herbert Roberts	72, Palmerston-buildings, Old Broad-street, London, E.C.
Cutler, James Henry ...	17, Devonshire-square, Bishopsgate-street Without, in the city of London, and residing at 6, Cliff Park-villas, Southend, Essex, lately trading at Ethelburga House, Bishopsgate-street Within, in the city of London, and lately residing at Clare Villa, Upton-lane, Upton, Essex	Wine and Spirit Merchant and Valuer, lately trading as a Wine and Spirit Merchant in copartnership with William Munro Robson, as Cutler, Robson, and Company, at Ethelburga House aforesaid	High Court of Justice in Bankruptcy	1285 of 1890	Dec. 2, 1892 ...	Alfred Cotton Harper...	10, Trinity-square, Tower Hill, E.C.
De Belin, Arthur ...	26, Westcroft-square, Ravenscroft Park, Hammersmith, Middlesex	Pensioner, late in the East India Company's Service	High Court of Justice in Bankruptcy	1278 of 1885	Dec. 7, 1892 ...	G. Wreford, Senior Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Edward, George Sherwood (trading as George Edward)	62, Piccadilly, Middlesex, residing at 84, Coolhurst-road, Crouch End, Middlesex	Goldsmith and Jeweller ...	High Court of Justice in Bankruptcy	1260 of 1892	Dec. 7, 1892 ...	H. Brougham, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Mackinnon, J. C. ...	Now or lately residing at 8, Michael's-grove, Brompton, Middlesex	Gentleman ...	High Court of Justice in Bankruptcy	954 of 1889	Dec. 7, 1892 ...	E. Leadam Hough, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Mills, William James ...	184, Peckham Rye and 5, Russell-street, Covent Garden, both in the county of London	Butcher ...	High Court of Justice in Bankruptcy	1029 of 1891	Dec. 8, 1892 ...	William Izard ...	147, Cannon-street, London, E.C.
Rowland, Alexander ...	23, Laurence Pountney-lane, in the city of London, and 5, Great Ormond-street, W.C., and 12, Artillery-street, Bermondsey, both in the county of London, lately trading at 12, Sylvan-grove, Old Kent-road, in the county of London	Soap Manufacturer ...	High Court of Justice in Bankruptcy	398 of 1890	Dec. 7, 1892 ...	A. H. Wildy, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Stafford, George (trading as Stafford and Co.)	4, North-buildings, Eldon-street, in the city of London, and of High-street, Godalming, Surrey	Mercantile Agent ...	High Court of Justice in Bankruptcy	515 of 1889	Dec. 7, 1892 ...	A. H. Wildy, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Davies, Frederick...	The Post Office, Llanfairtalhaiarn, Denbighshire	Postmaster and Draper ...	Bangor ...	12 of 1892	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Edwards, John (trading as John Edwards and Co.)	High-street, Conway, Carnarvonshire, and of Glanrafon, Penmaenmawr, Carnarvonshire	Chemist, Druggist, Grocer, and Wine and Spirit Merchant	Bangor	17 of 1891	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester
Williams, John Vaughan...	Manchester House, Llanberis, Carnarvonshire...	Draper	Bangor	13 of 1891	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester
Williams, William Owen...	The Butchers' Arms, Bodedern, Anglesey ...	Grocer and Flour Dealer ...	Bangor	27 of 1891	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester
Roche, Edward Melvern... and Leggat, Alexander ... (trading as Roche Brothers and Co.)...	40, Woodchurch-road, Birkenhead, Cheshire 248, Picton-road, Wavertree, near the city of Liverpool, Lancashire At 80, Grange-road, 56, Ivy-street, Birkenhead, and Oak Tree-place, St. Paul's-road, Tranmere, all in Cheshire	Hay, Straw, Corn, and Provision Dealers	Birkenhead	9 of 1892	Dec. 7, 1892 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Roche, Edward Melvern ... (Separate Estate)	40, Woodchurch-road, Birkenhead, Cheshire ...	Hay, Straw, Corn, and Provision Dealer	Birkenhead	9 of 1892	Dec. 7, 1892 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Leggat, Alexander ... (Separate Estate)	248, Picton-road, Wavertree, near the city of Liverpool, Lancashire	Hay, Straw, Corn, and Provision Dealer	Birkenhead	9 of 1892	Dec. 7, 1892 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liverpool
Barton, Charles William (trading as W. Barton)	136, Hockley-hill, in the city of Birmingham ...	Albert Chain Maker... ..	Birmingham	83 of 1892	Dec. 8, 1892 ...	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Davies, David Thomas ...	Cicely Croft, Bell-lane, Erdington, Warwickshire						
Barham, Arnold Foster ... and Hall, James ... (trading as Saunders, Davies, and Co.)	56, Carlyle-road, Edgbaston, Birmingham Sycamore Cottage, Bell-lane, Erdington, Warwickshire						
Hughes, Thomas Frederick	Ryland Works, Upper Tower-street, Birmingham, Warwickshire	Brassfounders	Birmingham	94 of 1887	Dec. 8, 1892 ...	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Stock, Charles	The Beehive Inn, Bodymoor Heath, in the parish of Kingsbury, Warwickshire, lately residing at the parish of Lea Marston, Warwickshire	Publican, Blacksmith, Baker, Grocer, and Provision Dealer	Birmingham	87 of 1891	Dec. 8, 1892 ...	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Frith, William	Residing at 48, Summer-row, and trading at 50, Summer-row, both in Birmingham, Warwickshire	Printer	Birmingham	58 of 1892	Dec. 8, 1892 ...	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Packham, William	Residing and trading at 84, Lilycroft-road, Manningham, Bradford, Yorkshire	Draper and Clothier	Bradford	46 of 1892	Dec. 7, 1892 ...	J. Arthur Binns, Official Receiver	31, Manor-row, Bradford
	Hurst Mill, Harting, Sussex	Miller	Brighton	61 of 1891	Dec. 7, 1892 ...	Arthur S. Cully, Official Receiver	4, Pavilion - buildings, Brighton

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Steggall, Theophilus ...	21, Dorset-gardens, trading at 47, Lewes-road, both in Brighton, Sussex	Grocer and Provision Merchant	Brighton ...	22 of 1892	Dec. 8, 1892 ...	Arthur S. Cully, Official Receiver	4, Pavilion - buildings, Brighton
Wright, Henry ...	Felpham, Bognor, Sussex ...	Butcher and Grocer...	Brighton ...	52 of 1891	Dec. 7, 1892 ...	Arthur S. Cully, Official Receiver	4, Pavilion - buildings, Brighton
Baily, Henry Charles ...	4, Frederick-place, Grosvenor-road, in the city and county of Bristol	Tailor ...	Bristol ...	71 of 1892	Dec. 10, 1892 ...	Edward G. Clarke, Official Receiver	Bank-chambers, Corn-street, Bristol
Griffin, Samuel Bird (Deceased) ...	Late of Clevedon, Somersetshire ...	Late Auctioneer ...	Bristol ...	14 of 1891	Dec. 10, 1892 ...	Edward G. Clarke, Official Receiver	Bank-chambers, Corn-street, Bristol
Chadwick, William ...	2, Derby-street, Burnley, Lancashire, lately residing and trading at 78, Trafalgar-street, Burnley aforesaid	Grocer and Beerseller ...	Burnley ...	86 of 1891	Dec. 6, 1892 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Royall, Alfred John, and Royall, Thomas John (trading as Royall Brothers) ...	40, Clarendon-street, Cambridge...	Plasterers ...	Cambridge ...	18 of 1892	Dec. 3, 1892 ...	Josiah Chater ...	5, Alexandra-street, Cambridge
Royall, Alfred John (Separate Estate) ...	40, Clarendon-street, Cambridge ...	Plasterer ...	Cambridge ...	18 of 1892	Dec. 3, 1892 ...	Josiah Chater ...	5, Alexandra-street, Cambridge
Baker, John Edward (trading as H. Baker)	45, Windsor-road, Penarth, Glamorganshire ...	Hairdresser, Tobacconist, Stationer, and Fancy Goods Dealer	Cardiff ...	51 of 1892	Dec. 7, 1892 ...	Thomas Stephens, Henry Official Receiver	29, Queen-street, Cardiff
Thompson, Isaac ...	Huller Bank, parish of Hayton, Cumberland ...	Farmer ...	Carlisle ...	21 of 1892	Dec. 3, 1892 ...	John Mason, Official Receiver	Carlisle
Deakin, Sarah ...	Westgate, Dewsbury, Yorkshire...	Dress and Mantle Maker ...	Dewsbury ...	34 of 1892	Dec. 6, 1892 ...	Edgar Ernest Deane, Official Receiver	Official Receiver's Offices, Bank-chambers, Batley
Hepworth, Fred ...	Halifax-road, Batley Carr, Yorkshire ...	Stationer and Hairdresser ...	Dewsbury ...	32 of 1892	Dec. 6, 1892 ...	Edgar Ernest Deane, Official Receiver	Official Receiver's Offices, Bank-chambers, Batley
Luscombe, Thomas ...	Alexandra House, Torre, Devonshire ...	Oil and Colour Man...	Exeter ...	17 of 1892	Dec. 9, 1892 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Rowland, Eliza ...	Ottery St. Mary, Devonshire ...	Coal Merchant and Dress and Mantle Maker	Exeter ...	41 of 1892	Dec. 9, 1892 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Brereton, Thomas...	16, Mollart-street and Birch-terrace, both in Hanley, Staffordshire	Builder and Contractor ...	Hanley, Burslem, and Tunstall	6 of 1892	Dec. 10, 1892 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme

NOTICES OF INTENDED DIVIDENDS—continued.

No. 26347.

2 A

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Chambers, Charles ...	Mill Hayes, near Biddulph, Staffordshire, formerly Franklyn-street, Hanley, Staffordshire	Ironworks Stocktaker, formerly Grocer	Hanley, Burslem, and Tunstall	21 of 1892	Dec. 10, 1892 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Edwards, George Hitchen	Liverpool-road, Newcastle-under-Lyme, Staffordshire	Furniture Dealer	Hanley, Burslem, and Tunstall	29 of 1891	Dec. 10, 1892 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Hood, Herbert	34, Hope-street, Hanley, Staffordshire	Grocer and Provision Dealer	Hanley, Burslem, and Tunstall	8 of 1891	Dec. 10, 1892 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Hulme, William Henry ...	119, Charles-street and the Waterloo Works, Joiners-square, both in Hanley, Staffordshire	Earthenware Manufacturer and Grocer	Hanley, Burslem, and Tunstall	8 of 1892	Dec. 10, 1892 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Potter, Edmund, and Lewis, John (trading as Potter and Lewis) ...	Caldwell Carpet Mills, Kidderminster, and 123 and 124, Newgate-street, London, E.C.	Carpet Manufacturers	Kidderminster	1 of 1892	Dec. 5, 1892 ...	Harcourt Ashford ...	Care of Baker, Gibson, and Co., 39, Bennett's-hill, Birmingham
Potter, Edmund ... (Separate Estate)	Comberton-road, Kidderminster... ..	Carpet Manufacturer	Kidderminster	1 of 1892	Dec. 5, 1892 ...	Harcourt Ashford ..	Care of Baker, Gibson, and Co., 39, Bennett's-hill, Birmingham
Lewis, John ... (Separate Estate)	41, Goldhurst-terrace, Finchley-road, London, N.W.	Carpet Manufacturer	Kidderminster	1 of 1892	Dec. 5, 1892 ...	Harcourt Ashford ...	Care of Baker, Gibson, and Co., 39, Bennett's-hill, Birmingham
Thair, Henry Peter ...	1, Woodland-terrace, London-road, Norbiton, Surrey	Ladder and Step Maker	Kingston, Surrey	13 of 1892	Dec. 8, 1892 ...	Alexander Mackintosh, Official Receiver	24, Railway - approach, London Bridge, S.E.
Hickson, Joseph Wilson and Hickson, Henry (trading as Hickson Brothers) ...	Both of 19, Bridge-street, Kingston-upon-Hull, Yorkshire	Leather Factors	Kingston-upon-Hull	1 of 1891	Dec. 9, 1892 ...	Joseph Henry Scott ...	Victoria-chambers, Bowl-alley-lane, Hull
Greenwood, Charles Henry	14, Monkton-road, Dewsbury-road, Leeds, Yorkshire, trading in partnership with Amos Bramley at the Meadow-lane Saw Mills, Meadow-lane, Leeds aforesaid, as Bramley and Greenwood, Wood Turners	Wood Turner... ..	Leeds	14 of 1892	Dec. 9, 1892 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Brown, Frederick Peter ... and Brown, William Albert ...	Rugby, Warwickshire	Farmers	Leicester	92 of 1891	Dec. 6, 1892 ...	Edwin Playster Steeds	20, Friar-lane, Leicester
Weldon, Thomas (trading as T. and S. Weldon)	Caldecott, Rutlandshire, now or until recently carrying on business in copartnership Residing at 127, Tiber-street, Liverpool, Lancashire, and trading at 128, Lodge-lane, Liverpool aforesaid, and lately trading at 116 and 207, Wavertree-road, 381, Smithdown-road, 40, Lawrence-road, and 51, South-street, all in Liverpool aforesaid	Grocer and Provision Dealer	Liverpool	120 of 1892	Dec. 5, 1892 ...	Arthur Thraves ...	15, Victoria-street, Liverpool

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NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Edwards, Reuben ...	Alsager, Cheshire ...	Farmer ...	Macclesfield ...	10 of 1891	Dec. 7, 1892 ...	Arthur C. Procter, Official Receiver	23, King Edward-street, Macclesfield
Jenks, Joseph ...	Bradley Green, Staffordshire...	Butcher ...	Macclesfield ...	1 of 1892	Dec. 7, 1892 ...	Arthur C. Procter, Official Receiver	23, King Edward-street, Macclesfield
Goacher, Daniel ...	181, Chester-road, Hulme, Manchester, Lancashire	Pork Purveyor, Butcher, and Provision Merchant	Manchester ...	85 of 1892	Dec. 7, 1892 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge-street, Manchester
Collier, Thomas ...	Cockshades Farm, Hough, Cheshire...	Farmer ...	Nantwich and Crewe	10 of 1892	Dec. 12, 1892 ...	T. Bullock, Official Receiver	King-street, Newcastle-under-Lyme
Dickinson, Ann ...	Stanthorne, Cheshire ...	Farmer, Wife of Adam Dickinson	Nantwich and Crewe	18 of 1892	Dec. 12, 1892 ...	T. Bullock, Official Receiver	King-street, Newcastle-under-Lyme
Woodhall, George ...	St. John's-street, Whitchurch, Salop ...	Builder ...	Nantwich and Crewe	12 of 1892	Dec. 12, 1892 ...	T. Bullock, Official Receiver	King-street, Newcastle-under-Lyme
Atkinson, John Edward ...	6, Richmond-terrace, Leyburn, and Market-place, Bedale, Yorkshire	Auctioneer ...	Northallerton ...	15 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Smith, James ...	Crown Hotel, Helmsley, Yorkshire ...	Licensed Victualler...	Northallerton ...	17 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Storey, George Henry ...	Kirby Malzeard, near Ripon, Yorkshire	Butcher ...	Northallerton ...	16 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Webster, Henry Valentine	Northallerton, Yorkshire ...	Entire Horse Proprietor ...	Northallerton ...	13 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Griffith, William ...	77, Waterloo, in the town of Northampton, Northamptonshire	Cattle Dealer...	Northampton ...	28 of 1892	Dec. 10, 1892 ...	Alfred Ewen, Official Receiver	St. Paul's-square, Bedford
Willis, Robert ...	Residing in lodgings with Thomas Jackson, at 105, Flewitt-street, and trading at Adcock's Factory, Gamble-street, Webster's Dressing Rooms, Dakeync-street, and Oakfield's Farm, Mapperley Plains, lately residing at Oakfields, Mapperley Plains, all in Nottingham	Bleacher, Dyer and Dresser, and Farmer	Nottingham...	33 of 1891	Dec. 13, 1892 ...	Thomas Leman ...	St. Peter's Church-walk, Nottingham
Griffith, Henry ...	37, High-street, Blaenau Festiniog, Merionethshire	Saddler ...	Portmadoc and Blaenau Festiniog	10 of 1891	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester
Roberts, Robert ...	Tynrhos, in the parish of Llannor, Carnarvonshire, formerly of Tynycoed, in the parish of Llanfihangel, Bachellaeth, Carnarvonshire	Farmer ...	Portmadoc and Blaenau Festiniog	8 of 1892	Dec. 7, 1892 ...	Llewelyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester

NOTICES OF INTENDED DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Roberts, William (trading as W. Roberts and Co.)	Alexandra Tea Warehouse, High-street, Portmadoc, Carnarvonshire	Wholesale and Retail Tea Dealer and Grocer	Portmadoc and Blaenau Festiniog	9 of 1891	Dec. 7, 1892 ...	Llewellyn Hugh-Jones, Official Receiver	Official Receiver's Office, Crypt-chambers, Chester
Peel, Frederick Cottingham	63, Queen-street, Portsea, Hampshire ...	Pork Butcher... ..	Portsmouth ...	51 of 1892	Dec. 6, 1892 ...	John Cornelius Moberly, Official Receiver	Cambridge Junction, High-street, Portsmouth
Hitch, Joseph Henry ...	Bartram-road, Totton, in the parish of Eling, in the county of Southampton, and lately residing at Cold Harbour, Dorking, Surrey	Clerk in Holy Orders ...	Southampton ...	15 of 1892	Dec. 2, 1892 ...	Official Receiver ...	4, East-street, Southampton
Kerr, George Edward ...	Now of 68, Wellington-street, Stockport, Cheshire, and lately residing and trading at 12, Wharf-street, Heaton Norris, Lancashire	Grocer... ..	Stockport ...	12 of 1891	Dec. 7, 1892 ...	Arthur C. Procter, Official Receiver	23, King Edward-street, Macclesfield
2 A 2 Appleton, Joseph ... (Deceased)	Late 11, Wood-street, Stockton-on-Tees, in the county of Durham	Late Commission Agent ...	Stockton-on-Tees and Middlesborough	68 of 1891	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
2 Fidler, Isaac ...	Woodlands-road, Station-street, and Linthorpe-road, all in Middlesborough, Yorkshire	Valuer, Stonemason, and Builder	Stockton-on-Tees and Middlesborough	61 of 1891	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Forster, Stephen ...	22, Northgate, Guisborough, Yorkshire... ..	Grocer and Provision Merchant	Stockton-on-Tees and Middlesborough	29 of 1892	Dec. 5, 1892 ...	Frank Brown ...	Finkle-chambers, Stockton-on-Tees
Hudson, Thomas Crowther	Wellington Hotel, Wellington-road, Whitby, lately residing at Thorne Bank, Harrogate, and formerly residing and trading at the Commercial Hotel, West Park, Harrogate, all in Yorkshire	Licensed Victualler ...	Stockton-on-Tees and Middlesborough	53 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Knott, Luke ...	Long Newton, near Stockton-on-Tees, in the county of Durham	Blacksmith	Stockton-on-Tees and Middlesborough	47 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Lewis, John William ...	Lately residing at Union-terrace, Stokesley, and now at 20, Holt-street, Middlesborough, and Marsh-street, Middlesborough, all in Yorkshire	Coal Dealer	Stockton-on-Tees and Middlesborough	54 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Oxborough, Henry ...	13, Bishop-street, Stockton-on-Tees, in the county of Durham	Clothier and Outfitter ...	Stockton-on-Tees and Middlesborough	59 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Wright, Charles Edward	81, Corporation-road, Middlesborough, Yorkshire	Grocer... ..	Stockton-on-Tees and Middlesborough	49 of 1892	Dec. 7, 1892 ...	John Richard Stubbs, Official Receiver	Middlesborough
Skelson, William Henry (trading as Skelson and Plant)	Longton, Staffordshire	Earthenware Manufacturers	Stoke-upon-Trent and Longton	2 of 1892	Dec. 12, 1892 ...	T. Bullock, Official Receiver	King-street, Newcastle-under-Lyme

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Wright, Charles	Cantley-avenue, Clapham, Surrey	Builder	Wandsworth	35 of 1890	Dec. 7, 1892 ...	Edwin Wilding ...	Bloomsbury - mansions, Hart-street, London, W.C.
Rogers, Henry Gane	Clandown, Somersetshire	Coachbuilder	Wells... ..	6 of 1892	Dec. 10, 1892 ...	Edward G. Clarke, Official Receiver	Bank - chambers, Corn - street, Bristol
Williams, Charles	12, Worthload-street, Glastonbury, Somersetshire	Boot and Shoe Maker,	Wells... ..	7 of 1892	Dec. 10, 1892 ...	Edward G. Clarke, Official Receiver	Bank - chambers, Corn - street, Bristol
Fisher, Frederick William	High-street, Slough, Buckinghamshire	Watchmaker and Jeweller	Windsor	7 of 1892	Dec. 7, 1892 ...	Cecil Mercer, Official Receiver	Official Receiver's Offices, 95, Temple - chambers, Temple-avenue, E.C.
Green, Albert William	Great Western-terrace, Yeovil, Somersetshire	Carpenter and Builder	Yeovil	11 of 1892	Dec. 9, 1892 ...	Frederick Aston Dawes, Official Receiver	City-chambers, Salisbury
Harrison, Mellor	Station-road, Tadcaster, Yorkshire	Mason and Builder	York	4 of 1892	Dec. 6, 1892 ...	Edward Towler Wil- kinson, Official Re- ceiver	Official Receiver's Offices, York
Hendrick, John	13½, High Ousegate, in the city of York	Bookbinder	York	8 of 1892	Dec. 6, 1892 ...	Edward Towler Wil- kinson, Official Re- ceiver	Official Receiver's Offices, York
Jackson, Joshua	31, Russell-street, Oatlands, Mount Pannal, Yorkshire	Builder	York	32 of 1892	Dec. 6, 1892 ...	Edward Towler Wil- kinson, Official Re- ceiver	Official Receiver's Offices, York
Porter, Francis	Lately of Towthorpe, Yorkshire, now Townend-street, York	Farmer, now out of business	York	18 of 1892	Dec. 6, 1892 ...	Edward Towler Wil- kinson, Official Re- ceiver	Official Receiver's Offices, York
Worthington, Thomas Stockton	Blake-street, in the city of York	Painter and Paperhanger	York	40 of 1891	Dec. 6, 1892 ...	Edward Towler Wil- kinson, Official Re- ceiver	Official Receiver's Offices, York

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Floyd, Arnold	Lately carrying on business at 33, Old Broad-street, in the city of London, and residing at Hastings, Sussex	Australian Merchant	High Court of Justice in Bankruptcy	144 of 1892	2s.	First	Dec. 5, 1892... ..	Trustee's Office, 10, Trinity-square, Tower Hill, E.C.
Goldthorp, Guy, and Goldthorp, Harry (trading as R. and C. Goldthorp)	Both of Cleckheaton, Yorkshire	Card Makers	Bradford	63 of 1891	4½d.	Third and Final	Nov. 29, 1892	Office of J. W. Close, 32, Park-row, Leeds
Corder, Charles Joseph... ..	77, Buckingham-road, Brighton, Sussex	Book-keeper	Brighton	37 of 1892	5s. 6d.	First and Final	Nov. 28, 1892	Office of Official Receiver, 4, Pavilion-buildings, Brighton
Elliott, Arthur	Angmering, Sussex	Grocer and Draper	Brighton	45 of 1892	9d.	First	Nov. 25, 1892	Office of Official Receiver, 4, Pavilion-buildings, Brighton
Hall, Albert	4, Braddon's-hill West, Torquay, Devonshire	Tailor	Exeter	6 of 1892	2s. 6½d.	First and Final	Nov. 29, 1892	Office of Official Receiver, Exeter
Viner, James	Beckington, Somersetshire	Baker	Frome	4 of 1892	1s.	First and Final	Nov. 28, 1892	Offices of Official Receiver, Bank-chambers, Corn-street, Bristol
Worms, Carl Edward (using and known by the names Charles Edward Worms)	1, Byron-villas, Charlton-lane, Charlton, Kent	Engineer's Draughtsman	Greenwich	8 of 1887	1s. 5½d.	Supplementary	Nov. 29, 1892	Offices of Official Receiver, 24, Railway-approach, London Bridge, S.E.
Tweedale, Samuel Jacob	White Hart Hotel, Guildford, Surrey	Licensed Victualler	Guildford and Godalming	19 of 1891	1s. 4d.	First and Final	Dec. 6, 1892	Office of Walter and Gregson, 7, Eastcheap, London, E.C.
Ryles, George F.... ..	Norton-in-the-Moors, Staffordshire	Builder	Hanley, Burslem, and Tunstall	24 of 1891	1s. 0½d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Newcastle-under-Lyme
Scott, Daniel	Hope-street, Audley, Staffordshire... ..	Builder and Joiner	Hanley, Burslem, and Tunstall	11 of 1892	5s. 2½d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Newcastle-under-Lyme
Girling, George	Great Dunham, Norfolk	Miller and Farmer	King's Lynn... ..	8 of 1889	3½d.	Supplementary	Nov. 26, 1892	Official Receiver's Office, 8, King-street, Norwich
May, Hannah	35, Sandyland-street, Wisbech, Cambridge-shire	Widow	King's Lynn	9 of 1891	8⅓d.	First and Final	Nov. 26, 1892	Official Receiver's Office, 8, King-street, Norwich
Thompson, William	Princess - street and 14, Cross - street, Lincoln	Builder and Manufacturer of Machine - made Joinery	Lincoln	5 of 1892	2s. 8d.	First	Nov. 30, 1892	Office of C. W. Witted, Palfrey-chambers, Silver-street, Lincoln

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Barr, Benjamin ...	Residing at 16, Westfield-street, St. Helens, Lancashire, and trading at 9, Westfield-street, St. Helens aforesaid	Furniture Dealer ...	Liverpool ...	45 of 1892	5s. 5 ¹ / ₂ d.	First and Final	Nov. 25, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Bird, George ...	Formerly 45 and 47, Limekiln-lane, now 21, Kirkdale-vale, Liverpool	Pilot ...	Liverpool ...	5 of 1887	4s. 3 ¹ / ₂ d.	First and Final	Nov. 21, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Davis, David (trading without a partner as Alfred A. Davis and Co.)	Residing at 47, Rufford-road, Fairfield, near Liverpool, and trading at 32, Lord-street, Liverpool, both in Lancashire	Toy Dealer ...	Liverpool ...	17 of 1892	1s. 5 ¹ / ₂ d.	First and Final	Nov. 23, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Keating, Mary ...	Residing at 57, York-terrace, Liverpool, Lancashire, and trading separately and apart from her Husband at 21, Stanley-road, and 15, St. John's-lane, Liverpool, and at 226, Derby-road, Bootle, Lancashire	Tobacconist ...	Liverpool ...	72 of 1890	1 ¹ / ₂ d.	First and Final	Nov. 21, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Macfee, Robert Falconer	Clifton Villa, Westminster-road, Liscard, Cheshire, and Cambridge-chambers, 77A, Lord-street, Liverpool, lately carrying on business at Cambridge-chambers aforesaid, as R. F. Macfee and Hardman	Incorporated Accountant	Liverpool ...	51 of 1890	3 ¹ / ₂ d.	First and Final	Nov. 23, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Parkinson, Edwin ...	Residing and trading at 492, Edge-lane, Liverpool, Lancashire	Licensed Victualler ...	Liverpool ...	93 of 1891	6d.	First and Final	Nov. 23, 1892 ...	Trustee's Office, Benjamin Howorth, 26, North John-street, Liverpool, Chartered Accountant
Taylor, Jonathan ...	78, Whiterock-street, Liverpool ...	Clerk in the Liverpool General Post Office	Liverpool ...	67 of 1887	10s.	First and Final	Nov. 21, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Wright, Richard Beckett (lately trading as R. B. Wright and Co.)	Residing in lodgings at 172, Orwell-road, Kirkdale, Liverpool, Lancashire, lately residing and trading at 240, County-road, Walton, near Liverpool	Provision Dealer...	Liverpool ...	84 of 1891	1s. 2 ¹ / ₂ d.	First and Final	Nov. 23, 1892 ...	Office of Official Receiver, 35, Victoria-street, Liverpool
Davies, James ...	The Wheat Sheaf Inn, Pepper-street, Nantwich, Cheshire	Publican ...	Nantwich and Crewe	6 of 1891	10J.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Newcastle-under-Lyme
Faulkner, Harry ...	197, Market-street, Crewe, Cheshire	Late Assistant Salesman	Nantwich and Crewe	7 of 1892	8s. 6d.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Newcastle-under-Lyme
Fearn, John ...	145, Market-street, Crewe, Cheshire	Contractor ...	Nantwich and Crewe	8 of 1891	4 ¹ / ₂ d.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Newcastle-under-Lyme

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Lightburn, George	The Talbot Inn, Oat Market, Nantwich, Cheshire	Innkeeper	Nantwich and Crewe	5 of 1892	2s. 3½d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Newcastle-under-Lyme
Mear, James	The Coach and Horses Inn, Buerton, Cheshire	Innkeeper...	Nantwich and Crewe	17 of 1891	1½d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Newcastle-under-Lyme
Brown, Thomas	Residing at 26, John-street, and trading at 25, Catherine-street, both in South Shields, in the county of Durham	Plumber and Gasfitter	Newcastle-on-Tyne...	28 of 1892	5s. 6d.	First	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
French, John	Parade-crescent, and late of 56, Middle-street, and trading at Welbeck-road, all in Walker, Northumberland	Builder	Newcastle-on-Tyne	5 of 1892	1s. 0¾d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Pink-lane, Newcastle-on-Tyne
Guthrie, William	Trading at 18, Trevelyan-terrace, and residing at 27, Salisbury-terrace, both in Gateshead, in the county of Durham	Upholsterer and Cabinet Maker	Newcastle-on-Tyne...	77 of 1891	2s. 10½d.	First and Final	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Jackson, Henry, and Jackson, Jacob (trading as H. and J. Jackson)	Both of 9, Shieldfield-green, Newcastle-on-Tyne	Slipper Manufacturers	Newcastle-on-Tyne	4 of 1892	10d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Pink-lane, Newcastle-on-Tyne
Piddocke, Morris	Kirknewton Wooler, county of Northumberland	Clerk in Holy Orders	Newcastle-on-Tyne...	35 of 1887	11½d.	Tenth	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Phillipson, Robert William (trading as Phillipson and Son)	Newburn, Northumberland, trading at Walbottle, Northumberland	Builder	Newcastle-on-Tyne...	34 of 1892	5s. 7d.	First and Final	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Robson, William...	10, Bell's-close, near Scotswood, Northumberland	Provision Dealer and Steam Tug Owner	Newcastle-on-Tyne...	29 of 1890	4½d.	Third and Final	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Turnbull, Thomas (Deceased) (Separate Estate)	Late of Cookstead, Northumberland	Late Farmer	Newcastle-on-Tyne...	2 of 1890	1¾d.	First and Final	Nov. 30, 1892	Official Receiver's Office, Pink-lane, Newcastle-on-Tyne
Weedy, Robert, and Weedy, William John (trading as R. Weedy and Son)	Residing and trading at Workworth, Northumberland	Builders and Contractors	Newcastle-on-Tyne	20 of 1892	2s. 4d.	First and Final	Nov. 30, 1892	Official Receiver's Offices, Pink-lane, Newcastle-on-Tyne

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Weedy, Robert ... (Separate Estate)	Residing and trading at Workworth, Northumberland	Builder and Contractor...	Newcastle-on-Tyne	20 of 1892	20s.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Pink-lane, Newcastle-on-Tyne
Porter, William ...	10, Grove-street, in the city of Oxford ...	College Servant and Lodging-house Keeper	Oxford ...	17 of 1890	7d.	Second and Final	Dec. 6, 1892 ...	1, St. Aldate's, Oxford
Jones, John ...	Troedrhitrwyn Farm, Hafod, near Ponty- pridd, Glamorganshire	Farmer and Brake Pro- prietor	Pontypridd ...	12 of 1892	8s. 1½d.	First and Final	Nov. 29, 1892 ...	Official Receiver's Office, Merthyr Tydfil
Stovey, Henry (trading as H. and J. Stovey)	8, Denmark-cottages, West-hill, Bourne- mouth, Hampshire, trading at 122, Com- mercial-road, Bournemouth aforesaid	Coachsmith and Shoe- ing-smith	Poole ...	20 of 1892	3s. 9d.	First and Final	Nov. 28, 1892 ...	Official Receiver's Offices, Salisbury
Feaver, William Henry...	53, St. Mary's-road, Kingston, Hampshire...	Grocer ...	Portsmouth ...	37 of 1891	2s. 7d.	First and Final	Dec. 6, 1892...	Offices of Official Receiver, Cambridge-junction, High- street, Portsmouth
Nobes, John Edward ...	2, Powerscourt-road, Buckland, Portsea, Hampshire	Builder ...	Portsmouth ...	10 of 1892	2s. 7½d.	First and Final	Dec. 6, 1892...	Offices of Official Receiver, Cambridge-junction, High- street, Portsmouth
Levitt, George ...	St. James', Isle of Grain, Kent ...	Baker, Grocer, and Post- master	Rochester ...	25 of 1891	9½d.	First and Final	Nov. 26, 1892 ...	Official Receiver's Office, Rochester
Griffiths, George Edward	Hare and Hounds Inn, Upper Pulley, Salop	Licensed Victualler ...	Shrewsbury ...	6 of 1891	1s. 7½d.	First and Final	Nov. 25, 1892 ...	Official Receiver's Office, Talbot-chambers, Shrews- bury
Burdred, James ...	51, Kent-street, Fenton, Staffordshire ...	Grocer and Carter ...	Stoke-upon-Trent and Longton	10 of 1891	3s. 2½d.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Newcastle-under-Lyme
Day, Eliza (trading as A. Day)	3 and 5, Vale-street, Stoke-upon-Trent, Staffordshire	Plumber and Painter, Widow	Stoke-upon-Trent and Longton	11 of 1891	5s. 7½d.	First and Final	Nov. 30, 1892 ...	Official Receiver's Offices, Newcastle-under-Lyme
Bray, Charles Walter ...	17, Chapel-street, Redruth, Cornwall ...	House Decorator...	Truro... ..	23 of 1892	2s. 7½d.	First and Final	Nov. 29, 1892 ...	Official Receiver's Office, Truro
Chegwidden, Charles Alfred	Redruth, Cornwall	Commission Agent ...	Truro... ..	33 of 1892	1s. 3½d.	First and Final	Nov. 29, 1892 ...	Official Receiver's Office, Truro
Parkes, Frank ...	881, High-street, West Bromwich, Staffor- dshire	Glass Merchant ...	West Bromwich ...	9 of 1891	9½d.	Second and Final	Nov. 28, 1892 ...	Whitehall-chambers, 23, Colmore-row, Birmingham

NOTICES OF DIVIDENDS—continued.

No. 26347.

2 B

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Furner, Mary	64, High-street, Cleator Moor, and Crossfield Villa, Cleator Moor, Cumberland	Milliner	Whitehaven...	3 of 1891	1s. 11½d.	First and Final	Nov. 23, 1892 ...	Offices of Official Receiver, Carlisle
Joy, George	Slackstead Farm, Farley, Hampshire	Farmer	Winchester	2 of 1892	5s. 5d.	First and Final	Nov. 28, 1892 ...	Official Receiver's Offices, 4, East-street, Southampton
Thomson, William Lamb	1, Princes-street, Yeovil, Somersetshire	Seedsman	Yeovil	8 of 1892	2s. 5d.	First and Final	Nov. 28, 1892 ...	Official Receiver's Offices, Salisbury
<i>The following Amended Notice is substituted for that published in the London Gazette of the 11th November, 1892.</i>								
Brook, Arthur Wilkinson and	Springfield Bank, Holmfirth, Yorkshire							
Brownson, Thomas	Binns Wood, Holmfirth aforesaid							
Brook and Brownson)	At Bottom's Mill, Holmfirth, and at 26, Exchange-buildings, Market-street, Huddersfield	Woollen Cloth and Hatting Felt Manufacturers	Huddersfield	1 of 1892	1s. 8½d.	Final	Nov. 23, 1892 ...	Offices of Armitage and Norton, 23, John William-street, Huddersfield

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date Fixed for Hearing.
Cole, George (trading as George Cole and Co.)	31A, Spital-square, in the county of London, and residing at 15, Darent-road, Stoke Newington, Middlesex	Toy Manufacturer	High Court of Justice in Bankruptcy	1264 of 1892	Dec. 21, 1892, 11 A.M.
Simmons, Walter	81, Gaisford-street, Kent'sh Town, London, lately carrying on business at 18, Featherstone-buildings, High Holborn, London	Optician	High Court of Justice in Bankruptcy	685 of 1892	Dec. 20, 1892, 11 A.M.
Stanway, John	51, Watson-street and Stable-street, both in Birkenhead, Cheshire	Greengrocer	Birkenhead	12 of 1886	Dec. 16, 1892, 10 A.M., Court-house, Pilgrim-street, Birkenhead
Houghton, Louis	Now residing in lodgings at 34, Gladstone-street, Aston, Warwickshire, lately trading at 34, Union-street, Birmingham, Warwickshire	Out of business, lately Stationer and News-agent	Birmingham	16 of 1891	Dec. 15, 1892, 10.30 A.M., County Court, Corporation-street, Birmingham
Rose, Walter Osborne	The Dourn, Farnham, Surrey	Grocer	Guildford and Godalming	3 of 1892	Dec. 15, 1892, 11.30 A.M., Townhall, Guildford
Maylott, Owen	Shrubbery-place, Birmingham-road, Kidderminster, Worcester	Designer	Kidderminster	16 of 1892	Jan. 17, 1893, 12 noon, Townhall, Kidderminster
Lamplough, Cecilia	Residing at Ynislas, and trading at Abernant Brick Works, both situate at Glynneath, Glamorganshire	Silica Brick Manufacturer	Neath	14 of 1891	Dec. 20, 1892, 2 P.M., Townhall, Neath
Pearce, Edwin Victor	Pillgwenelly Wharf, Newport, Monmouthshire	Builder, trading with Frederick William Foster, as Pearce and Foster	Newport, Mon.	37 of 1895	Dec. 16, 1892, 11 A.M., Townhall, Newport, Monmouthshire
Morley, James	Southwick, Fareham, Hampshire	Baker and Grocer	Portsmouth	50 of 1889	Dec. 8, 1892, 12 noon, Court-house, St. Thomas-street, Portsmouth
Watson, Richard Law (also trading as The Dearnley Brewery Company)	Kiln House, Hensall, near Snaith, Yorkshire Smithy Bridge, near Rochdale, Lancashire	Maltster Brewer	Wakefield	8 of 1892	Dec. 20, 1892, 12 noon, Court-house, Wakefield
Nevell, Charles Henry	17 and 18, Queen's-parade, Clapham Junction, Surrey	Hosier, Hairdresser, and Tobacconist, trading with Frederick Samuel Nevell, as Nevell Brothers	Wandsworth	8 of 1890	Jan. 24, 1893, 12 noon, Court-house, Wandsworth

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.
Filmer, Thomas ...	66, Nunhead-lane, Peckham, Surrey	Butcher	High Court of Justice in Bankruptcy	1526 of 1891	Oct. 27, 1892	Discharge suspended for three years and six months. Bankrupt to be discharged as from 27th April, 1896	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he 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 brought on his bankruptcy by rash and hazardous speculations
Hartmann, Theodore ...	42, Forest-drive, Leytonstone, Essex, and trading at 42C, Old Broad-street and 31A, King William-street, both in the city of London	American Novelty Dealer	High Court of Justice in Bankruptcy	1389 of 1890	Oct. 27, 1892	Discharge suspended for three years. Bankrupt to be discharged as from 27th October, 1895	Bankrupt had continued to trade after knowing himself to be insolvent; had brought on his bankruptcy by rash and hazardous speculations; and had within three months preceding the date of the Receiving Order, when unable to pay his debts as they became due, given undue preferences to certain of his creditors
Steers, James ...	11, John-street, Bath, also Brock-street Hall, Brock-street, Bath, late 7, Barton-street, Bath	Commission and Cycle Agent, and Lessee of Brock-street Hall, Bath	Bath	4 of 1892	Oct. 27, 1892	Unconditional Order of Discharge	
Crook, William ...	Trading at Clifford-street and Springs-road, Chorley, Lancashire, and residing at 14, Park-road, Chorley	Contractor	Bolton	42 of 1887	Oct. 12, 1892	Discharge suspended for twelve calendar months, granted as from 12th October, 1893	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him; had continued to trade after knowing himself to be insolvent; had contracted debts provable in his bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them; had brought on his bankruptcy by rash and hazardous speculations in building operations; and had on a previous occasion made an arrangement with his creditors
Smith, Ellis ...	135, Rochdale-road, Bury, Lancashire, formerly residing at 31, Hornby-street, Bury, and formerly residing and trading at the Star Inn, 219A, City-road, Manchester	Wood Turner, formerly Beerseller	Bolton	27 of 1888	Oct. 19, 1892	Discharge suspended four calendar months, granted as from 19th February, 1893	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him; and had continued to trade after knowing himself to be insolvent
Lowe, George Thompson	75, Darby-street, New Normanton, late 6, Sadler-gate Bridge, both in Derby, Derbyshire	Grocer and Baker	Derby	25 of 1890	Oct. 25, 1892	Discharge suspended for two calendar months. Bankrupt to be discharged as from 25th December, 1892	Facts stated in Sec. 28, Sub-sec. 3 (A.), Bankruptcy Act, 1883

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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.
Shaw, Samuel, jun. ...	Bath-street, Ilkeston, Derbyshire	Grocer and Provision Dealer	Derby ...	33 of 1886	Oct. 25, 1892	Discharge suspended for six calendar months. Bankrupt to be discharged as from 25th April, 1893	Facts stated in Sec. 28, Sub-sec. 3 (A.), Bankruptcy Act, 1883
Anderson, Christopher	3, Belmont-grove and 1, Park-square, both in Leeds, Yorkshire	Barrister-at-Law ...	Leeds ...	49 of 1892	Oct. 13, 1892	Discharge suspended until a Dividend of not less than 10s. in the pound has been paid to the creditors with liberty to the bankrupt at any time after the expiration of two years from the date of this Order to apply for a modification thereof pursuant to Section 8 of the Bankruptcy Act, 1890	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that he had brought on or contributed to his bankruptcy by rash and hazardous speculations
Balmfirth, George ...	1, 3, and 5, Leopold-road, off Leopold-street, Chapeltown-road, Leeds, Yorkshire	Grocer, Provision Dealer, and Iron Moulder	Leeds ...	84 of 1889	Oct. 13, 1892	Discharge suspended for twelve 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; had continued to trade after knowing himself to be insolvent, and had contracted debts provable in the bankruptcy without having at the time of contracting the same any reasonable or probable ground of expectation of being able to pay them
Kent, James ...	96, Marmion-road, 78, St. James's-road, 51, Middle-street, all in Southsea, Hampshire	Milk Purveyor ...	Portsmouth ...	8 of 1891	June 9, 1892	Discharge suspended for two years	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep proper books of account; had continued to trade after knowing himself to be insolvent; had contracted debts without having reasonable expectation of being able to pay them; and had within three months preceding the date of the Receiving Order given an undue preference to a creditor
Waight, Frank John ...	Milford House, Railway-view, Landport, Hampshire	Builder and Hardware Dealer	Portsmouth ...	16 of 1885	June 9, 1892	Discharge suspended for six months	Bankrupt had omitted to keep proper books of account; had contracted debts without having reasonable expectation of being able to pay them; and had engaged in rash and hazardous speculations
Farley, John Thomas ...	Truro, Cornwall ...	Builder ...	Truro ...	17 of 1890	Oct. 8, 1892	Discharge suspended for four years, and granted as from 8th October, 1895	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

ADJUDICATIONS ANNULLED.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Ellsworth, Christopher ...	6, South-road, Tranmere, Cheshire ...	Clerk... ..	Birkenhead ...	13 of 1892	Oct. 17, 1892 ...	Nov. 16, 1892 ...	Debts of the bankrupt paid in full
Fawcett, Henry ...	Holly Cottage, Walhampton, Lymington, Hampshire	Gentleman	Southampton ...	9 of 1891	Oct. 12, 1891 ...	Nov. 15, 1892 ...	Payment of debts in full

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Weygang, Louis Henry ...	85, Heath-street, Hampstead, in the county of London	Watchmaker and Jeweller	High Court of Justice in Bankruptcy	1469 of 1892	Hasluck, Lawrence	17, Holborn-viaduct, E.C...	Nov. 16, 1892
Williams, Samuel (trading as Samuel Williams and Sons)	Late 2, Bank-buildings, Wimbledon, Surrey, present place of business or residence the Petitioning Creditors are unable to ascertain	Upholsterer	High Court of Justice in Bankruptcy	1347 of 1892	Manning, James George	16, Greenwood - road, Dalston, N.E.	Nov. 14, 1892
Hopkins, George	Trading at 4 and 9, the Hayes, Cardiff, and at 163, Cowbridge-road, 3 and 38, Carlisle-street, 5, Clifton-street, 87, Castle-road, and 49, Sophia-street, all in the town of Cardiff, also at 8, High-street, Swansea, 97, Woodfield-street, Morriston Market-square, and Taff-street, Pontypridd, and Robert-street, Ynysybwl, all in Glamorganshire, and at 4, Commercial-street, Newport, Monmouthshire, and residing at the Lower Wedal Farm, near Cardiff aforesaid	Grocer, Butcher, Baker, Provision Factor, Jam Manufacturer, and General Provision Merchant, late Steamship Owner	Cardiff	73 of 1892	Collins, Edward Thomas, and Dovey, Charles Edwin	39, Broad-street, Bristol, Chartered Accountant 31, Queen-street, Cardiff, Chartered Accountant	Nov. 17, 1892
Gover, William Frederick ...	Hollis and Henland Farms, Kentisbeare, Cul-lompton, Devonshire	Farmer	Exeter	54 of 1892	Honey, Albert Louis	Catherine-street, Exeter, Accountant	Nov. 18, 1892

NOTICES 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.
Abrahams, Louisa ...	104, Great Russell-street, Bloomsbury, Middlesex, lately residing at 52, Russell-square, Bloomsbury aforesaid	Spinster ...	High Court of Justice in Bankruptcy	207 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Acocks, Arthur ...	140, High-street, Notting Hill, London	Auctioneer ...	High Court of Justice in Bankruptcy	1557 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
Addis, Frederick ...	6, Alfred-square, Deal, Kent, lately carrying on business at 1, Oxford-terrace, Upton Park, Essex	... ..	High Court of Justice in Bankruptcy	1321 of 1889	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 3, 1892
Barnett, Dawson Alexander (trading as Barnett Brothers)	152 and 153, Shoreditch, Middlesex, and residing at 3, Springdale-road, Green Lanes, Stoke Newington, Middlesex	Umbrella Manufacturer	High Court of Justice in Bankruptcy	469 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
Bell, Robert ...	86, St. James's-street, London ...	... ..	High Court of Justice in Bankruptcy	1083 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Benjamin, Victor ...	17, Beaumont-square, Mile End, London	General Dealer ...	High Court of Justice in Bankruptcy	367 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Biedermann, E. ...	Claridge's Hotel, Brook-street, Hanover-square, London	... ..	High Court of Justice in Bankruptcy	44 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
Blagg, Page ...	Lately 6, Fitchett's-court, Noble-street, in the city of London, now 9, Fitchett's-court aforesaid, and residing at Colston, Station-road, Church End, Finchley, Middlesex	Manufacturer's Agent	High Court of Justice in Bankruptcy	676 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Bowen, Owen D. ...	Lately trading at 66, Pimlico-road, Middlesex, now residing at 49, Netherwood-road, West Kensington, Middlesex	Draper and Milliner ...	High Court of Justice in Bankruptcy	1488 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Burford, F. ...	11, Great Cambridge-street, Hackney-road, Middlesex	Plain and Fancy Box Manufacturer	High Court of Justice in Bankruptcy	851 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Burnand, Norman ...	The Primrose Club, 4, Park-place, St. James's, London, and of Jewin Water, Welwyn, Hertfordshire	Gentleman ...	High Court of Justice in Bankruptcy	1253 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Garter, Philip ...	Late 43, Silverthorne-road, Battersea, and 98, Grandison-road, Clapham, both in Surrey, present residence the Petitioner is unable to ascertain	Horse Dealer ...	High Court of Justice in Bankruptcy	962 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Chalk, William J. ...	Lately carrying on business at Winchester House, Old Broad-street, London, but residing at 40, Buckleigh-road, Streatham Common, Surrey	Civil Engineer...	High Court of Justice in Bankruptcy	629 of 1889	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 10, 1892
Collins, William ...	84, Church-street, Stoke Newington, Middlesex, lately residing at 62, Moncrieff-street, Rye-lane, Peckham, Surrey	Licensed Victualler's Manager	High Court of Justice in Bankruptcy	1218 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 3, 1892
Cook, L. H. ...	56, Mount Pleasant-lane, Clapton, Middlesex	Agent ...	High Court of Justice in Bankruptcy	1547 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 2, 1892
Cooper, Thomas ...	Residing at 9, Willoughby Park-road, Tottenham, Middlesex, and trading at 70, Great Eastern-street, Shoreditch, Middlesex	Manufacturing Upholsterer and Frame Maker	High Court of Justice in Bankruptcy	382 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
de Lin, Marie ...	99, New Bond-street, London ...	Dressmaker, Spinster...	High Court of Justice in Bankruptcy	1265 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
Dennan, John Eustace ...	43, Chilverton - road, Putney, Surrey, and 4, Sloane-terrace, Sloane-street, Middlesex	Dentist ...	High Court of Justice in Bankruptcy	660 of 1891	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 1, 1892
de Sanhes, P. C. ...	30, Haymarket, in the county of London	Managing Director of the Condal Water Company Limited	High Court of Justice in Bankruptcy	476 of 1890	George Wreford ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Senior Official Receiver	Nov. 3, 1892
Esler, Robert ...	4, Queen's-road, Peckham, Surrey	Surgeon ...	High Court of Justice in Bankruptcy	321 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 5, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26347.

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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.
Fleming, Charles ...	128 and 144, Green-street, Bethnal Green and 134, Hoxton-street, Hoxton, all in the county of London	Boot and Shoe Manufacturer	High Court of Justice in Bankruptcy	1191 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Folks, William Thomas ...	98, Great Tower-street, in the city of London, and residing at 8, St. John's-villas, East Dulwich Green, Surrey	Wine Merchant ...	High Court of Justice in Bankruptcy	707 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4 1892
Goldby, George Henry ...	14, Church-place, Paddington-green, and 26, Irongate-wharf, Praed-street, both in the parish of Paddington, in the county of London	Omnibus Builder and Wheelwright	High Court of Justice in Bankruptcy	917 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Gourlay, W. ...	3, Upper James-street, Golden-square, in the county of London	Builder ...	High Court of Justice in Bankruptcy	564 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Hamilton, William Fielding	Lately carrying on business at Cornwall-gardens Stables and Cornwall-gardens-mews, Kensington, and lately residing at Bessborough-gardens, Vauxhall Bridge-road, present address the Petitioner is unable to ascertain	Livery Stable Keeper	High Court of Justice in Bankruptcy	1322 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Hewitt, William ...	95, Ball's Pond-road, Islington, Middlesex, lately trading at 20, Ball's Pond-road, Islington aforesaid	Cycle and Perambulator Manufacturer	High Court of Justice in Bankruptcy	205 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 5, 1892
Hooper, Joseph ...	71, Grange-road, Bermondsey, Surrey, residing at 107, Grove-lane, Camberwell, and lately residing at 3, Love-walk, Camberwell aforesaid	Leather Merchant ...	High Court of Justice in Bankruptcy	777 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Jeffs, Edward James ...	27, Langham-street, Portland-place, in the county of London	Furrier ...	High Court of Justice in Bankruptcy	667 of 1891	Harold Brougham ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 4, 1892
Kramer, Moritz W. ...	4, Billiter-street, in the city of London	Merchant ...	High Court of Justice in Bankruptcy	1142 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Levy, Jacob	Jubilee House, 234, Jubilee-street, Mile End, Middlesex, lately residing at 127, Cable-street, St. George's-in-the-East	Agent to a Furniture Dealer	High Court of Justice in Bankruptcy	1355 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Lucas, Charles George ...	Clevedon, 19, Chatsworth-road, West Norwood, Surrey	Accountant	High Court of Justice in Bankruptcy	807 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Mansel, Sir Richard, Bart...	Lately residing at 2, West Cliff-mansions, Ramsgate, Kent, and the Mona Hotel, Henrietta-street, Covent Garden, Middlesex	Of no occupation ...	High Court of Justice in Bankruptcy	640 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Norris, George John ...	Residing at 5A, Wareham-street, Mintern-street, Hoxton, in the county of London, and trading 5A, Worgate-street, Hoxton, in the county of London	Cabinet Maker ...	High Court of Justice in Bankruptcy	614 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Painter, William Charles ...	8, James-street, Westbourne-terrace, Middlesex, and of 21, Cavendish-square, Middlesex	Lodging-house Keeper Butler	High Court of Justice in Bankruptcy	698 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Palmer, Edward James Brecknock	11, Caledonian-road, Middlesex ...	Commercial Traveller	High Court of Justice in Bankruptcy	1075 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Plucknett, R. Brinsley ...	28, Albemarle-street, Piccadilly, in the county of London	... ..	High Court of Justice in Bankruptcy	1285 of 1891	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 7, 1892
Rosenberg, Esther	162, St. Paul's-road, Canonbury, in the county of London	Wholesale Jeweller, Wife of Moses Rosenberg, she being a Married Woman trading separate and apart from her Husband, having separate property and separate assets	High Court of Justice in Bankruptcy	510 of 1891	Allen Edwards ...	14, Bennett's-hill, Birmingham	Chartered Accountant	Oct. 15, 1892
Ross, William (trading as John Jones and Co.)	5, King-street, Snow Hill, in the city of London	Cork Dealer	High Court of Justice in Bankruptcy	498 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 14, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Simpson, Alexander	265, Queen's-road, Peckham, Surrey, lately residing at 23, Sackville-street, Piccadilly, London, and at 3, Tower-bungalows, Birchington-on-Sea, Kent, and formerly residing at 33, Brunswick-terrace, Brighton, Sussex	No occupation	High Court of Justice in Bankruptcy	1851 of 1889	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 8, 1892
Button, William Joseph	1, Pelham-road, Ilford, late of 26, Broadway, Barking, both in Essex	Oilman and Hardwareman	High Court of Justice in Bankruptcy	527 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 9, 1892
Swann, William	4, Sandcroft-street, Kennington-cross, Surrey, lately residing at 11, Barrett-street, Lambeth, Surrey, and trading at Lambeth-walk, Surrey, Romford Market, Essex	Butcher	High Court of Justice in Bankruptcy	174 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 14, 1892
202 Tapping, Edward, and Moses, William (trading as E. Tapping and Co.)	34 and 35, Orange-street, Bethnal Green, London, Middlesex	Carpet and Rug Manufacturers	High Court of Justice in Bankruptcy	455 of 1889	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 14, 1892
Tillyard, Ebenezer	86, St. Martin's-lane, Charing-cross, Middlesex	Solicitor	High Court of Justice in Bankruptcy	1327 of 1883	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 8, 1892
Urquhart, Robert Lish	49, Dover-street, Piccadilly, Middlesex, also of the Century Club, 12, Grafton-street, Middlesex, and carrying on business at 144, Leadenhall-street, in the city of London	Financial Agent	High Court of Justice in Bankruptcy	124 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 14, 1892
Wells, Peter Michael (trading as Peter Wells)	53, Broad-street, Golden-square, Middlesex	Corn and Forage Dealer	High Court of Justice in Bankruptcy	1326 of 1889	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 8, 1892
White, Nathaniel (trading as White and Co.)	St. Andrew's-chambers, St. Mary Axe, in the city of London	Engineer	High Court of Justice in Bankruptcy	617 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 14, 1892
Wilford, S. J.	90, Worship-street, in the county of London	Machinist	High Court of Justice in Bankruptcy	167 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver	Nov. 8, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Woolley, William John ...	235A, Commercial-road, Middlesex	Tobacconist	High Court of Justice in Bankruptcy	155 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 9, 1892
Wortham, Hale	204, Portobello-road, and also of 382, Harrow-road, both in Middlesex]	Tripe Seller	High Court of Justice in Bankruptcy	589 of 1890	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, Lincoln's-inn, W.C.	Official Receiver ...	Nov. 11, 1892
James, Margaret Harry ...	Bristol House, New Quay, Cardiganshire	Grocer and General Dealer, Wife of David James	Aberystwith ...	8 of 1891	Thomas Thomas ...	11, Quay - street, Carmarthen	Official Receiver ...	Oct. 7, 1892
Smith, Frank	Hoyland, near Barnsley, Yorkshire	Grocer and Provision Dealer and Furniture Dealer, and lately a Partner in the partnership firm of Gray, Smith, and Bennett, of Wath-upon-Dearne, Soap Manufacturers	Barnsley	8 of 1891	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 7, 1892
White, Thomas	Holsworthy, Devonshire	Carriage Builder	Barnstaple	13 of 1891	George Philpott ...	5B, Hammet - street, Taunton	Official Receiver ...	Oct. 1, 1892
Broughton, Wilson... ..	Residing and trading at 1, Enfield-street and 1, Anglesea - street, Clayton-le-Moors, Lancashire	Boot, Shoe, and Clog Manufacturer	Blackburn	33 of 1891	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Oct. 7, 1892
Cartridge, Shem Carter (trading as Cartridge and Co.)	26, Railway-road, Darwen, Lancashire, and trading at 15, Market-street and 1, School-street, Darwen aforesaid	Tailor	Blackburn	21 of 1891	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Oct. 12, 1892
Livesey, John	39, Galligreaves-street, Blackburn, Lancashire, and trading at Galligreaves-street, Blackburn	Joiner and Builder ...	Blackburn	4 of 1891	Thomas Edelston ...	14, Chapel-street, Preston	Official Receiver ...	Oct. 12, 1892
Cragg, Thomas William ...	Residing and trading at Bradford-road, Cleckheaton, Yorkshire	Plumber and Glazier ...	Bradford	68 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892
Feinburgh, William (trading as the Glasgow Tailoring Co.)	10, Northgate, Bradford, lately trading at 16 and 18, James'-street, off Godwin-street, Bradford, and Market - chambers, Heckmondwike, Yorkshire	Journeyman Tailor ...	Bradford	72 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Glover, George	Littlemore Bottom, Pudsey, Yorkshire	Spice Manufacturer ...	Bradford	95 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1892
Greenwood, Charles Robert	Residing and trading at 4, Cleveland-street, Bradford, Yorkshire	Travelling Draper ...	Bradford	83 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1892
Hardaker, Abraham ...	Residing at 110, Salt-street, Manningham, Bradford, and lately trading at 20, Legrams-lane, Bradford, Yorkshire	Fruiterer and Grocer ...	Bradford (by transfer from Leeds)	4A of 1892	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892
Johnson, John	Residing and trading at 5, Manor-street, Bradford, Yorkshire	Furniture Remover ...	Bradford	91 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1892
Overend, George	Residing at 11, Wigan-street, and trading at 99, Westgate, both in Bradford, Yorkshire	Furniture Dealer ...	Bradford	47 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892
Pickles, Samuel Thomas ...	Formerly of 7, Toller-lane, latterly of 13, Syke-road, Heaton, now of Beamsley-street, Manningham, all in Bradford, Yorkshire	Plumber and Glazier...	Bradford	73 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892
Rhodes, Charles	Lately Jury-street, now 51, Great Russel-street, both in Bradford, Yorkshire	Lately Engineer, now Working Engineer	Bradford	44 of 1891	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 7, 1892
Sanderson, Mary Eliza ...	81, Carlisle-road, Manningham, Bradford, Yorkshire	Confectioner, Wife of Alfred Sanderson, carrying on business apart from her Husband	Bradford	3 of 1892	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1892
Lacey, Charles	Royal Standard Hotel, Ramsgate, Kent	Licensed Victualler ...	Canterbury	5 of 1892	Worsfold Mowll ...	5, Castle-street, Canterbury	Official Receiver ...	Oct. 12, 1892
Morris, John	Pimphurst, Bethersden, near Ashford, Kent, formerly Bardleden Farm, Smarden, Kent	Farm Bailiff, formerly Farmer	Canterbury	70 of 1891	Worsfold Mowll ...	5, Castle-street, Canterbury	Official Receiver ...	Oct. 7, 1892
Newman, John Henry ...	37, Queen-street and 15, Effingham-street, Ramsgate, Kent	Hairdresser	Canterbury	65 of 1891	Worsfold Mowll ...	5, Castle-street, Canterbury	Official Receiver ...	Oct. 12, 1892
Owen, George William ...	19, Queen-street, Ramsgate, Kent	Greengrocer, Fruiterer, and Egg Merchant	Canterbury	77 of 1891	Worsfold Mowll ...	73, Castle-street, Canterbury	Official Receiver ...	Oct. 12, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Wollard, William ...	Wingham, Kent, lately carrying on business at Lady Down Farm, Preston, near Wingham	Farmer ...	Canterbury ...	80 of 1891	Worsfold Mowl ...	73, Castle-street, Canterbury	Official Receiver ...	Oct. 12, 1892
Edgar, John ...	64, Cecil-street, Carlisle, Cumberland	Auctioneer ...	Carlisle ...	17 of 1890	John Mason ...	Carlisle ...	Official Receiver ...	Oct. 7, 1892
Davies, Daniel ...	Plasbach, Llanllwni, Carmarthen-shire	Farmer ...	Carmarthen ...	2 of 1893	Thomas Thomas ...	11, Quay-street, Carmarthen	Official Receiver ...	Sept. 30, 1892
Wainwright, John ...	The Acres Farm, Upton, near Chester	Farmer and Cattle Dealer	Chester ...	3 of 1891	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Oct. 1, 1892
Clayton, Albert ...	Pheasant Inn, Birstal, Yorkshire...	Innkeeper ...	Dewsbury ...	1 of 1892	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Oct. 12, 1892.
Kitchingman, Fanny Elizabeth	Residing at Flush-in-Liversedge, and trading at Flush aforesaid, and at High-street, Heckmond-wike, all in Yorkshire	Draper and Tea Dealer	Dewsbury ...	9 of 1892	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Oct. 7, 1892
Lanc, Patrick ...	Commercial Dining Room, Commercial-street, Batley, Yorkshire	Restaurant and Beer-house Keeper	Dewsbury ...	10 of 1892	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Oct. 7, 1892
Rushforth, Samuel ...	34, Bradford-road, Dewsbury, Yorkshire	Boot and Shoe Maker	Dewsbury ...	8 of 1892	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Oct. 12, 1892
Stobley, William Henry ...	White Horse Inn, Gomersall, Yorkshire	Innkeeper ...	Dewsbury ...	13 of 1892	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Oct. 12, 1892
Rogers, Henry ...	9, Eliot-street, Plymouth, late the New Market Hotel, Cornwall-street, Plymouth, Devonshire	Lodging-house Keeper, late Licensed Victualler	West Stonehouse ...	48 of 1890	John Greenway ...	10, Athenæum-terrace, Plymouth	Official Receiver ...	Oct. 7, 1892
Coté, William Henry ...	Park-road, Dawlish, Devonshire ...	House Decorator ...	Exeter ...	24 of 1891	Thomas Andrew ...	13, Bedford-circus, Exeter	Official Receiver ...	Oct. 12, 1892
Fryer, Francis ...	Clifton-road, Exeter ...	Turf Commission Agent	Exeter ...	9 of 1891	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Oct. 7, 1892
Hopton, Henry ...	Rose and Crown Inn, Hare-lane, and the Worcester-street Shoeing Forge, both in Gloucester	Innkeeper, Blacksmith, and Farmer	Gloucester ...	12 of 1892	Charles Scott ...	15, King-street, Gloucester	Official Receiver ...	Oct. 12, 1892
Jolley, Edwin Arthur ...	27, Church-street, Hereford ...	Tailor ...	Hereford ...	3 of 1891	M. J. G. Scobie ...	2, Offa-street, Hereford...	Official Receiver ...	Oct. 12, 1892.

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Sessarago, John ...	42, Lower Church-street, Hereford	Boot and Shoe Dealer	Hereford ...	10 of 1891	M. J. G. Scobie ...	2, Offa-street, Hereford...	Official Receiver ...	Oct. 12, 1892
Simpson, William ...	67, Highgate, Kendal, Westmorland	Wine and Spirit Merchant	Kendal ...	1 of 1892	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ...	Oct. 7, 1892
Tyson, Henry ...	Hall Beck, Killington, Kirkby Lonsdale, Westmorland	Farmer ...	Kendal ...	3 of 1892	Henry Garencières Pearson	16, Cornwallis-street, Barrow-in-Furness	Official Receiver ...	Oct. 12, 1892
Southall, Joseph ...	Stamford-place, Foley Park, near Kidderminster, Worcestershire	Weaver ...	Kidderminster ...	5 of 1891	Edward Percy Jobson	Dudley ...	Official Receiver ...	Oct. 7, 1892
Pybus, William ...	Wisbech, Cambridgeshire, lately residing at 27, High-street, Wisbech	Pedlar, late Watch-maker	King's Lynn ...	3 of 1892	H. P. Gould ...	8, King-street, Norwich	Official Receiver ...	Oct. 7, 1892
Myland, Thaddeus ...	Late 18, Bastow-street, Meadow-lane, Leeds, Yorkshire, now 25, Highfield-terrace, Beeston-hill, Leeds aforesaid	Commission Agent ...	Leeds ...	8 of 1892	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 12, 1892
Pollard, James ...	Residing at 87, Benson-street, and trading at 9, Game-row, Kirkgate-market, both in Leeds, Yorkshire	Game Dealer ...	Leeds ...	7 of 1892	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 7, 1892
Shirley, Matthew ...	Formerly 53, Beeston-road, now 32, Coupland-street, both in Leeds, Yorkshire	Physician ...	Leeds ...	107 of 1890	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 1, 1892
Stocks, Edwin, and Stocks, Walter ... (trading as E. and W. Stocks) ...	38, Agar-street, Bradford Moss Cottage, Green-lane, Baildon, in the parish of Otley Victoria Works, Wood Bottom, Baildon aforesaid	Silk Dyers and Finishers	Leeds ...	11 of 1892	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 7, 1892
England, William ...	Barwell, Leicestershire, late trading with Farmer Staniforth and George Needham, at High-street, Barwell aforesaid	Shoe Manufacturer's Manager	Leicester ...	13 of 1892	J. G. Burgess ...	34, Friar-lane, Leicester	Official Receiver ...	Oct. 12, 1892
Jones, Edward ...	Melbourne Lodge, Walcote Fields, near Lutterworth, Leicestershire	Farmer ...	Leicester ...	23 of 1892	J. G. Burgess ...	34, Friar-lane, Leicester	Official Receiver ...	Oct. 7, 1892
Rowe, James, and Rowe, Tom William	28, Brandon - street, Leicester, Leicestershire	Boot Manufacturer's Managers, late Boot Manufacturers	Leicester ...	24 of 1892	J. G. Burgess ...	34, Friar-lane, Leicester	Official Receiver ...	Oct. 1, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Simpkin, A.	Halford - street and Applegate-street, Leicester, Leicestershire	Tobacconist	Leicester	22 of 1892	J. G. Burgess ...	34, Friar-lane, Leicester	Official Receiver ...	Oct. 12, 1892
Spencer, John, and Spencer, Thomas (trading as John and Thomas Spencer)	69, Princess-road, Leicester 23, Upper Tichborne-street, Leicester 20, Market-place, Leicester ...	Printers and Booksellers	Leicester	25 of 1891	George White and E. P. Steeds ...	14, Old Jewry-chambers, London, E.C. 20, Friar-lane, Leicester	Chartered Accountant Chartered Accountant	Oct. 15, 1892
Thomas, James and Hurst, Louis	Residing in lodgings at 33, Hazel-street, Leicester Residing in lodgings at 26, Pocklington's-walk, Leicester, trading in copartnership at 26A, Pocklington's-walk, all in Leicester, Leicestershire	Painters and Decorators	Leicester	94 of 1891	J. G. Burgess ...	34, Friar-lane, Leicester	Official Receiver ...	Oct. 7, 1892
Davies, Daniel Christmas ...	Jubilee Stores, High-street, Dowlais, Glamorganshire	Late Grocer	Merthyr Tydfil ...	6 of 1892	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 12, 1892
Jones, David	25, Upper Union-street, Dowlais, Glamorganshire	Grocer and Carpenter	Merthyr Tydfil ...	5 of 1892	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 7, 1892
Norris, Edmund	5, Bargood-terrace, Treharris, Glamorganshire	Inspector of Tools in Colliery	Merthyr Tydfil ...	3 of 1892	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 12, 1892
Downman, George	21, King-street, Neath, Glamorganshire	Labourer	Neath	8 of 1892	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Oct. 12, 1892
Jenkins, William	Gough-buildings, Ystradgynlais, in the county of Brecon	Haulier	Neath	1 of 1892	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Oct. 12, 1892
Evans, Elizabeth	2, Stonebridge-gate, Ripon, Yorkshire	Draper and Dress Maker	Northallerton ...	8 of 1891	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Oct. 7, 1892
Marshall, Frederick George	Timberhill-street, in the city of Norwich, lately residing and trading at Horsham St. Faith's, Norfolk	Late Innkeeper ...	Norwich	1 of 1892	H. P. Gould	8, King-street, Norwich	Official Receiver ...	Oct. 7, 1892
Howarth, Alexander	63, Oldham-road, Middleton, Lancashire	Plumber and Painter...	Oldham	22 of 1891	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Oct. 7, 1892
Woollacott, Thomas	Lately residing and trading at 114, Union-street West, Oldham, Lancashire, and now residing at 43, Greengate-strect, Oldham aforesaid	Provision Dealer and Joiner	Oldham	21 of 1891	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Oct. 12, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26347.

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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.
Schofield, James ... (Deceased)	Late of Hathershaw House, Hathershaw, Oldham, Lancashire	Cotton Spinner ...	Oldham ...	12 of 1891	Roscoe Wrigley ...	9, Clegg-street, Oldham	Chartered Accountant	Oct. 15, 1892
Davis, William Edward ...	Stonesfield, Oxfordshire ...	Farmer... ..	Oxford ...	15 of 1890	George Mallam ...	1, St. Aldate's, Oxford ...	Official Receiver ...	Oct. 12, 1892
Davies, David ...	94, William - street, Ystrad, Rhondda, Glamorganshire	Grocer and Miner ...	Pontypridd ...	29 of 1891	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 1, 1892
Evans, Gwilym ...	Theatre - buildings, High-street, Pontypridd, late of Cash Stores, Norton - bridge, Pontypridd, Glamorganshire	Grocer and Provision Merchant	Pontypridd ...	32 of 1891	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 1, 1892
Rowlands, Amy ...	21, Llewellyn - street, Pentre, Glamorganshire	Boot and Shoe Dealer	Pontypridd ...	3 of 1892	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 7, 1892
Lockyer, John ...	Prince's Bakery, Holdenhurst- road, Bournemouth, Hampshire	Baker and Confectioner	Poole... ..	5 of 1891	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Oct. 12, 1892
Butcher, Frank ...	36, Goodwood-road, Southsea, Hampshire	Painter	Portsmouth ...	57 of 1891	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Oct. 7, 1892
Etty, James Bristowe ...	56, Cross-street, Portsea, Hamp- shire	Grocer and Provision Merchant	Portsmouth ...	17 of 1891	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 27, 1892
Restell, Edwin (trading as G. F. Restell)	175A, Commercial-road, Landport, Hampshire	Oil and Colour Mer- chant	Portsmouth ...	18 of 1891	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Oct. 5, 1892
Stevens, Robert Edward ...	Fordingbridge, in the county of Southampton	Grocer	Salisbury ...	6 of 1891	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Oct. 12, 1892
Stevens, Stephen Nobbs ...	Stuckton, near Fordingbridge, in the county of Southampton	Grocer and Baker ...	Salisbury ...	8 of 1891	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Oct. 12, 1892
Adams, Stephen Godson (trading as R. S. G. Adams)	96, Ecclesall - road, Sheffield, Yorkshire	Boot Maker and To- baccunist	Sheffield ...	3 of 1892	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 7, 1892
Elliott, John Edwin (trad- ing as John E. Elliott)	180-184, Devonshire-street, Shef- field, Yorkshire, lately residing at 8, Summerfield, Ashdell-road, Sheffield, trading at 180-184, Devonshire - street aforesaid, lately trading at 6, George- street, and 18 (afterwards 88), Surrey-street, Sheffield	Plumber, Glazier, Gas- fitter, Painter, Paper- hanger, and General Decorator	Sheffield ...	41 of 1891	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 7, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Taffender, Frank	40, High-street, Rotherham, Yorkshire	Watchmaker and Jeweller	Sheffield	47 of 1891	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 7, 1892
Thompson, Arthur	84, Fitzwilliam-street, and previously of West-street, both in Sheffield, Yorkshire, and formerly of Green-hill-street, Gladstone-street, Garibaldi-street, and Hillside-road, all in Bradford, Yorkshire	Artist's and Photographer's Traveller, formerly Commercial Traveller	Sheffield	2 of 1892	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 7, 1892
Warburton, John	Conisbro', Yorkshire	Mining Engineer ...	Sheffield	54 of 1891	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 12, 1892
Willcox, Thomas	398, Langsett-road, Sheffield, Yorkshire	Hay and Straw Dealer and Carter	Sheffield	1 of 1892	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Oct. 12, 1892
Carpenter, Alfred	The George Inn, Hambledon, Hampshire	Licensed Victualler ...	Southampton	15 of 1891	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Oct. 7, 1892
Parsons, John	26, Orchard-lane, in the town and county of the town of Southampton	Licensed Victualler ...	Southampton	5 of 1892	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Oct. 7, 1892
Seward, Rufus	Nether Wallop, Hampshire ...	Late Farmer, now Farmer's Manager, and Assistant Overseer for the Parish of Nether Wallop	Southampton	14 of 1891	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Oct. 7, 1892
Jacques, Ann... ..	96, Durham-street, East Hartlepool, in the county of Durham	Tobacconist	Sunderland	1 of 1892	James A. Longden ...	25, John-street, Sunderland	Official Receiver ...	Oct. 12, 1892
Storzel, William James Sawrey	The North Eastern Hotel, Durham-street, Hartlepool, in the county of Durham	Hotel Proprietor ...	Sunderland	7 of 1891	James A. Longden ...	25, John-street, Sunderland	Official Receiver ...	Oct. 7, 1892
Tripp, John Naylor	12, Holmside, Sunderland, in the county of Durham, and residing at 8, Spark-terrace, Sunderland	Draper	Sunderland	20 of 1890	James A. Longden ..	25, John-street, Sunderland	Official Receiver ...	Oct. 7, 1892
Thomas, Henry	Pontardulais, Glamorganshire ...	Grocer	Swansea	14 of 1891	Thomas Thomas ...	31, Alexandra-road, Swansea	Official Receiver ...	Oct. 12, 1892
Brown, Eliza (trading as Brown and Company)	Sandy-lane, Calne, Wiltshire ...	Wood and Timber Dealer and Turner, Spinster	Swindon	13 of 1890	Henry C. Tonubs ...	32, High-street, Swindon	Official Receiver ...	Oct. 12, 1892

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Twining, Maurice	The Calley Arms, Hodson, Wiltshire	Publican	Swindon	1 of 1892	Henry C. Tombs ...	32, High-street, Swindon	Official Receiver ...	Oct. 12, 1892
Jones, Robert	18, Spencer-street, Ebbw Vale, 16, Victoria-street, Ebbw Vale, and of Newtown, Ebbw Vale, Monmouthshire	Meat Salesman and Grocer	Tredegar	8 of 1890	William Lewes Daniel	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 7, 1892
Fleming, Henry	Greenodd, parish of Ulverston, Lancashire	Joiner	Ulverston and Barrow-in-Furness	9U of 1891	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ...	Oct. 12, 1892
Scott, David	22, Keith-street, Barrow-in-Furness, and trading at 41 and 42, Strand, Barrow-in-Furness	Painter	Ulverston and Barrow-in-Furness	24B of 1891	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ...	Oct. 7, 1892
Walmsley, Christopher ...	37 and 39, John-street, Barrow-in-Furness, Lancashire, lately residing at 67, Cavendish-street, Barrow-in-Furness, and trading at 37 and 39, John-street, Barrow-in-Furness, the Market Hall, Millom, Cumberland, and Tudor-square, Dalton-in-Furness, Lancashire, and previously trading at 67, Cavendish-street, Barrow-in-Furness	Provision Dealer ...	Ulverston and Barrow-in-Furness	23B of 1891	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ...	Oct. 7, 1892
Robinson, Frederick Blanchard	Crown and Anchor Inn, Kirk-gate, in the city of Wakefield	Innkeeper	Wakefield	1 of 1892	John Bickersteth Ottley	Bond-terrace, Wakefield	Official Receiver ...	Oct. 12, 1892
Scowby, Mary Elizabeth ...	Bond-street, and lately residing and trading at Little Westgate, both in the city of Wakefield	Late Innkeeper, now out of business	Wakefield	30 of 1890	John Bickersteth Ottley	Bond-terrace, Wakefield	Official Receiver ...	Oct. 12, 1892
Symmonds, Thomas Edward	146, Westgate, Wakefield, Yorkshire, and Elephant and Castle Yard, Westgate, Wakefield, Yorkshire	Painter and Decorator	Wakefield	6 of 1892	John Bickersteth Ottley	Bond-terrace, Wakefield	Official Receiver ...	Oct. 7, 1892
Wright, Edmund	East Villa, Alverthorpe, near Wakefield, Yorkshire, and carrying on business in King-street, Wakefield aforesaid	Architect and Surveyor	Wakefield	2 of 1892	John Bickersteth Ottley	Bond-terrace, Wakefield	Official Receiver ...	Oct. 12, 1892

Pursuant to the Acts and Rules, notices to the above effect have been received by the Board of Trade.

JOHN SMITH, Inspector-General in Bankruptcy.

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THE COMPANIES ACTS, 1862 TO 1890.
WINDING-UP ORDER.

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date of Order.	Date of Presentation of Petition.
Pidots Iron, Silver, and Ferro-Bronze Syndicate Limited	125, Chancery-lane, London, W.C.	High Court of Justice ...	00137 of 1892	Nov. 12, 1892 ...	Oct. 17, 1892

FIRST MEETINGS.

Name of Company.	Address of Registered Office.	Court.	Number.	Date of First Meeting.	Hour.	Place.
The Claremont Hotel Company Limited ...	At the Office of the Secretary, James Howard, Marine-parade, Blackpool, Lancashire	Preston	1 of 1892	Creditors, Dec. 2, 1892 ... Contributories, Dec. 2, 1892...	2 P.M. 2.30 P.M.	Claremont Hotel, Blackpool Claremont Hotel, Blackpool

NOTICES OF DAYS APPOINTED FOR PUBLIC EXAMINATIONS.

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date fixed for Examination.	Names of Persons to be Examined.	Hour.	Place.
The Western Counties Steam Bakeries and Milling Company Limited	10, New Bond-street, Bath	High Court of Justice	36 of 1891	Nov. 29, 1892	Joseph Day, Thomas William Player-Isaac, Frank W. Lucy, T. Sturge Cotterell, Langford Garland	10.30 A.M.	The Guildhall, Bath
The Southern Cycle Company Limited	4, New-road, Southampton	Southampton	1 of 1892	Dec. 13, 1892	Edward John Stanley and Arthur Goodwin	11 A.M.	Court-house, Castle-squar Southampton

NOTICES OF INTENDED DIVIDENDS.

Name of Company.	Address of Registered Office.	Court.	Number.	Last Day for Receiving Proofs.	Name of Liquidator.	Address.
The General Service Co-operative Stores Limited	365 and 367, Oxford-street, London, W. ...	High Court of Justice	14 of 1891	Dec. 7, 1892	Charles John Stewart, Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, W.C.
The London and Suburban Co-operative Stores Limited	18, Charing Cross-road, W.C.	High Court of Justice	17 of 1891	Dec. 7, 1892	Charles John Stewart, Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, W.C.

NOTICES OF DIVIDENDS.

Name of Company.	Address of Registered Office.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
The Egyptian Minerals Corporation Limited	60, Haymarket, W.	High Court of Justice	49 of 1891	15s.	First	Any day except Saturday between 10 and 2	Office of Official Receiver and Liquidator, 33, Carey-street, Lincoln's-inn, W.C.
The Kensington Bank Limited	... 47, Norfolk-terrace, Bayswater, W.	High Court of Justice	65 of 1891	12s. 6d.	Second	Any day except Saturday between 10 and 2	Office of Official Receiver and Liquidator, 33, Carey-street, Lincoln's-inn, W.C.

Pursuant to the Companies (Winding-up) Act, 1890, and the Rules thereunder, notices to the above effect have been received by the Board of Trade.
 JOHN SMITH, Inspector-General in Companies Liquidation.

THE estates of the deceased, John Clark, Farmer, Craiglunds, in the parish of Rosemarkie, and county of Ross and Cromarty, were sequestrated on the 18th of November, 1892, by the Court of Session.

The first deliverance is dated the 18th November, 1892.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Saturday, the 26th day of November, 1892, within the Procurators' Room, the Castle, Inverness.

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 18th March, 1893.

The sequestration has been remitted to the Sheriff of the county of Inverness.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WM. OFFICER, S.S.C., Agent.

Edinburgh, 18th November, 1892.

THE estates of James Young, Farmer, Rottenrow, in the parish of Craigie and county of Ayr, were sequestrated on the 17th day of November, 1892, by the Sheriff of Ayrshire at Kilmarnock.

The first deliverance is dated the 17th day of November, 1892.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, on Friday, the 2nd day of December, 1892, within the George Hotel, 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 17th day of March, 1893.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

A. P. REID, Writer, Johnstone, Agent.

THE estates of Mrs. Mary Agnes Graham or Edgar, Gibbonhill, in the parish of Troqueer and Stewartry of Kirkcudbright, were sequestrated on the 18th day of November, 1892, by the Sheriff of Dumfries and Galloway at Kirkcudbright.

The first deliverance is dated the 5th day of November, 1892.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on the afternoon of Tuesday, the 29th day of November, 1892, within the King's Arms Hotel, Maxwelltown, in the Stewartry of Kirkcudbright.

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 18th day of March, 1893.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WALKER and SHARPE, Writers, Maxwelltown, Dumfries, Agents.

THE estates of D. and A. Ritchie, Clothiers, 85, Union-street, Aberdeen, and Donald Ritchie, Clothier, Aberdeen, sole Partner of said firm of D. and A. Ritchie, as such Partner, and as an Individual, were sequestrated on the 18th day of November, 1892, by the Sheriff of Aberdeen, Kincardine, and Banff.

The first deliverance is dated the 18th day of November, 1892.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Wednesday, the 30th day of November, 1892, within the Imperial Hotel, Aberdeen.

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 18th day of March, 1893.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

CHARLES RUXTON, Advocate, 18, Golden-square, Aberdeen, Agent for Petitioners.

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