



# The London Gazette.

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FRIDAY, NOVEMBER 22, 1895.

AT the Court at Windsor, the 21st day of November, 1895.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day Sir Julian Goldsmid, Baronet, M.P., was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at Windsor, the 21st day of November, 1895.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day Sir Richard Horner Paget, Baronet, was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at Windsor, the 21st day of November, 1895.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day Francis John Savile Foljambe, Esquire, was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at Windsor, the 21st day of November, 1895.

PRESENT,

The QUEEN's Most Excellent Majesty.

Lord President.

Lord Privy Seal.

Marquess of Lansdowne.

WHEREAS by "The Seal Fisheries (North Pacific) Act, 1895," it is enacted that Her Majesty the Queen may by Order in Council prohibit, during the period specified by the Order, the catching of seals by British ships in such parts of the seas to which that Act applies as are specified by the Order; and that for carrying into effect an arrangement with any foreign State an Order in Council may provide that the powers under the Act of any commissioned officer on full pay in the Naval Service of Her Majesty the Queen may, subject to any limitations, conditions, modifications, and exceptions specified in the

Order, be exercised in relation to a British ship, and the equipment, crew, and certificate thereof, by such officers of the said foreign State as are specified in the Order, and that any such Order may contain any limitations, conditions, modifications, and exceptions which appear to Her Majesty in Council expedient for carrying into effect the object of that Act;

And whereas the said Act applies to the seas within that part of the Pacific Ocean known as Behring Sea, and within such other parts of the North Pacific Ocean as are north of the forty-second parallel of north latitude;

And whereas an arrangement has been made between Her Majesty the Queen and His Majesty the Emperor of Russia whereby British ships engaged in hunting seals within such parts of the said seas as are hereinafter specified may be seized by Russian cruisers;

And whereas Her Majesty was pleased, by and with the advice of Her Privy Council, on the twenty-fourth day of August, one thousand eight hundred and ninety-five, to make an Order in Council as a *Provisional* Order within the meaning of "The Rules Publication Act, 1893;"

And whereas the provisions of "The Rules Publication Act, 1893," have been complied with;

Now, therefore, Her Majesty, in virtue of the powers vested in Her by the said first-recited Act, and of all other powers enabling Her in that behalf, is hereby pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

1. From and after the date of the present Order, until Her Majesty in Council shall otherwise direct, the catching of seals by British ships is hereby prohibited within such parts of the seas to which the recited Act applies as are comprised within the following zones (in this Order referred to as "the prohibited zones"), that is to say:—

(1.) A zone of ten marine miles on all the Russian coasts of Behring Sea and the North Pacific Ocean; and

(2.) A zone of thirty marine miles round the Kormandorsky Islands and Tulénew (Robben Island).

2. The powers under the recited Act of a commissioned officer on full pay in the Naval Service of Her Majesty may be exercised in relation to a British ship, and the equipment, crew, and certificate thereof, by the captain or other officer in command of any war-vessel of His Majesty the Emperor of Russia (hereinafter referred to as an "authorized Russian officer"), but subject to the

limitations, conditions, modifications, and exceptions following, that is to say:—

(1.) The said powers shall not be exercised by an authorized Russian officer, except in relation to British ships engaged in hunting seals within either of the prohibited zones.

(2.) A British ship shall not be liable to seizure or detention by an authorized Russian officer by reason of the contravention of any regulations made under section two of the recited Act.

(3.) The powers under section three of the recited Act of detaining any portion of the equipment or any of the crew, and the powers under section four of giving a provisional certificate in lieu of a ship's certificate which is seized and retained, or of indorsing on a certificate the grounds on which it was seized, and of directing the ship to proceed forthwith to a specified port, shall not be exercised in relation to a British ship by an authorized Russian officer.

(4.) Where an authorized Russian officer in exercise of the said powers stops and examines and detains a British ship or her certificate of registry, he shall as soon as possible hand over the ship, or deliver or transmit the certificate, as the case may be, either to the commanding officer of a British cruiser or to the nearest British authority, as defined by this Order, and shall then, or within a reasonable time thereafter, satisfy such officer or authority that there were reasonable grounds for the detention or seizure, and that the case is proper to be adjudicated in a British Court, and also furnish to such officer or authority the evidence sufficient, in the opinion of such officer or authority for such adjudication; and if the said Russian officer fails to satisfy such officer or authority, or to furnish to such officer or authority such sufficient evidence as aforesaid, the said officer or authority may release the ship.

3.—(1.) Where the commanding officer of a British cruiser receives a British Ship from an authorized Russian officer, and is satisfied that there were reasonable grounds for the detention or seizure, and that the case is proper to be adjudicated in a British Court, he may exercise the powers conferred by section four of the recited Act as if he had himself stopped and examined and detained the ship, and that section shall apply accordingly.

(2.) Where the commanding officer of a British cruiser, or a British authority, receives a British ship from an authorized Russian officer, and sends the case for adjudication in a British Court, he shall, for the purposes of section seventy-six of "The Merchant Shipping Act, 1894," be deemed to have himself seized or detained the said ship.

4. For the purposes of this Order, the expression "British Authority" means any officer of Customs in Her Majesty's dominions, and any British Consular officer having authority as such in any port or place.

5. "The Seal Fishery (North Pacific) Order in Council 1894" is hereby revoked, without prejudice to anything done or suffered under that Order.

6. This Order may be cited as "The Seal Fisheries (North Pacific) Order in Council, 1895."

And the Most Honourable the Marquess of Salisbury, K.G., and the Right Honourable Joseph Chamberlain, two of Her Majesty's Principal Secretaries of State, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein as to them respectively appertain.

C. L. Peel.

Privy Council Office, November 21, 1895.

THE following Statutes made and passed on the twenty-second day of May, one thousand eight hundred and ninety-five by the Governing Body of Gonville and Caius College, in the University of Cambridge, and sealed on the eighth day of October, one thousand eight hundred and ninety-five, have been submitted for the approval of Her Majesty in Council, and notice of their having been so submitted is published in accordance with the provisions contained in the Universities of Oxford and Cambridge Act, 1877:—

STATUTES to alter the Statutes made and passed by the Governing Body of Gonville and Caius College in the University of Cambridge on the twenty-second day of January one thousand eight hundred and ninety and approved by Her Majesty the Queen in Council on the fifteenth day of August one thousand eight hundred and ninety which amending Statutes were duly made at a General Meeting of the Master and all the Fellows of the College specially summoned for this purpose and held on the twenty-second day of May one thousand eight hundred and ninety-five and having been passed at such General Meeting by the unanimous vote of all persons present and voting are now submitted for the approval of Her Majesty the Queen in Council.

We the Master and Fellows of Gonville and Caius College in the University of Cambridge in exercise of the powers given to us by the fifty-fourth Section of the Universities of Oxford and Cambridge Act 1877 do hereby alter the Statutes so made and passed by the Governing Body of the said College as aforesaid in manner following that is to say:—

By substituting in Statute XIV E "of the scholars" for Section four the following Section to form an amended Section of such Statute.

4. It shall be lawful for the Governing Body from time to time to offer Scholarships for competition upon such terms (subject to the following provisions) as the Governing Body shall think proper amongst persons whose age shall not exceed twenty years on the last day of the academical year in which the examination is held and who shall not for the time being have come into residence at the University. Each Scholarship so offered shall be called an Entrance Scholarship and shall not exceed eighty pounds a year including rent of rooms and all allowances. The Governing Body may however of such Entrance Scholarships offer two at most in any one year for competition without restriction of age.

Given under our Common Seal this eighth day of October one thousand eight hundred and ninety-five.

L. S.

Privy Council Office, November 21, 1895.

THE following Statute, made on the twenty-third day of October, one thousand eight hundred and ninety-five, by the Governing Body of the House of Christ Church, Oxford, at a meeting specially summoned for the purpose and passed by the votes of not less than two-thirds of those present and voting, has been submitted for the approval of Her Majesty in Council, and notice of its having been so submitted is published in accordance with the provisions contained in "The Universities of Oxford and Cambridge Act, 1877":—

## CHRIST CHURCH.

Statute XVI as altered by the Governing Body on twenty-third October, one thousand eight hundred and ninety-five, by omitting the word "unmarried" in Clause 13.

## STATUTE XVI.

13. Every Official Student, who at the time of his appointment shall not be married, shall vacate his Studentship by marriage, if such marriage shall take place within seven years from the day of his appointment. The Censors hereinafter named shall be elected annually by the Governing Body out of the Official Students, and shall reside in College. Every Official Student shall reside in rooms in the House during the usual College Terms, unless the Governing Body, at a stated meeting shall have given him leave to reside elsewhere, within the statutable limits of the University; and there shall always be at least two Students being Tutors or Lecturers in the House, besides the two Censors, resident in rooms in the House, during the usual College Terms. So long as that number is complete, an Official Student vacating his Studentship by marriage shall not be incapable of being appointed to fill the vacancy so created, if the House should desire to retain his services as a Tutor or Lecturer. The seniority of a Student so re-appointed shall be reckoned from the date of such re-appointment; and he shall be entitled to hold his Studentship for such period within the limit of fifteen years from the date of his first appointment to an Official Studentship, as the (Governing Body) at the time of his re-appointment shall determine; after which period he may be re-appointed according to the provisions of Clause 11.

L. S.

*Privy Council Office, November 21, 1895.*

NOTICE is hereby given, that a Petition has been presented to Her Majesty by the Council of the Borough of Wolverhampton, praying, under the provisions of the "Municipal Corporations Act, 1882," as amended by the "Municipal Corporations Act, 1893," for an alteration of the number and boundaries of the Wards of the Borough; and notice is hereby further given, that Her Majesty has been pleased, by Her Order in Council of this day's date, to order that the said Petition be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council, on the twenty-seventh day of December, one thousand eight hundred and ninety-five.

*Privy Council Office, November 22, 1895.*

## BRITISH SETTLEMENTS ACT, 1887.

NOTICE is hereby given that, after the expiration of forty days from the date hereof, it is proposed to submit to Her Majesty in Council, in pursuance of the above-mentioned Act, the draft of an Order in Council for declaring the Western boundary of British New Guinea, and extending the laws of the Possession up to that boundary.

And notice is hereby further given that, in accordance with the provisions of the Rules Publication Act, 1893, copies of the proposed draft Order in Council can be obtained by any public

body, within forty days of the date of this notice, at the Privy Council Office, Whitehall.

*Windsor Castle, November 21, 1895.*

THIS day had audience of Her Majesty:—  
Count Charles Lewenhaupt, Envoy Extraordinary and Minister Plenipotentiary from His Majesty the King of Sweden and Norway.

Also had audience of Her Majesty:—  
Mr. José Francisco Canevaro, to present his Credentials as Envoy Extraordinary and Minister Plenipotentiary from the Republic of Peru.

*Chancery of the Order of  
Saint Michael and Saint George,*

*Downing Street, November 22, 1895.*

THE Queen has been graciously pleased to give directions for the following appointments to the Most Distinguished Order of Saint Michael and Saint George:

To be Ordinary Members of the Second Class, or Knights Commanders of the said Most Distinguished Order:—

The Right Honourable Lord Lamington, on appointment as Governor and Commander-in-Chief of the Colony of Queensland and its Dependencies.

Lieutenant-Colonel Gerard Smith, on appointment as Governor and Commander-in-Chief of the Colony of Western Australia and its Dependencies.

*Whitehall, November 22, 1895.*

THE Queen has been pleased, by Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date the 4th instant, to present the Reverend Edgar Charles Sumner Gibson, M.A., Prebendary of the Cathedral Church of Wells, to the Vicarage of the Parish Church of Saint Peter, Leeds, in the county of York and diocese of Ripon, void by the promotion of Doctor Edward Stuart Talbot to the See of Rochester.

(H. 9021.)

*Board of Trade (Harbour Department),  
London, November 21, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 7th November, 1895, from Her Majesty's Representative at Bucharest, enclosing the following Notice regarding Quarantine:—

Note Verbale No. 10168.

Bucarest, ce <sup>25</sup> Octobre, <sub>6</sub> Novembre, 1895.

Le Ministère des Affaires Étrangères a l'honneur de porter à la connaissance de la Légation Royale que le Département Royale de l'Intérieur, vu l'apparition du cholera en Égypte, a décidé sur l'avis du Conseil Supérieur Sanitaire que tous les bâtiments arrivant des ports de l'Égypte par la Mer Méditerranée et qui n'ont pas satisfait aux mesures Sanitaires dans aucun des ports ottomans aux lazarets, soient Soumis, dans le port de Soulina, aux mesures prescrites par le 1<sup>er</sup> chapitre des instructions pour la désinfection des bâtiments, des passagers et de leurs effets dans les ports maritimes et fluviaux.

Les dits bâtiments seront admis dans le port de Constantza—conformément à l'Art. 1<sup>er</sup> des instructions susmentionnées—seulement dans le cas

ou sept jours, au moins, se seraient écoulés depuis leur départ d'un port contaminé et lorsqu'aucun cas suspect de maladie ne se serait produit à bord.

A la Légation Royale d'Angleterre.

(H. 9061.)

*Board of Trade (Harbour Department),  
London, November 21, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 1st November, 1895, from Her Majesty's Representative at Washington, enclosing the following Texas Quarantine Notice:—  
Quarantine Proclamation by the Governor of the State of Texas.

Whereas, it has been made known to me that there is no longer a necessity for the restriction of a general quarantine:

Now, therefore, I, Charles A. Culberson, Governor of the State of Texas, do by virtue of the authority vested in me by the constitution and laws of this State, hereby revoke my proclamation of 22nd March, A.D. 1895, imposing certain conditions upon all vessels from ports and places south of 25 degrees north latitude and entering the ports of this State after 1st May, 1895, to take effect on and after the 1st day of November, A.D. 1895: Provided that said portion of said proclamation applying to the entrance into Texas ports of vessels infected by contagious diseases, such as smallpox, cholera and yellow fever, or having had either of said named diseases on shipboard within a period of twenty days before arrival at said Texas port, shall remain in full force; and all such vessels are hereby prohibited from landing persons or things at any town or place on the gulf coast of the State of Texas until permission to do so shall be given by the State Health Officer or the Health Officer of the port or place. I further declare quarantine, on and after 1st November, 1895, against any person or persons infected or liable to be infected with yellow fever, smallpox, or cholera, either within or without the State of Texas, and hereby direct and authorize the Quarantine Officers of the State, and the Health Officers of counties and towns to establish local quarantine, and maintain the most rigid isolation of all such infected persons whenever and wherever discovered.

The citizens of the State and all health authorities are earnestly requested to notify the State Health Officer of any outbreaks of epidemic diseases, and to give to said officer any other information that may promote the public health.

In witness whereof, I hereunto sign my name and have caused the seal of State to be affixed at the city of Austin, this twenty-third day of October, A.D. 1895.



C. A. CULBERSON,  
Governor of Texas.

By the Governor,  
ALLISON MATFIELD,  
Secretary of State.

*Admiralty, 18th November, 1895.*

Carpenter Alfred Roberts has been promoted to the rank of Chief Carpenter in Her Majesty's Fleet. Dated 10th November, 1895.

*Admiralty, 19th November, 1895.*

Acting Sub-Lieutenant Reginald Louis Crichton has been confirmed as Sub-Lieutenant in Her Majesty's Fleet. Dated 14th August, 1895.

In accordance with the provisions of Her Majesty's Order in Council of 1st April, 1881—  
Surgeon Ernest Edward Patridge Tindall has been placed on the Retired List, receiving a gratuity in lieu of retired pay. Dated 28th October, 1895.

*Royal Marine Light Infantry.*

Colonel Second Commandant Edward Willoughby Grenville Byam to be Colonel Commandant, vice Philips, period of command expired. Dated 20th November, 1895.

Lieutenant-Colonel William Purvis Wright to be Colonel Second Commandant, vice Byam. Dated 20th November, 1895.

*Admiralty, 20th November, 1895.*

THE following qualified Candidates for the Naval Medical Service have been appointed to be Surgeons in Her Majesty's Fleet:—

Charles Henry James Robinson.  
Harold Huskinson, M.B.  
Ernest Sydney Tuck.  
Harold Gordon Truscott Major.  
Murray Parry Jones.  
Arthur William Bligh Livesay, M.B.  
Herbert Hope Gill, M.B.  
William David Adams, M.A., M.B.  
William Reynolds Tryhall.  
John Charles Rowan, M.B.  
Richard Adolphus Ross, M.B.  
Michael Joseph Smith, B.A., M.B.  
Dated 12th November, 1895.

*Admiralty, 21st November, 1895.*

IN accordance with the provisions of Her Majesty's Orders in Council of 7th January, 1864, 22nd February, 1870, and 30th December, 1884—

Lieutenant Thomas Guthrie Fraser has been placed on the Retired List of his rank. Dated 29th October, 1895.

*India Office, 22nd November, 1895.*

THE Queen has approved of the following Promotions among the Officers of the Staff Corps and Indian Medical Services, and Admissions to the Staff Corps made by the Governments in India:—

**INDIAN STAFF CORPS.**

*Captains to be Majors.*

Dated 10th September, 1895.

Edward William Fane Martin.  
Charles Reginald Phillipps.  
Arthur Arnold Barrett.  
John Christopher Swann.  
Hugh Roddam Tate.  
Brevet Major Herbert Frecheville Smyth Ramsden.  
Howard Goad.  
John Eccles Nixon.  
John Mark Anthony Retallick.  
James Alexander Bell.  
Brevet Major Eaton Aylmer Travers.  
Herbert Godfrey.  
William St. Lucien Chase, V.C.  
Herbert Lionel Hutchins.  
Henry William Seymour.  
Cecil Barry Browulow.  
Charles Eliot Poynder.  
George Augustus Williams.  
Walter Cook.  
Brevet Major William Du Gard Gray.  
Richard Kinlock Teversham, D.S.O.  
Alan Coddington Batten.  
John Francis Wilson.  
Ernest William Cunliffe.

Laurence Julius Elliott Bradshaw.  
Dated 21st September, 1895.  
George Eusébe Even.  
John Grabam Smith.  
George William Younghusband.  
Alexander Edward Pelham Burn.

*To be Captain.*

Lieutenant John Frederick Whyte. Dated 1st September, 1895.

*To be Lieutenants.*

Lieutenant Cyril Frank Templer, from the Royal Artillery. Dated 17th May, 1894, but to rank from 15th February, 1892.

Lieutenant Archibald James Macaulay Higginson from the West Riding Regiment. Dated 31st December, 1893, but to rank from 18th February, 1892.

Lieutenant Frank McConaghey, from the Royal Irish Regiment. Dated 28th December, 1893, but to rank from 2nd July, 1892.

Lieutenant Clement Laurence Seton Browne, from the Wiltshire Regiment. Dated 7th March, 1894, but to rank from 6th March, 1893.

Lieutenant Edward Frank Harding, from the North Staffordshire Regiment. Dated 5th December, 1893, but to rank from 28th October, 1893.

Lieutenant Francis Aylmer Maxwell, from the Royal Sussex Regiment. Dated 15th December, 1893, but to rank from 24th November, 1893.

Second Lieutenant Herbert Fothergill Cooke, from the Cheshire Regiment. Dated 24th November, 1893.

Second Lieutenant Cuthbert Vickers, from the Royal West Surrey Regiment. Dated 13th December, 1893.

Second Lieutenant Arthur Louis Bickford, from the Royal West Surrey Regiment. Dated 19th December, 1893.

Second Lieutenant Stewart Blakely Agnew Patterson, from the Royal West Surrey Regiment. Dated 31st December, 1893.

Second Lieutenant Robert Lumsden Ricketts. Dated 4th April, 1895. (This cancels the promotion of this officer as notified in the London Gazette of the 22nd February, 1895.)

Second Lieutenant George Annesley Ross Watts. Dated 21st August, 1895.

Second Lieutenant Charles Elrington Duncan Davidson-Houston. Dated 28th September, 1895.

*To be Second Lieutenant.*

Second Lieutenant John Leared Furney, from the Unattached List. Dated 1st April, 1895, but to rank from 23rd December, 1893.

**BOMBAY MEDICAL ESTABLISHMENT.**

*To be Surgeon-Colonel.*

Brigade - Surgeon - Lieutenant - Colonel Samuel O'Brien Banks. Dated 18th September, 1895.

**BENGAL SUBORDINATE MEDICAL ESTABLISHMENT.**

*Senior Assistant-Surgeons, with the honorary rank of Surgeon-Lieutenant, to be Senior Assistant-Surgeons, with the honorary rank of Surgeon-Captain.*

Thomas Davis. Dated 15th June, 1895.

George Henry Campbell. Dated 8th July, 1895.

*Assistant Surgeons, First Class, to be Senior Assistant Surgeons, with the honorary rank of Surgeon-Lieutenant.*

Robert Duncan Crabbe. Dated 15th June, 1895.

William Hyde. Dated 8th July, 1895.

The Queen has approved of the transfer of the undermentioned Officer to the temporary Half-pay List:—

Captain Clement Henry Billings, Indian Staff Corps. Dated 12th November, 1895.

The Queen has also approved of the retirement from the Service of the undermentioned Officers:—

Surgeon - Lieutenant - Colonel Edward Butler Rutledge, Bengal Medical Establishment. Dated 1st October, 1895.

Senior Assistant Surgeon with the honorary rank of Surgeon - Captain George Edwin King, Madras Subordinate Medical Establishment. Dated 11th July, 1895.

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

*To be Assistant-Adjutant-Generals.*

Lieutenant-Colonel S. E. Rolland, Indian Staff Corps, vice Colonel D. J. S. McLeod, D.S.O., appointed to the Command of a Second Class District. Dated 31st August, 1895.

Lieutenant-Colonel F. S. F. Stokes, Royal Irish Rifles, vice Major C. E. Sawyer, resigned. Dated 2nd September, 1895.

Major E. R. C. Graham, Cheshire Regiment, Deputy - Assistant Adjutant - General, Headquarters, Madras Command, vice Major F. W. Bromfield, reverted to regimental duty. Dated 2nd September, 1895.

Major A. A. Barrett, Indian Staff Corps, vice Major A. R. Martin, who has vacated. Dated 10th September, 1895.

Captain A. A. J. Johnstone, Indian Staff Corps, to be Deputy-Assistant Quartermaster-General, Intelligence Branch, vice Captain A. J. W. Allen, who has vacated. Dated 31st August, 1895.

Captain F. H. R. Chapman, Indian Staff Corps, to be Deputy-Assistant Adjutant-General for British Army Schools, Madras and Bombay Commands. Dated 1st August, 1895.

Captain A. H. B. Cavaye, Scottish Borderers, a Deputy - Assistant Adjutant - General, to be Deputy - Assistant Adjutant - General, Headquarters, Madras Command, vice Major Graham. Dated 30th August, 1895.

Captain E. H. J. Reay, Wiltshire Regiment, to be a Deputy-Assistant Adjutant-General, vice Captain Cavaye. Dated 19th August, 1895.

*Commissions signed by the Lord Lieutenant of the County of Stafford.*

George Fletcher Fletcher-Twemlow, Esq., to be Deputy Lieutenant. Dated 18th November, 1895.

Henry Arthur Wiggin, Esq., to be Deputy Lieutenant. Dated 18th November, 1895.

Whitehall, November 21, 1895.

THE Secretary of State hereby gives notice that he intends to make Rules, under Section 8 of the Penal Servitude Act, 1891, with regard to the measuring and photographing of prisoners; and that copies of the draft Rules can be obtained at the Office of the Secretary of State for the Home Department.

**THE RAILWAY AND CANAL TRAFFIC ACTS, 1888 to 1894.**

WHEREAS by section 1, sub-section 5, of the Railway and Canal Traffic Act, 1894, it is enacted that in the case of any rate or charge increased before the passing of that Act, section 12 of the Railway and Canal Traffic Act, 1888, shall have effect as if six months after the passing of the first Act above mentioned were substituted for the limit of one year in the said last section mentioned, and that the Board of Trade may, if they think fit, extend the said period of six months with respect to any complaints made to them during that period.

And whereas, by an Order dated the 22nd day of February, 1895, made pursuant to the powers conferred upon them by the provision of the section above recited, the Board of Trade thereby extended the period of six months in the sub-section mentioned, with respect to all complaints made to them during the said period, for a further period of three months from the date thereof or for such further time as the Board of Trade might thereafter allow.

And whereas, pursuant to the above mentioned Order and the said sub-section therein referred to, the Board of Trade did, by Order dated the 21st day of May, 1895, extend the period of six months in the said sub-section mentioned, with respect to all complaints made to them during the said period, for a further period of three months from the said 21st May, 1895, or for such further time as the Board of Trade might thereafter allow.

And whereas, pursuant to the last mentioned Order and the said sub-section therein referred to, the Board of Trade did, by Order dated the 20th day of August, 1895, extend the period of the six months in the said sub-section mentioned, with respect to all complaints made to them during the said period, for a further period of three months from the said 20th day of August, 1895, or for such further time as the Board of Trade might thereafter allow.

Pursuant to the said last recited Order and the said sub-section referred to, the Board of Trade do, with respect to all complaints made to them during the period of six months in the said sub-section mentioned, hereby extend the said period for a further period of three months from the date hereof or for such further time as the Board of Trade may hereafter allow.

Signed by order of the Board of Trade this 19th day of November, 1895.

*Courtenay Boyle,*  
Secretary, Board of Trade.

**ORDER OF THE BOARD OF AGRICULTURE.**

(DATED 20th NOVEMBER 1895.)

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Act, 1894, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

1. The sale or exposure for sale of any swine in or at the Market at Rochford in the county of Essex is hereby prohibited.

2. If a pig is sold or exposed for sale in or at the said Market at Rochford in contravention of this Order, the owner and the lessee and the occupier thereof, and the owner or consignee of each pig so sold or exposed, and the person so selling or exposing the same, and the auctioneer, if any, or other person conducting the sale at such Market, and the purchaser thereof of any pig

so sold or exposed in contravention of this Order such purchaser knowing the pig to be sold or exposed for sale in contravention as aforesaid, shall, each according to and in respect of his own acts and defaults, be deemed guilty of an offence against the Diseases of Animals Act, 1894.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this twentieth day of November, one thousand eight hundred and ninety-five.



*T. H. Elliott,*  
Secretary.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture, 4, Whitehall Place, London, S.W.

*Civil Service Commission, November 22, 1895.*

THE Civil Service Commissioners hereby give notice, that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury, viz. :—

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent notices in the London Gazette) respecting an Open Competitive Examination for not fewer than eleven Clerkships of the First Division in the Legacy Duty Office of the Inland Revenue Department in London.

*N.B.—These Regulations are liable to alterations for future Examinations.*

1. The limits of age for this situation are 21 and 27, and Candidates must be of the prescribed age on the first day of the Examination.

2. No Candidate will be eligible who has not, before the date of the Competition—

(a.) Passed the Final Examination of the Incorporated Law Society of the United Kingdom, or

(b.) Passed the Final Examination of the Incorporated Law Society of Ireland,

and no Candidate who has passed or qualified as above will be eligible if he cannot produce a certificate from the Solicitors under whom he served his articles or apprenticeship to the effect that in the course of his service he has been actually employed in conveyancing and Chancery business.

Every Candidate who has passed the Examination under head (a.) or (b.) must have served for five years as articled clerk, or apprentice in Ireland, to a Solicitor in actual practice, or for four years if he has proved his title to be admitted as a Solicitor after being articled or apprenticed for four years, or for three years if he is a graduate of a University in Great Britain or Ireland.

Evidence on these points must be sent in at such times and in such manner as the Civil Service Commissioners may appoint.

3. The Examination will be in the following subjects :—

*Obligatory Subjects.*

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).
3. English Composition.
4. Law of Real and Personal Property, including Conveyancing (the Examination to be in the English Law on these Subjects).

*Optional Subjects.*

5. History of England, and of the Constitution.
  6. Any two of the following languages: Latin, French, German.
4. Application for permission to attend the Examination must be made at such time, and in such manner, as the Commissioners may appoint.
5. A fee of £2 will be required from every Candidate attending the Examination.

The Civil Service Commissioners further give notice, that an Open Competitive Examination will be held under the foregoing Regulations in London and Dublin, commencing on the 7th January, 1896.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 28th December, an application, in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, November 20, 1895.*

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for the situation of Assistant Surveyor of Taxes in the Inland Revenue Department, held on the 22nd October, 1895, and following days, notice of which Examination was given in the London Gazette of the 20th August, 1895, the undermentioned Candidates obtained the first six places:—

No. in Order of Merit.	Name.	Locality of Examination.
1	Small, James ... ..	London
2	Scouler, Andrew ... ..	London
3	Stewart, Andrew ... ..	Edinburgh
4	Bensted, Stanley Wilfred	London
5	Rogers, Peter ... ..	London
6	Smith, Alpheus ... ..	London

*Civil Service Commission, November 22, 1895.*

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

November 18, 1895.

AFTER OPEN COMPETITION.

*Post Office: Sorter, London, Albert William Smith.*

AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Boy Clerk, Edward Beadon White.*

WITHOUT COMPETITION.

*Prisons Department, Scotland: Warder, Andrew Jackson.*

*Female Warder, Margaret Dowie Mitchell.*

*Stationery Office: Warehouseman, Edward Dixon.*

*Post Office: Postmen, London, Thomas Cox, Sidney Radley Ewers, Frederick James Hoskins Jennings, Joseph James Lattimore, George Walter Meessen, Frederick Valentine Mills.*

*Porters, London, William George Brown, Francis James Newman Cawthorne, John Kebby, Robert Smeeth.*

*Sorting Clerk and Telegraph Learner, Stoke-on-Trent, Alfred John Davenport.*

November 19, 1895.

AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Boy Clerk, William de la Tour Palmer.*

WITHOUT COMPETITION.

*Dundrum Central Criminal Lunatic Asylum: Female Attendant, Mary Jane Boylan.*

*Prisons Department, Scotland: Female Warder, Catherine Morgan.*

*Post Office: Postmen, London, Bertie Ernest Andrews, Henry Edward Barry, Joseph William Dalton, William George Packwood.*

*Porters, London, Louis Akker, John Sebastian Heffernan otherwise Alfred White.*

*Sorting Clerks and Telegraph Learners, William Blackshaw (Derby), Archibald Frank Clarke (Leamington Spa), Mary Jane Crowther (Grimsby), Amy Frederica Giles (Brierley Hill), James Robertson Glover (Glasgow), Thomas Hamilton (Glasgow), Richard Henry Henson (Derby), Myvanwy Johnes (Manchester), John Wiseman Lawrence (Southend-on-Sea), William Thomas Preddy (Swindon), William Verity Ryder (Derby), William Henry Symons (Devonport), William Turkington (Leeds), Robert Hockley Walls (Worthing), Isabella Walters (Swindon), Charles Edward Witter (Taunton).*

*Postmen, Charles Henry Ambler (Brighouse), William Anderson (Glasgow), Albert Crowther (Brighouse), Samuel Day (Cambridge), John Charles Stroud Meech (Oldham), Thomas Daniel Smith (Wolverhampton), Matthew Stapleton (Enfield, Ireland), Lancelot Taylor (Penrith), Arthur Wass (Colchester).*

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

*Second Division: Clerk, William English.*

FOR REGISTRATION AS TEMPORARY BOY COPYIST.

Richard Wallace Robb.

November 20, 1895.

AFTER OPEN COMPETITION.

*Ecclesiastical Commission: Junior Clerk, William Telfer.*

*Post Office: Sorter, London, Dennis Daniel Murphy.*

AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

*Boy Clerk, John Bishop Scott.*

WITHOUT COMPETITION.

*Customs: Boatmen, Reinhardt Tofte, George Wescombe.*

*Boy Messenger, George Herbert Salter.*

*Prisons Department, England: Assistant Matrons, Gertrude Barralette, Anne Parry.*

*Post Office: Postmen, London, Robert George Edmund Hindle, William Charles Sidney McKenna, Thomas Edward Styles.*

*Porters, London, Frederick Charles Bird, James Arthur Mansell, Charles Wood.*

*Skilled Lineman, Andrew Thomas Hilliar.*

*Sorting Clerks and Telegraph Learners, Fanny Gertrude Bentley (Leicester), Adelaide Augusta Chambers (Bristol), Janet McDiarmid (Markinch), John Douglas Martin (Glasgow), Susan Oke Penberthy (St. Austell), Andrewina Cockburn Sangster (Markinch), Charles Percy Soulby (Rochdale), Florence Totten (Manchester).*

## NOTICE TO MARINERS.

(No. 653 of the year 1895.)

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

## CHINA.

*Hongkong—Buoyage.*

THE Government of Hongkong has given notice, that, on 29th August, 1895, the two buoys (red and white in horizontal stripes), marking the western end of Central Fairway, of the western entrance into Hongkong Harbour, would each show a fixed red light.

The southern of these two buoys is situated with the Sailors' Home Learing S.  $\frac{1}{2}$  W., distant four cables.

Approximate position, northern buoy, lat. 22° 17' 55" N., long. 114° 8' 25" E.

This Notice affects the following Admiralty Plan:—Hongkong, No. 1466. Also, China Sea Directory, Vol. III, 1894, page 82.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
19th November, 1895.

**INSTRUMENT** substituting the New Church of Saint Magnus, situate within the Parish of Bessingby, in the county of York, and in the Diocese of York, for the Old Church of Saint Magnus, situate within and hitherto being the Parish Church of the same Parish.

To all to whom these presents shall come, the Ecclesiastical Commissioners for England send greeting:

**WHEREAS** a new church has lately been built within the parish of Bessingby, in the county of York, and in the diocese of York, and has been consecrated and dedicated to Saint Magnus.

And whereas the Right Honourable and Most Reverend William Dalrymple, Archbishop of York, as the Ordinary of the said parish of Bessingby, and Alfred Wright, of Bessingby Hall, in the said parish, Esquire, the patron of the vicarage of the same parish, and the Reverend Henry Woffindin, the Vicar or Incumbent of the same vicarage, have, by an instrument under their hands, bearing date on or about the fifteenth day of November, in the year one thousand eight hundred and ninety-four, certified to us, the said Ecclesiastical Commissioners for England, that it would be for the convenience of the said parish of Bessingby that the said new church of Saint Magnus, situate within such parish, should be substituted for the old parish church (also dedicated to Saint Magnus) of the same parish.

Now, therefore, we, the said Ecclesiastical Commissioners for England, in exercise and execution of the power or authority in that behalf contained in the Act of the eighth and ninth years of Her present Majesty, chapter seventy, and in the Act of the nineteenth and twentieth years of Her said Majesty, chapter fifty-five, and of all other powers or authorities in anywise enabling us in the same behalf, do, by this instrument under our common seal, with the consent (testified as hereinafter mentioned) of the said William Dalrymple, Archbishop of York, and of the said Alfred Wright and of the said Henry Woffindin, hereby declare that the said new church of Saint Magnus situate within the said parish of Bessingby and duly consecrated as aforesaid, shall be and the same is hereby substituted for the said old parish church (dedicated to Saint Magnus as aforesaid) of the same parish, and that such new church shall henceforth be the parish church of the said parish of Bessingby in lieu of the said old

parish church of Saint Magnus as fully in all respects as if the said new church of Saint Magnus so hereby substituted had been originally the parish church of the same parish.

And we, the said Ecclesiastical Commissioners for England, in further pursuance and exercise of the powers and authorities aforesaid, and with such consents as aforesaid (testified as hereinafter mentioned), do hereby transfer all the endowments, emoluments, and rights of or belonging to the said old parish church (dedicated to Saint Magnus as aforesaid) of the said parish of Bessingby or of or belonging to the Vicar or Incumbent thereof; to the said new church of Saint Magnus (now being by virtue of these presents the parish church of the said parish of Bessingby) and to the Vicar or Incumbent thereof, and his successors for ever.

In witness whereof to these presents, we, the said Ecclesiastical Commissioners for England, have set our common seal, and the said William Dalrymple, Archbishop of York, has set his hand and affixed his archiepiscopal seal, and the said Alfred Wright and the said Henry Woffindin have respectively set their hands and affixed their seals, this seventh day of November, in the year one thousand eight hundred and ninety-five:

*Ecclesiastical Commissioners.* (L.S.)

*Willelm. Ebor.* (Archiepiscopal Seal.)

*Alfred Wright* (L.S.)

*H. Woffindin* (L.S.)

## 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 Sturminster, in the county of Dorset, 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 office of the Clerk to Commissioners of Taxes in Sturminster Newton, on Monday, the 16th day of December, 1895, at eleven o'clock in the forenoon, 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 Sturminster aforesaid.

*Edmond H. Wodehouse.*

*T. Browning.*

Inland Revenue, Somerset House,  
London, November 18, 1895.

**NOTICE** is hereby given that a separate building named Hope Baptist Chapel situate at Church-street Highbridge in the parish of Highbridge in the county of Somerset in the district of Axbridge being a building certified according to law as a place of religious worship, was on the 8th day of November 1895, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85, being substituted for Hope Baptist Chapel, Church-street, Highbridge now disused.—Witness my hand this 8th day of November 1895.

WM. RYCKON Superintendent Registrar.

NOTICE is hereby given that a separate building named Bible Christian Chapel situate at Arreton in the parish of South Arreton in the county of Isle of Wight in the district of Isle of Wight being a building certified according to law as a place of religious worship, was on the 18th day of November 1895, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 18th day of November 1895.

FREDC. STRATTON Superintendent Registrar.

Advertisement of Cancelling.

NOTICE is hereby given, that the Chief Registrar of Friendly Societies has, pursuant to 38 and 39 Vic., c. 60, s. 12, by writing under his hand, dated the 9th day of November 1895, cancelled the Registry of the Friendly Society and Medical Dispensary Society (Register No. 504), held at National Schoolroom Wimbledon in the county of Surrey, at its request. The Society (subject to the right of appeal given by the said Act) ceases to enjoy the privileges of a registered Society, but without prejudice to any liability incurred by the Society, which may be enforced against it as if such cancelling had not taken place.

E. W. BRABROOK, Chief Registrar.

Industrial and Provident Societies Act, 1893.  
NOTICE is hereby given that the Malton, Norton and District Co-operative Society Limited, Register No. 2483 R. held at St. Nicholas-street Norton in the county of York is dissolved by instrument, registered at this office, the 9th day of November 1895, 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 is set aside accordingly.

E. W. BRABROOK, Chief Registrar.  
28, Abingdon-street, Westminster,  
the 9th day of November 1895.

Industrial and Provident Societies Act, 1893.  
NOTICE is hereby given that the South Hetton Co-operative Meat Supply Society Limited, Register No. 2722 R. held at 3 Front-street South Hetton in the county of Durham is dissolved by instrument, registered at this office, the 16th day of November 1895 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 is set aside accordingly.

E. W. BRABROOK, Chief Registrar.  
28, Abingdon-street, Westminster,  
the 16th day of November 1895.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 20th day of November, 1895.

ISSUE DEPARTMENT.

				£					£
Notes issued	..	...	...	55,829,750	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	5,784,900
					Gold Coin and Bullion	...	...	...	39,029,750
					Silver Bullion	...	...	...	—
				£55,829,750					£55,829,750

Dated the 21st day of November, 1895.

H. G. Bowen, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	14,836,525
Rest	...	...	...	3,116,001	Other Securities	...	...	...	27,043,066
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts)	...	...	...	7,146,011	Notes	...	...	...	30,360,395
Other Deposits	...	...	...	49,812,242	Gold and Silver Coin	...	...	...	2,510,293
Seven Day and other Bills	...	...	...	123,025					
				£74,750,279					£74,750,279

Dated the 21st day of November, 1895.

H. G. Bowen, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 20th November, 1895.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany ... ..	4,472	...	4,472	666	54,515	55,181
Holland ... ..	6,177	2,835	9,012	...	...	...
Belgium ... ..	1,401	...	1,401	2,520	...	2,520
France ... ..	2,453	...	2,453	640	...	640
Portugal and Madeira ... ..	1,215	...	1,215	190	...	190
Canary Islands ... ..	1,040	...	1,040	395	...	395
Malta ... ..	14	...	14	165	...	165
Gold Coast ... ..	265	251	516	19,798	...	19,798
British South Africa ... ..	...	29,558	29,558	...	...	...
British East Indies ... ..	...	7,318	7,318	...	...	...
Mexico, West Indies, and S. America (except Brazil) ...	107	7,822	7,929	2,120	203,528	205,648
United States ... ..	51,364	...	51,364	65,032	1,510,735	1,575,767
Aggregate of the Importations registered in the Week ... }	68,508	47,784	116,292	91,526	1,768,778	1,860,304
Declared Value of the said Importations ... ..	£ 266,686	£ 173,844	£ 440,530	£ 12,211	£ 225,922	£ 238,133

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany ... ..	...	...	...	...	...	36,000	36,000	
Holland ... ..	883	...	...	883	...	...	...	
France ... ..	...	38,505	85	38,590	1,570	139,504	139,661	
Egypt ... ..	3,854	...	...	3,854	...	2,024	2,024	
West Coast of Africa ... ..	13	...	...	13	36,400	...	36,400	
Bombay ... ..	1,557	...	600	2,157	...	748,615	748,615	
India: Other Dutch Possessions	3,855	...	...	3,855	...	...	...	
Mexico, West Indies, and S. America (except Brazil) ...	8,960	...	...	8,960	...	...	...	
Brazil ... ..	257	...	...	257	...	...	...	
Other Countries ... ..	...	...	...	...	...	7,162	7,162	
Aggregate of the Exportations registered in the Week ... }	19,379	38,505	685	58,569	36,400	1,570	218,846	
Declared Value of the said Exportations ... ..	£ 75,650	£ 150,000	£ 2,765	£ 228,415	£ 10,000	£ 200	£ 290,866	

Statistical Department, Custom House, London,  
November 21, 1895.

T. J. PITTAR.

In the Matter of Dandicolle and Gaudin Limited and Reduced, and in the Matter of the Companies Acts 1867 and 1877.

NOTICE is hereby given that a petition for confirming a resolution reducing the capital of the above Company from £160,000 (divided into 80,000 preference shares of £1 each and 80,000 ordinary shares of £1 each) to £87,544 (divided into 80,000 preference shares of 17s. 6d. each and 46,784 ordinary shares of 7s. 6d. each)

was on the 12th day of June 1895 presented to Her Majesty's High Court of Justice, and is now pending, and that the list of creditors of the Company is to be made out as for the 1st day of January 1896.

ERNEST GEORGE VAN TROMP 16 Essex-street Strand London Solicitor to the Company.

## DISEASES OF ANIMALS ACT, 1894.

RETURN of the Number of Swine that have Died of Swine-Fever or that have been Slaughtered in Great Britain by order of the Board of Agriculture during the Week ended November 16th, 1895.

## SWINE-FEVER.

	Number of Swine that Died of Swine-Fever.	Number of Swine Slaughtered as Diseased or as having been exposed to infection.	Number of Swine Slaughtered as suspected, but found free from Swine-Fever.
<b>ENGLAND.</b>			
<b>COUNTY.*</b>			
Bedford ... ..	5	43	1
Berks ... ..	8	96	...
Buckingham ... ..	14	21	1
Cambridge ... ..	...	15	...
Chester ... ..	...	2	...
Cornwall ... ..	3	17	...
Derby ... ..	7	8	...
Devon ... ..	7	9	3
Dorset ... ..	4	78	...
Durham ... ..	...	2	...
Essex ... ..	32	199	2
Gloucester ... ..	...	2	...
Hants ... ..	1	24	1
Hereford ... ..	...	...	1
Huntingdon ... ..	...	6	3
Kent ... ..	...	...	2
Lancaster ... ..	2	36	...
Leicester ... ..	7	7	2
Lincoln, Parts of Holland ... ..	...	1	...
"    "    Kesteven ... ..	5	21	...
Middlesex ... ..	8	158	...
Monmouth ... ..	3	9	...
Norfolk ... ..	8	70	6
Northampton ... ..	14	98	1
Northumberland ... ..	2	38	...
Notts ... ..	...	...	1
Salop ... ..	1	6	3
Somerset ... ..	7	138	8
Stafford ... ..	3	7	5
Suffolk ... ..	134	1,027	6
Surrey ... ..	22	64	1
Sussex, Eastern Division ... ..	...	...	1
Warwick ... ..	5	32	...
Wilts ... ..	6	54	2
Worcester ... ..	2	13	3
York, North Riding ... ..	...	6	...
"    West Riding ... ..	16	111	...
Isle of Ely ... ..	2	26	1
<b>WALES.</b>			
<b>COUNTY.</b>			
Cardigan ... ..	2	6	...
Glamorgan ... ..	8	24	...
Merioneth ... ..	7	...	...
Montgomery ... ..	...	...	1
Pembroke ... ..	...	...	1
<b>SCOTLAND.</b>			
<b>COUNTY.</b>			
Midlothian ... ..	8	21	...
Renfrew ... ..	3	138	1
Wigtown ... ..	...	10	...
<b>TOTAL ... ..</b>	<b>336</b>	<b>2,643</b>	<b>57</b>

\* For convenience Berwick-upon-Tweed is considered to be in Northumberland, Dudley is considered to be in Worcestershire, and the city of London is considered to be in the county of London.

## DISEASES OF ANIMALS ACT, 1894.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease (except Pleuro-Pneumonia, Sheep-Scab, and Swine-Fever) has been reported to have existed during the Week ended November 16th, 1895, with particulars relating thereto.

## ANTHRAX.

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Bedford ... ..	1	1	2	...	1	...	1	...	...	...	...
Cornwall ... ..	...	1	1	...	2	...	2	...	...	...	...
Cumberland ... ..	...	1	1	...	2	...	2	...	...	...	...
Huntingdon ... ..	...	1	1	...	1	...	1	...	...	...	...
Leicester ... ..	...	1	1	...	1	...	...	...	1	...	...
Northampton ... ..	...	2	2	...	2	...	2	...	...	...	...
Stafford ... ..	1	...	1	1	...	...	1	...	...	1	2
Sussex, Eastern Division.	1	...	1	...	...	...	...	...	...	...	...
Warwick ... ..	1	...	1	...	...	...	...	...	...	...	...
York, West Riding.	1	2	3	...	3	...	3	...	...	...	...
<b>WALES.</b>											
<b>COUNTY.</b>											
Carmarthen ... ..	1	...	1	...	1	...	1	...	...	...	...
<b>SCOTLAND.</b>											
<b>COUNTY.</b>											
Aberdeen ... ..	1	1	2	...	1	...	1	...	...	...	...
Forfar ... ..	3	...	3	2	...	...	...	2	...	1	3
Kincardine... ..	...	1	1	...	2	...	1	...	1	...	...
<b>TOTAL ...</b>	<b>10</b>	<b>11</b>	<b>21</b>	<b>3</b>	<b>16</b>	<b>...</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>

## GLANDERS (INCLUDING FARCY).

	Farms or other Places.			Animals Attacked.		Diseased Animals.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Animals Attacked.
<b>ENGLAND.</b>											
<b>COUNTY.*</b>											
Essex ... ..	2	...	2	1	...	1	...	...	...	...	...
London ... ..	2	12	14	1	19	17	...	...	3	...	...
Middlesex ... ..	1	...	1	1	...	...	...	...	1	...	...
Surrey ... ..	...	2	2	...	2	2	...	...	...	...	...
York, West Riding.	1	...	1	...	...	...	...	...	...	...	...
<b>SCOTLAND.</b>											
<b>COUNTY.</b>											
Lanark ... ..	1	...	1	...	1	1	...	...	...	...	...
<b>TOTAL ...</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>3</b>	<b>22</b>	<b>21</b>	<b>...</b>	<b>...</b>	<b>4</b>	<b>...</b>	<b>...</b>

RABIES.

	Number of Cases reported during the Week.	Number of Diseased Animals Killed during the Week.		Number Died from the disease during the Week.	Cases which existed in previous Weeks not reported until this Week.
		Dogs.	Other Animals.		
<b>ENGLAND.</b>					
<b>COUNTY.*</b>					
Berks... ..	1	...	...	1	...
Buckingham... ..	1	1	...	...	...
Lancaster ... ..	3	3	...	...	...
Middlesex ... ..	2	2	...	...	1
Surrey ... ..	2	1	...	1	2
York, West Riding ... ..	1	1	...	...	...
<b>TOTAL ... ..</b>	<b>10</b>	<b>8</b>	<b>...</b>	<b>2</b>	<b>3</b>

\* For convenience Berwick-upon-Tweed is considered to be in Northumberland, Dudley is considered to be in Worcestershire, and the city of London is considered to be in the county of London.

SUMMARY OF RETURNS.

Period.	Pleuro-Pneumonia.			Swine-Fever.			Anthrax.		Glanders (including Farcy).		Rabies.	Foot-and-Mouth Disease.		
	Number of Cattle Slaughtered.			Number of Swine Died of Swine-Fever.	Number of Swine Slaughtered.		Number of Fresh Out-breaks Reported.	Number of Animals Attacked.	Number of Fresh Out-breaks Reported.	Number of Animals Attacked.	Number of Diseased Animals Killed or Died.	Number of Fresh Out-breaks Reported.	Number of Animals Attacked.	
	Diseased.	Having been in Contact.	Suspected.		Diseased or having been exposed to Infection.	Suspected.								
Week ended Nov. 16, 1895	...	...	...	336	2,643	57	11	16	14	22	10	...	...	
Corresponding week in	1894	...	...	89	838	18	5	13	18	27	9	...	...	
	1893	...	52	146	819	2	13	40	24	38	1	...	...	
	1892	1	163	4	108	196	...	9	10	30	59	2	...	...
Total for 46 Weeks 1895.	...	43	15	9,340	59,177	1,575	378	795	886	1,411	657	...	...	
Corresponding period in	1894	15	391	39	6,595	52,584	1,207	435	915	863	1,274	192	1	7
	1893	29	1,142	73	5,308	10,781	10	476	1,133	1,248	1,960	84	2	30
	1892	134	3,412	172	4,852	10,583	...	242	527	1,462	2,646	30	95	5,267

NOTE.—The figures for the current Year are approximate only.

Board of Agriculture, 22nd November, 1895.

In the Matter of the Anglo-Australasian Steam Navigation Company Limited and Reduced and in the Matter of the Companies Act 1867 and in the Matter of the Companies Act 1877.

NOTICE is hereby given that the Order of the High Court of Justice (Chancery Division) dated the 31st day of October 1895 confirming the reduction of the capital of the above named Company from £600,000 to £210,000 and the Minute approved by the Court showing with respect to the capital of the Company as altered the several particulars required by the above named Statutes were registered by the Registrar of Joint Stock Companies on the 14th day of November 1895. And further take notice that the said Minute is in the words and figures following:—“The capital of the Company is henceforth £210,000 divided into 60,000 shares of £3 10s

each instead of the original capital of £600,000 divided into 60,000 shares of £10 each. At the time of the registration of this Minute 28,358 of the said shares of £3 10s. each have been issued and have been and are deemed to be paid up as follows, that is to say: 3,146 shares Nod. 6,741 to 6,790, 21,655 to 21,720, 21,741 to 21,780, 24,633 to 24,652 and 25,473 to 28,472 all inclusive to the extent of £3 10s. per share and 25,212 shares Nod. 1 to 6,740, 6,791 to 21,660, 21,721 to 21,740, 21,841 to 24,602, 24,653 to 25,472 to the extent of £1 per share. On the residue of the said shares nothing has been paid or is to be deemed paid up.”—Dated this 21st day of November 1895.

INCE COLT and INCE St. Bene't-chambers  
Fenchurch - street, London, E.C.  
Solicitors for the Company.

India Office, November 19, 1895.

THE Secretary of State for India hereby gives notice that he has received Bombay Government Gazettes containing the following Notices of the Court for the Relief of Insolvent Debtors at Bombay, under Act 11 Vict., cap. 21 :—

The Court for the Relief of Insolvent Debtors.

Notice is hereby given, that the Petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, chapter 21 :—

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Ernest Robert Trim ...	An Assistant in the Army and Navy Co-operative Society Limited	European ...	Byculla, without the Fort	1895. 3rd Oct.
Kursondas Javerdas Desai	Formerly a Mehta in the Presidency Mills, and now unemployed	Hindoo ...	3rd Bhoiwada Bhuleshvar, without the Fort	Ditto
Augustine Albert ...	A Quartermaster on board different ships	Portuguese	Khoja-street, without the Fort	Ditto
Ludha Malsi Lodaeya...	Formerly a Mehta in the employ of Bharmull Megji, and now unemployed	Hindoo ...	Mandvi, without the Fort	Ditto
Govind Megji Jhalawadi	A Tailor... ..	Ditto ...	Ghogary Molla, without the Fort	Ditto
Bhasker Laxumon Thacur	A Carpenter in the B. B. and C. I. Railway Company	Ditto ...	Girgaon, without the Fort	4th Oct.
Minguel Carlos Barboza	A Clerk in the British India Steam Navigation Company	Portuguese	Mazgaon, without the Fort	5th Oct.
Purma Ramdutt Patuck	Formerly a Milk Vendor, and now unemployed	Hindoo ...	Lately at Falkland-road, without the Fort (at present in the Bombay Gaol)	Ditto
Jivatram Motiram Parote	A Boarding-house Keeper	Ditto ...	Bhendy Bazaar, without the Fort	Ditto
Daji Appaji Todunker and Mahadeo (alias Madhow, alias Madu) Daji Todunker	The first named Insolvent is unemployed, and the second is a Compositor in the Jubilee Printing Press	Ditto ...	Dongri, without the Fort	Ditto
Kikasa Mathuradas Sha Wania	Formerly traded in partnership with Chagonlal Venilal, Motilal Bhugwandas, Dwarkadas Jumnadas and Khushaldas Hurjiwandas, under the name, style and firm of Chugonlal Venilal, as Dealers and Speculators in Gold and Silver, and now unemployed	Ditto ...	Bhuleshvar, without the Fort	7th Oct.
Bhasker Sunderji Somwasi, Balkrishna Sunderji Somwasi, and Savitribai, widow of Sunderji Makundji	The first is a Fitter in the Alexandria Spinning and Weaving Company, the second is a Carpenter in the Khatao Makanji Spinning and Weaving Company, Limited, and the third is unemployed	Ditto ...	Church Gate, without the Fort	8th Oct.
Perojshaw Hormasji Battliwala	Lately a Billiard Table-keeper, and now unemployed	Parsee ...	Bora Bazaar-street, within the Fort	Ditto
Subhan Gulu Teli and Kalu Nura Teli	Formerly carried on business as Bale Pressers under the name and style of Subhan Kalu, and now unemployed	Mahomedan	Chumpa Gully, without the Fort	10th Oct.

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Ibrahimji Ismailji Shaik	A Dealer in Bidi Leaves	Mahomedan	Two Tanks, without the Fort	1895. 10th Oct.
Dewji Assa Joshi ...	Formerly a Mukadam to Native Merchants, and now a Servant in the employ of Nownital Manecklal	Hindoo ...	Lately at Dana Bandar, without the Fort (at present in the Bombay Gaol)	11th Oct.
Nathu Tukaram Sangaley	Formerly a Hay and Firewood Merchant, and now unemployed	Ditto ...	Lately at Tamberlane, without the Fort (at present in the Bombay Gaol)	Ditto
Ebrahim Dada Lalpura	Formerly a Dealer in Clothing, and now unemployed	Mahomedan	Chas Molla, without the Fort	12th Oct.
Sandy Peter Antram and Lazarus Fernandes	The first Insolvent is an Inspector in the Telephone Company, and the second is a Sub-Inspector, Bombay Water Works	East Indian	First at Bellasis-road, and the second at Umar-khadi, without the Fort	Ditto
Malukhund Rupchund Cutchi	Lately a Mehta in the employ of Abdul Latif, Ahmud, and Co.	Hindoo ...	Kavasji Patel Tank-road, without the Fort	Ditto
Alfred Angus Jones ...	A Guard in the G. I. P. Railway Company	European ...	Sankli-street, without the Fort	Ditto
Hurkisondas Parbhudas Gaudhi	A Clerk in the B. B. and C. I. Railway Company	Hindoo ...	Girgaon Back-road, without the Fort	14th Oct.
Rustomji Jamsetji Mestry	Formerly a Dealer in Chunam, and latterly a Labour Cart Builder, and now unemployed	Parsee ...	Old Sonapur-lane, without the Fort	Ditto
Tayebally Kasumji Nagri	A Servant in the service of Gulam Husein Allibhoy	Mahomedan	Mandvi, without the Fort	15th Oct.
Jamsedji Dhunjibhoy Fitter (alias Sewdin)	A Fitter in the employ of Sorabji Shapurji	Parsee ...	Khetvadi, without the Fort	Ditto
Gunnu Mahadu Lad, Anna Mahadu Lad, Bhagirthibai and Tai (alias Savitribai), wives of Gunnu Mahadu	The first and second Insolvents are Weavers in the Dinshaw Manekji Petit Mill, and the third and fourth Insolvents are unemployed	Hindoo ...	Gamdevi, without the Fort	16th Oct.
Joseph Moris de Mello	Lately a Fitter in the B. B. and C. I. Railway Company, and now unemployed	Eurasian ...	Dadar, without the Fort	Ditto

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

Date of Gazette containing foregoing notices, October 24, 1895.

The Court for the Relief of Insolvent Debtors.

Notice is hereby given, that the Petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, chapter 21 :—

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Umersey Govindji Dullal	An Estate Broker ...	Hindoo ...	Modikhana, within the Fort	1895. 19th Sept.
Anundrao Vishvasrao Vyvabarkar	A Government Pensioner	Ditto ...	Palao-road, without the Fort	Ditto
Hirji Munji Ujanvalla	Formerly a Dealer in Grain, and now a Servant to Bhimji Munji	Ditto ...	Lately at Null Bazaar, without the Fort (at present in the Bombay Gaol)	20th Sept.

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Narayan Balkrushna Pathare and Sabhaji Rowji Pedneyker	Formerly Tea and Coffee Sellers, and now the first Insolvent is a Fitter and the second a Carpenter in the Nassoon Spinning and Weaving Company	Hindoo ...	Mazgaon, without the Fort	1895. 20th Sept.
Dhunraj Mohunlal Pandit (alias Goreji Dhunraj Munvejji)	Lately a Speculator in Gold and also a Hindoo Priest, and now a Hindoo Priest	Ditto ...	Paydhowni, without the Fort	21st Sept
Anundji Dhurumsey Cutcherravalla	Formerly a Broker, and now unemployed	Ditto ...	Lately at Vurgadi, without the Fort (at present in the Bombay Gaol)	Ditto
Khursetji Jamsetji Dhanidaduna	Formerly a General Commission Agent, and now unemployed	Parsee ...	Lately at Girgaum, without the Fort (at present in the Bombay Gaol)	Ditto
James Warth ...	Formerly a School Teacher at Manmad, and now unemployed	Christian ...	New Foras-road, without the Fort	Ditto
Harichund Eknath Pathare	A Fitter in the G. I. P. Railway Company	Hindoo ...	Sindi Gully, without the Fort	23rd Sept.
Maneckji Byramji Patel and Bapuji Byramji Patel	The first Insolvent was lately a Dealer in Wines and Spirits and now unemployed, and the second a Fitter in the G. I. P. Railway Company	Parsee ...	Kavasji Patel-street, within the Fort	Ditto
Nathu Nagsey Dussa Uswal	Lately carried on business in partnership with Kuverji Dharsey, Bharmull Govindji and Khar-raj Nagsey, as Grain Merchants, under the name, style and firm of Dharsey Dewji and Company, and now a Mehta in the service of Anthnathji Derasur	Hindoo ...	Mandvi Bandar, without the Fort	Ditto
Ganput Babul Charaiker	Formerly a Clerk to Ghumaji Balaji, and now unemployed	Ditto ...	Girgaon, without the Fort	24th Sept.
Udhowji Punja Muria Thuker	Carrying on business as a Grain Seller	Ditto ...	Chinch Bandar, without the Fort	Ditto
Kadurbhai Gulam Husein Gujratti	Lately a Tailor, Outfitter, and General Merchant, and now unemployed	Mahomedan	Gusari Molla, without the Fort	Ditto
Bapu Narayan Savunt and Bhicaji Bapu Savunt	The first Insolvent is a Jobber in the Star of India Mill, and the second Insolvent is a Clerk in the Star of India Mill	Hindoo ...	Parel, without the Fort	25th Sept.
Jugjiwandss Nanabhai Khutri	Formerly a Speculator in Opium, and now unemployed	Ditto ...	Lohar Chawl, without the Fort	Ditto
Chunilal Surdarmull Vohra	A Hindoo Boarding-house Keeper	Ditto ...	Holi Chuckla, within the Fort	Ditto
Runchord Jaichund Gandhi Sha	A Gujarathi Writer in the service of Ally Mahomed Sallay Mahomed	Ditto ...	Mumbadevi, without the Fort	Ditto
Laxumi woman Rajputani and Tara woman Rajputani	Courtesans ...	Ditto ...	Chaupati, without the Fort	26th Sept.

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Premji Akhaya Cutchi	Lately carried on business, in partnership with Kanji Jewraj, under the name, style and firm of Virji Hansraj and Company, as Grain Merchants, and now a Mehta in the service of Hirji Govindji	Hindoo ...	Mandvi Bandar, without the Fort	1895. 26th Sept.
Jewraj Khetsy Mumia	Formerly traded, in partnership with Passoo Vusonji, Nagji Kanji and Umersi Padumsey, as Dealers in Grains, under the name of Paasoo Vusonji and Dewraj Khetsey, and now a Servant in the employ of Vussonji Tecumji	Ditto ...	Mandvi Bandar, without the Fort	27th Sept.
Hiraji Gopinath Rele...	A Checker in the G. I. P. Railway Company	Ditto ...	Lately at Girgaum Back-road, without the Fort (at present in the Bombay Gaol)	Ditto
Gopinath Vinayek Talpude	A Clerk in the employ of Messrs. Ralli Brothers	Ditto ...	Fanasvadi, without the Fort	30th Sept.
Madhowrao Govind Indurker and Junardhun Govind Indurker	The first Insolvent is a Clerk and the second is a Carpenter in the Bombay Tramway Company Limited	Ditto ...	Kandawady, without the Fort	1st Oct.
Lucmsey Dewsey Mumia, Anundji Dewsey Mumia, and Kuverji Kanji Mumia	Trading together as Merchants in Bombay Umravatti, Rajnundgaum, Raipore and Burnaghur, under the name of Lucmsey Dewsey	Ditto ...	Mandvi Bandar, without the Fort	Ditto
Dinshaw Ruttonji Contractor	Lately carrying on business as a Mukadam, in partnership with Nowroji Hormasji, under the name and firm of Nowroji Dinshaw and Company, and now a Mukadam	Parsee ...	Old Police Court-lane, within the Fort	Ditto
Harun Haji Isack Nakhoda	A Dealer in Fish ...	Mahomedan	Gowli Molla, without the Fort	Ditto
Nursey Khetsy Visa Uswal	Lately carried on business, in partnership with Khettoo Damji, in Bombay, as a Mukadam in the name of Khettoo Damji, and in partnership with Jewraj Khetsey and Rowji Vunwar, also in Bombay, Bandha, Kutni, Sadol, and Sayepura, as an Agent in the name of Jewraj Nursey	Hindoo ...	Mandvi, without the Fort	Ditto
James Frederick Bruce Mitchell	Lately carried on business as an Engineer and also the Proprietor of Majgaum Iron Works, under the name and firm of J. F. B. Mitchell and Co.	European ...	Hornby-road, within the Fort of Bombay	2nd Oct.

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

Date of Gazette containing foregoing notices, October 10, 1895.

## In the Court for the Relief of Insolvent Debtors, Bombay.

In the Matter of Rahimbax Abdul Rashid, Fazaldin Ammadin, Mocumdin Fazaldin and Mahomed Amin Fazaldin, adjudged Insolvents.

Whereas the joint petition of Casturchand Abirchand, Keshowdas Balkisandas, Khetsidas Harmukhrai, Gambhirchand Kedarnath, Khetsidas Lachminarayan, Santdas Purmanand, Mukhlal Govindram, Tillumal Chimandas, Mangumal Jasasing and Meghandas Jethanand, the Petitioning Creditors of the above-named Insolvents, verified by the declaration of the said Petitioning Creditor Khetsidas Harmukhrai, was filed in this Honourable Court on this day; and whereas the said Rahimbax Abdul Rashid, Fazaldin Ammadin, Mocumdin Fazaldin and Mahomed Amin Fazaldin have been this day duly adjudged to have committed an act of insolvency under the provisions of Section 9 of the Act 11 and 12 Vict., cap. 21: It is ordered that all the real and personal estate and effects of the said Insolvents be vested in the Official Assignee of this Honourable Court. And it is further ordered that the said Insolvents do, within thirty days from the date hereof, file a schedule in this Honourable Court in the form in Schedule C to the said Act annexed, containing a statement of their debts, estate and effects.—Dated this 4th day of October, 1895.

C. W. L. JACKSON, Clerk of the Court.

Court-house, Clerk of the Court's Office, Fort, Bombay, this 4th day of October, 1895.

Date of Gazette containing foregoing notice, October 10, 1895.

In the Court for the Relief of Insolvent Debtors, Bombay.  
No. 405 of 1894.

In the Matter of the Petition of Abdul Cadur Shaik Abdulally Dawdi Bora and Abdulally Fazulabhai Dawdi Bora, who formerly traded, in partnership with Abdul Husein Shaik Surufally and with the late Alibhoy Shaik Abdulally, as General Merchants, under the name of Alibhai Abdul Husein, and now the first-named Insolvent is a Servant in the employ of Sarufally Badrudin and the second unemployed, Insolvent Traders.

Notice is hereby given that the above-named Insolvent, Abdul Cadur Shaik Abdulally Dawdi Bora, being a Trader within the meaning of the Bankrupt Laws, did, on the 25th day of September instant, file a petition in this Honourable Court, praying that he might be discharged from all the liabilities in respect of the debts or claims established, or which might, by law, be proved in Court in the matter of his Insolvency; and that the Court on the said 25th day of September made an order nisi for his discharge in the nature of a certificate; and that the said Court appointed the first Wednesday in the month of February, 1896, for the further hearing of the matters of the said Insolvent's petition. Any creditor wishing to dissent from the said Insolvent Abdul Cadur Shaik Abdulally Dawdi Bora having his discharge, must give notice in writing thereof to me, at my office, at least three clear days before the hearing; and all creditors who shall not have given such notice shall, at the expiration of the aforesaid period, be taken to have assented thereto.—Dated this 25th day of September, 1895.

C. W. L. JACKSON, Clerk of the Court.

Court-house, Clerk of the Court's Office, Fort, Bombay, this 27th day of September, 1895.

Date of Gazette containing foregoing notice, October 3, 1895.

## The Court for the Relief of Insolvent Debtors.

Notice is hereby given that the Petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, chapter 21:—

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Kulla Uka Jungipuria	A Fireman in the B. B. and C.I. Railway Company	Hindoo ...	Parel, without the Fort	1895. 5th Sept.
Albert Francis De Aguiar	A Compositor in the Education Society's Press	Portuguese	Dadar, without the Fort	Ditto
Trimbuck Raghunath Gudray	Marathi Writer in the employ of Bala Abdul Kadar Mujawar	Hindoo ...	Second Kumbharwada-street, without the Fort	6th Sept.
Papa Ramji Airgowli and Hiramam Papa Airgowli	Milk Vendors ...	Ditto ...	Chandanwady, without the Fort	Ditto
Fardunji Framji Daji...	Unemployed ...	Parsee ...	Agiary Molla, without the Fort	Ditto
Mahomed Husein Mahomed Arule Mulla	A Teacher ...	Mahomedan	Lately at Babu Haji Molla, without the Fort (at present in the Bombay Gaol)	7th Sept.
Hanuman Kanaya Godia	A Fireman in the Gas Company	Hindoo ...	Talwady, on Parel-road, without the Fort	9th Sept.

Names.	Profession or Occupation.	Denomination.	Place of Residence in Bombay.	Date of Petitions filed.
Bendu (alias Shamji) Wittoba Wadker	A Carpenter in the Byculla Saw Mills	Hindoo ...	Mount-road, without the Fort	1895: 9th Sept.
Antia (alias Atmaram, alias Attu) Govind Koli	A Fitter in the B.B. and C.I. Railway Company	Ditto ...	Chinchpogly, without the Fort	Ditto
Bhiku Kashinathji Sutar	A Clerk in the B.B. and C.I. Railway Company	Ditto ...	2nd Carpenter-street, without the Fort	10th Sept.
Jamasji Byramji Bhugvagar	An Engine Driver in the G.I.P. Railway Company	Parsee ...	Parel, without the Fort	Ditto
Ruttonsey Jewraj Asaroptra	Formerly carried on business in partnership with Harridas Jewraj, Bhagchund Kanji and Dowji Jetha, under the name, style and firm of Hurridas Jewraj, as a Grain Merchant, and latterly a Servant in the service of Khimji Jiwa, and now unemployed	Hindoo ...	Vadgady, without the Fort	11th Sept.
Kanji Jewraj Dussa Uswal	Formerly a Working Partner in the firm of Virji Hunsraji, who carried on business in copartnership with Premji Akhaiya, under the name, style and firm of Virji Hunsraji, and latterly a Manager in the firm of Hiralal Rungopal, and now a Servant in the service of Hiralal Rungopal	Ditto ...	Mandvi, without the Fort	Ditto
Dwarkadas Gungadas Belapurja	A General Broker ...	Ditto ...	Dadyslett's Agiary-lane, without the Fort	Ditto
Balcrustna Ganesh Phudkay	A Clerk in the G.I.P. Railway Company	Ditto ...	Kandawady, without the Fort	13th Sept.
Ebram Baxu Culianker	A Butcher ...	Mahomedan	Khaduck, without the Fort	Ditto
Harichund Babulji Mahatray	A Carpenter in the James Greaves Cotton Mill Company Limited	Hindoo ...	Chaupati, in Bhawankhani, without the Fort	14th Sept.
Gopinath Raghunath Somvovashi Kshutri	A Draftsman in the Bombay Municipality	Ditto ...	Parel, without the Fort	Ditto
Bhiccaji Burjorji Todivala	Lately a Dealer in Toddy, and now unemployed	Parsee ...	Dhunji Dungi-street, without the Fort	Ditto
Narayan Harichund Mantri	A Surveyor ...	Hindoo ...	Lately at Gamdevi, without the Fort (at present in the Bombay Gaol)	Ditto
Gulabkhan Bapukhan Farrier	Formerly a Coachbuilder, and now unemployed	Mahomedan	Lately at Boochur-street, without the Fort (at present in the Bombay Gaol)	Ditto
Bhugvan Dullub Revdivala, Hurgovan Bhugvan Revdivala, and Dayaram Bhugvan Revdivala	Lately Dealers in Sweetmeats, and now unemployed	Hindoo ...	Ghogari Molla, without the Fort	16th Sept.
Pirbux Husseinbux Sunuth Jamath	A Dyer ...	Mahomedan	Mudonpura, without the Fort	17th Sept.
Henry Daniel Callaghan	A Guard in the G.I.P. Railway Company	European ...	Victoria Terminus, without the Fort	Ditto
Virji Sevji Dusa Uswal Sha	Lately a Speculator in Cotton and Opium, and now unemployed	Hindoo ...	Mandvi, without the Fort	Ditto

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Jumnadas Tullukchund Sha Wania and Run- sord Tullukchund Sha Wania	Formerly traded together, under the name of Jumnadas Tullukchund, as Dealers and Specula- tors in Gold and Silver, and now Servants in the employ of Chunilal Tullukchund	Hindoo ...	Sutarchawl, without the Fort	1895. 18th Sept.

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

Date of Gazette containing foregoing notices, September 26, 1895.

#### The Court for the Relief of Insolvent Debtors.

Notice is hereby given that the petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, chapter 21 :—

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Savchund Nanji Visa Soruthia Sha and Chaturbhuj Nanji Visa Soruthia Sha	The first Insolvent is a Mehta in the service of Guneshlal Chunilal Maharaj, and the second a Mehta in the service of Mulchund Vussonji	Hindoo ...	Barbhoy Molla, without the Fort	1895. 22nd Aug.
Peter Marian Fernandes Costa Bir	Lately an Agent to the Axilio Goano, and now unemployed	Christian ...	Cavel-street, with- out the Fort	Ditto
Benjamin Ebrahim Palker	A Foreman and an Engine Driver in the Standard Mill	Jew ...	Elphinstone - road, without the Fort	24th Aug.
Kaku Punja Adthker	A Speculator in Cotton and Opium	Hindoo ...	Lately at Bhendy Bazaar, without the Fort (at pre- sent in the Bombay Gaol)	Ditto
Pursharam Gunguji Rajput	A Dealer in Old Furni- ture	Ditto ...	Lately at Mazgaon, without the Fort (at present in the Bombay Gaol)	Ditto
Jamubai, woman ...	Unemployed ...	Ditto ...	Mazgaon, without the Fort	Ditto
Champu (alias Champ- sey) Runsey Patriwala	A Servant in the employ of Bhimsey Runsey and Kanji Nagji, trading as Bhimsey Runsey	Ditto ...	Ghogari Molla, with- out the Fort	Ditto
Gopal Vithul Bamney	Lately a Dealer in Betel- leaves and Tobacco, and also a holder of Liquor Licence, and now unemployed	Ditto ...	Chinch Bandar, without the Fort	26th Aug.
Rustomji Nowroji Pas- tagia	A Municipal Pensioner...	Parsee ...	Homji-street, within the Fort	Ditto
Haji Mahomed Saduck Nimazi	Merchant and Commis- sion Agent	Mogal, Ma- homedan	Umerkhardy, with- out the Fort	Ditto
Dama (alias Damodhur) Khusal Lohar	Lately a Blacksmith in the Oriental Mills, and now unemployed	Hindoo ...	Cawasji Patel Tank- road, without the Fort	27th Aug.
Itchalal Vithaldas Sha Mehta	Formerly a Servant in the employ of Runsor- das Valabhai, and now unemployed	Ditto ...	Kumbhartukda, without the Fort	28th Aug.

Names.	Profession or Occupation.	Denomina- tion.	Place of Residence in Bombay.	Date of Petitions filed.
Hursey Umersy Cheda	Lately a Dealer in Grain, and now unemployed	Hindoo ...	Kolebhat-lane, with- out the Fort	1895. 29th Aug.
Kursondas Rowji Pulichha	A Petty Speculator in Opium	Ditto ...	Modykhana, within the Fort	30th Aug.
Bhugan Mira (alias Mian Momin) Nurbaif	A Weaver ... ..	Mahomedan	Kamathipura 1st- lane, without the Fort	31st Aug.
Elahibux Subai Momin Nurbaf	A Weaver ... ..	Ditto ...	Kamathipura 2nd- lane, without the Fort	Ditto
Dhackal Sunderji Tal- pude	A Clerk in the Bombay Court of Small Causes	Hindoo ...	Anant Rushi's Oart, without the Fort	Ditto
Jairam Moroba Deep (alias Junardhun Mo- reshwer Deep)	A Carpenter in Greaves, Cotton, and Co.	Ditto ...	Parel, without the Fort	2nd Sept.
Chunilal Becherdas Shavak	A Mehta in the service of Dungersey Dhuram- chund and also a Specu- lator in Seeds, &c.	Ditto ...	Paydhowni, without the Fort	Ditto
Udeychund Nathu Polewal	Lately a Broker for Buying and Selling Government Paper, and now unemployed	Ditto ...	Dhobi Talav, with- out the Fort	2nd Sept.
Kheraj Naron Jubun- potra	Trading in the name of Jetha Kheraj	Ditto ...	Vadgadi, without the Fort	3rd Sept.
Davidutt Ramchundra Gore Bramin	A Hindoo Priest ...	Ditto ...	Bhuleshvar, with- out the Fort	4th Sept.
Henry William Blake	A Fitter in the G. I. P. Railway Company	Eurasian ...	Hummum - street, within the Fort	Ditto
Dadamiya Amirudin Saheb Miya	Lately a Cotton and Opium Speculator, and now unemployed	Mahomedan	Khadak, without the Fort	Ditto

Orders in the matters of the above-named Insolvents' Petitions, that the real and personal Estate and Effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Section VII of the said Act, have been duly made.

Date of Gazette containing foregoing notices, September 12, 1895.

*India Office, November 19, 1895.*

**T**HE Secretary of State for India hereby gives notice, that he has received Fort St. George Gazettes containing the following Notices of the Court for the Relief of Insolvent Debtors at Madras, under Act 11 Victoria, chapter 21 :—

In the Court for the Relief of Insolvent Debtors at Madras.

Notice is hereby given that petitions to the Court for the Relief of Insolvent Debtors have been filed by the undermentioned persons praying for the benefit of the Act 11 Vic., c. 21 ("To consolidate and amend the Law relating to Insolvent Debtors in India"), and that orders have been made by the said Insolvent Court vesting the estates and effects of the said Insolvents in John Hugh McAuley Ryan, Esquire, the Acting Official Assignee of the said Court; and all persons indebted to the said Insolvents, or who have any of their estates and effects, are hereby required forthwith to pay or deliver the same to the said Official Assignee.

If any creditor intends to oppose the discharge of the said Insolvents, notice of such intention and of the grounds of such intended opposition must be given to the said Insolvents in writing three clear days before the day of hearing, exclusive both of the day of giving such notice and of the said day of hearing; and a like notice of such opposition must be left in my office before the day of hearing. The petitions and schedules will be produced by me for inspection and examination at my the said office, and copies of the petitions and schedules, or such part thereof as shall be required, will be furnished by me.

Names and Descriptions of Insolvents.

William Attock, a Petty Broker, and John Attock, Superintendent of a Boot Shop belonging to one Mrs. Parthew, respectively, residing in Stringer's-street, Black Town, Madras.

Bommi Chetty Rangiah Chetty, a Broker, residing at No. 238, Govindappah Naick-street, Black Town, Madras.

Agarum Cooppoo Chetty, a Broker in Firewood, residing at No. 145, Linghee Chetty-street, Muthialpetta, Black Town, Madras.

Iyavoo Cunnoosawmy Moodelly, a Draughtsman, Chief Engineer's Office, Madras Railway Company, residing at No. 7, Pathala Vigneswaran Covil-street, Rayapuram, within the local limits of Madras. Cemavaram Vencatasem Chetty and Cemavaram Maligaswara Chetty, Petty Medicine-shop Keepers, respectively, residing at No. 258, Linghee Chetty-street, Black Town, Madras.

John Anthony Hopwood, a Clerk in the service of Messrs. Wilson and Company, Madras, and George Dennis Hopwood, a Mechanic, Public Works Department, Madras, respectively, residing at No. 68, Portuguese Church-street, Black Town, Madras.

Anthony Thomas Cooper, a Clerk, English Warehouse, residing at No. 60, Portuguese Church-street, Black Town, Madras.

Alfred Clement Xavier, a Fitter, Municipal Water Works, Madras, residing in Sadiappan-street, Black Town, Madras.

Cundookoor Streenivassooloo Naidu, late a Merchant in Europe Chintz, residing at No. 17, Raman-jier-street, Black Town, Madras.

Hajee Ebrahim Hajee Jaun Mahomed Sait, General Merchant and Commission Agent, residing at Nos. 61 and 62, Armenian-street, Black Town, Madras.

Ayaloor Singarvalu Moodelly, an Accountant in the Arsenal Stores, Fort St. George, residing at No. 14, Moothu Naicken-street, Black Town, Madras.

Madras, Chief Clerk's Office, 30th September, 1895.

JOSEPH STEAVENSON, Chief Clerk.

Date of Gazette containing foregoing notices, October 1, 1895.

#### In the Court for the Relief of Insolvent Debtors at Madras.

In pursuance of Orders of this Court, made in the Matter of the undermentioned Insolvent Debtors and respectively dated 12th and 19th day of August and 2nd day of September 1895: It is ordered that the said Insolvents be personally discharged under the provisions of the Act 11th Victoria, chapter 21, in respect of all the debts mentioned in their Schedules:—

Names of Insolvents.	Dates of Discharge.
	1895.
Joseph Samuel D'Brass (2nd petition) ... ..	12th August
William George Warmingham ... ..	Ditto
Rayapet Mareappa Gramany ... ..	19th August
Arinculum Narrainsawmy Chetty ... ..	Ditto
Triplicane Raghoprasad ... ..	Ditto
Navala Ramasawmy Chetty ... ..	Ditto
*Mylapore Soondra Gramany and Mylapore Manicka Gramany (joint petition) ...	Ditto
Gangapatam Govindu Chetty ... ..	Ditto
Thaloor Narasimooloo Iyah ... ..	Ditto
John Manuel (2nd petition) ... ..	Ditto
John William Cumine ... ..	Ditto
Woolhivethanthapuram Parthasarathy Iyengar ... ..	Ditto
Sydapet Chithambara Aucharry ... ..	Ditto
Choondoor Vencatarungiah ... ..	2nd September
Choalay Ramasawmy Naicker ... ..	Ditto
Kodankoo Chengalroya Chetty ... ..	Ditto
Hajee Abdus Samad Saib (5th petition) ... ..	Ditto
Mahomed Yacoob Saib ... ..	Ditto
Mahomed Abdool Wahab Saib ... ..	Ditto
Woothundy Moodelly Runganatha Moodelly ... ..	Ditto
Triplicane Ramlaul ... ..	Ditto

\* Save and except the debt of Rupees (317-8-0) three hundred and seventeen and annas eight due to the Superintendent, Salt and Abkari, Madras, creditors No. 6 of the said Mylapore Soondra Gramany, first Insolvent herein.

J. H. M. RYAN, Official Assignee.

Official Assignee's Office, Madras, September 23, 1895.

Date of Gazette containing foregoing notices, October 1, 1895.

#### In the Court for the Relief of Insolvent Debtors at Madras.

Notice is hereby given, that petitions to the Court for the Relief of Insolvent Debtors have been filed by the undermentioned persons, praying for the benefit of the Act 11 Vic., c. 21 ("To consolidate and amend the Law relating to Insolvent Debtors in India"), and that orders have been made by the said Insolvent Court vesting the estates and effects of the said Insolvents in John Hugh McAuley Ryan, Esq., the Acting Official Assignee of the said Court; and all persons indebted to the said Insolvents, or who have any of their estates and effects, are hereby required forthwith to pay or deliver the same to the said Official Assignee.

If any creditor intends to oppose the discharge of the said Insolvents, notice of such intention and of the grounds of such intended opposition must be given to the said Insolvents in writing three clear days before the day of hearing, exclusive both of the day of giving such notice, and of the said day of hearing; and a like notice of such opposition must be left in my office before the day of hearing. The petitions and schedules will be produced by me for inspection and examination at my office, and copies of the petitions and schedules, or such part thereof as shall be required, will be furnished by me.

#### Names and Descriptions of Insolvents.

Echoor Vijiarungam Moodelly, a Clerk in the service of Messrs. Arbuthnot and Company, Madras, residing at No. 15, General Moothia Moodelly-street, in the Black Town of Madras.

Theroovalangadoo Soondaraganasa Moodelly, a Gumastah in the service of one Singaravaloo Moodelly, a Merchant, residing at No. 68, Vygunta Vathiar-street, Peddunaick's Pettah, Black Town, Madras.

Appavoo Jonas Masilamany Pillay, alias Abraham Pillay, a Butler in the service of Mr. Jacob Phillips, residing at No. 27, Periauna Maistry-street, Preamettoo, within the local limits of Madras.

Manchukonda, Cunniah, a Gumastah in the service of D. Numberumaliah and Sons, residing at No. 12, Govindappah Naick-street, Black Town, Madras.

Methi-Entee Etheerajooloo Chetty, a Broker, residing at No. 143, Davarajulu Moodelly-street, Black Town, Madras.

Pondicherry C. Kistnasawmy Naidoo, a Petition Clerk, residing at No. 395, Mint-street, Peddunaick's Pettah, Black Town, Madras.

Pundipeddy Seetharam Iyah, a Clerk, Chief Auditor's Office, Madras Railway Company, residing at No. 20, Kistnappah Naick Agrapharam-street, Black Town, Madras.

Poondy Moothoosawmy Gramany, at present a Prisoner in Her Majesty's Civil Debtors' Goal at Madras, residing at No. 19, Appoo Moodelly-street, Mylapore, within the local limits of Madras.

Madras, Chief Clerk's Office, September 14, 1895.

JOSEPH STEAVENSON, Chief Clerk.

Date of Gazette containing foregoing notices, September 17, 1895.

In the Court for the Relief of Insolvent Debtors at Madras.

In the matter of G. T. Alwar Chetty and G. E. Sampathi Chetty, Insolvent Debtors.

Notice is hereby given that on the Petition of Soojan Chund Kollari, Agent of the firm of Capoor Chund Dewani, Kunya Lal Pachisia, Agent of the firm of Shivrathan Doss Bhi Rau Chand, Ramakissen Mohta, Agent of the firm of Radakissen Bulaki Doss, and Soogan Sing Mohta, Agent of the firm of Gopee Kissen Oodhava Doss, creditors of the above named Insolvents G. T. Alwar Chetty and G. E. Sampathi Chetty, filed on the 12th day of September, 1895. It was by an order of the said Court of the said 12th day of September, 1895, declared and adjudged that the said Insolvents G. T. Alwar Chetty and G. E. Sampathi Chetty had committed an act of Insolvency and were thereby adjudicated Insolvents, and that on the said 12th day of September, 1895, an order was made vesting the estate and effects of the said Insolvents in John Hugh McAuley Ryan, the Officiating Official Assignee of this Court, and that all persons indebted to the said Insolvents or who have any of their estate and effects are hereby required forthwith to pay or deliver the same to the said Official Assignee.

Madras, Chief Clerk's Office, September 14, 1895.

JOSEPH STEAVENSON, Chief Clerk.

Date of Gazette containing foregoing notice, September 17, 1895.

In the Court for the Relief of Insolvent Debtors at Madras.

Notice is hereby given, that petitions to the Court for the Relief of Insolvent Debtors have been filed by the undermentioned persons, praying for the benefit of the Act 11 Vic., cap. 21 ("To consolidate and amend the Law relating to Insolvent Debtors in India"), and that orders have been made by the said Insolvent Court vesting the estates and effects of the said Insolvents in John Hugh McAuley Ryan, Esq., the Acting Official Assignee of the said Court; and all persons indebted to the said Insolvents, or who have any of their estates and effects, are hereby required forthwith to pay or deliver the same to the said Official Assignee.

If any creditor intends to oppose the discharge of the said Insolvents, notice of such intention and of the grounds of such intended opposition must be given to the said Insolvents in writing three clear days before the day of hearing, exclusive both of the day of giving such notice and of the said day of hearing; and a like notice of such opposition must be left in my office before the day of hearing. The petitions and schedules will be produced by me for inspection and examination at my office, and copies of the petitions and schedules, or such part thereof as shall be required, will be furnished by me.

Names and Descriptions of Insolvents.

Stephen James Lovejoy, residing at No. 12, Kattoor Sadayappen-street, Preamett, within the local limits of Madras.

Kristnam Baliah Chetty, residing at No. 25 in Govindappa Naick-street, Peddunaick's Pettah, Black Town, Madras.

Pathee Vencata Gavindoosawmy Naidu, at present a Prisoner in Her Majesty's Civil Debtors' Goal at Madras, a Gumastah in the service of one P. Moonesawmy Naidu, residing at No. 24, Iyah Moodelly-street, in the Black Town of Madras.

Madras, Chief Clerk's Office, September 7, 1895.

JOSEPH STEAVENSON, Chief Clerk.

Date of Gazette containing foregoing notices, September 10, 1895.

*India Office, November 19, 1895.*

**T**HE Secretary of State for India hereby gives notice, that he has received Calcutta Gazettes, containing the following Notices of the Court for the Relief of Insolvent Debtors at Calcutta under Act 11 Vic., cap. 21:—

*Insolvent Notices.*

In the Court for the Relief of Insolvent Debtors at Calcutta.

In the Matter of Opendro Mohun Ghosh, an Insolvent.

On Saturday, the 7th day of September instant, by an order of this Court, the said Insolvent was adjudged entitled to his personal discharge under the Act 11 Vic., cap. 21, as to all persons named in his schedule as creditors or claiming to be creditors respectively.—Insolvent in person.

In the Matter of Horace Hitchins Manly, residing at No. 14, Gardner's-lane, in the town of Calcutta, an Assistant in the Military Department, Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Saturday, the 14th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Hurry Dass Dutt, residing at No. 38-6, Sukea's-street, in the town of Calcutta, and formerly carrying on business as General Merchants and Commission Agents, under the firm and style of H. D. Dutt and Co., at No. 6, Old China Bazaar-street, in Calcutta aforesaid, and now a Clerk in the service of Messrs. Sunderland and Prosad, General Merchants and Commission Agents, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 10th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Ghosh and Kar, Attorneys.

In the Matter of Luchminarain and Sukoomul, both at present residing in Shama Bye's-lane in the town of Calcutta, lately carried on business in copartnership with Banipersaud, at present residing in Bombay, Juggutnarain, at present residing in Meerut, and Gobind Prosaud, at present residing in Benares, as Merchants under the name, style, and firm of Chuggun Mull Luchminarain at Benares, Insolvents.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk, on Tuesday, the 10th day of September instant, and by an order of the same date the estate and effects of the said Insolvents were vested in the Official Assignee.—Manuel and Sen, Attorneys.

In the Matter of Hiro Bibee, residing at No. 7, Sreenath Roy's-lane, in the town of Calcutta, Hindoo Inhabitant, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Wednesday, the 11th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Wilson, Chatterjee, and Mitra, Attorneys.

In the Matter of Henry Wilkinson, an Assistant at Messrs. Harman and Co., of Calcutta, and Isabel Katherine Wilkinson, both residing at

3, Baustollah-lane, in the town of Calcutta, and lately carrying on a Millinery business at Allahabad under the name of H. Wilkinson and Company, Insolvents.

Notice that the petition of the said Insolvents, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 10th day of September instant, and by an order of the same date the estate and effects of the said Insolvents were vested in the Official Assignee.—E. J. Fink, Attorney.

In the Matter of Secunder Hossain, residing at No. 3-1, Taltollah Serang's-lane, in the town of Calcutta, lately carried on business as Kerosine Oil Dealer, at No. 3, Wellesley-street, in Calcutta, but now without work, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Thursday, the 12th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Bhooth Nath Mondol, otherwise called Bhooth Nath Mistry, residing at No. 5, Panchanuntollah-lane, Harkata Gully, Bowbazaar, in the town of Calcutta, who lately carried on business in copartnership with one Dwarka Nath Samonto as Owners of Kamar-ghat Rice Mill, situate at Italghatta, in the district of 24-Parganas, under the name and style of Dwarka Nath Samonto and Co., an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 10th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—H. C. Ghose, Attorney.

In the Matter of Adolphus Henry Hackerdon, of No. 2, Ripon-lane, in the town of Calcutta, by profession an Engineer, and for nearly three years out of employ, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Friday, the 13th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Ernest Walter, of No. 11-2, Chandney Chuk 1st-lane, in the town of Calcutta, an Assistant in the employ of Messrs. Dollet and Co., Wine Merchants, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Friday, the 18th day of September instant, and an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Kasfludin Ahmed, of No. 93, Old Bytuckkhana Bazaar-road, in the town of Calcutta, a Bengali Deeds Writer, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Wednesday, the 11th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Bepin Behary Batabyal, residing at No. 5, Surbessur Sen's-lane in Calcutta, a Medical Practitioner, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 10th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Bannerjee and Haldar, Attorneys.

In the Matter of Bejoy Bhusun Roy, of No. 106, Manicktollah-street, in the town of Calcutta, employed as a Sircar of Kristo Dhone Ghose at Manicktollah Oil Manufactory, Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Monday, the 16th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Sikhur Chand, residing at No. 58, Cotton-street, in the town of Calcutta, lately carrying on business as a Dealer in Jewellery at No. 74, Burtollah-street, in Calcutta aforesaid, but at present having no business, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Monday, the 9th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—O. C. Ganguly, Attorney.

Chief Clerk's office, the 17th day of September, 1895.

Date of Gazette containing foregoing notices,  
September 18, 1895.

In the Matter of John McKay Chalmers, an Insolvent.

On the 1st day of July, 1893, by an order of this Court, the said Insolvent was adjudged entitled to his personal discharge under the Act 11 Vic., cap. 21, as to all persons named in his schedule as creditors, or claiming to be creditors respectively.—Insolvent in person.

In the Matter of Behary Lall Chatterjee, residing at No. 158/1, Aheeretollah-street, and serving as a Clerk in the firm S. K. Daw and Co., of Clive-street, in the town of Calcutta, formerly carried on business in the name of his minor son, Chaudy Charan Chatterjee, at No. 16, Gangooly's-lane, in the said town of Calcutta, and also at Ghatal in the district of Midnapore, under the name and style of Chandy Charan Chatterjee, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Saturday, the 31st day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Mutty Lall Shroff, at present residing at No. 10/3, Roop Babu's-lane, in the town of Calcutta, and Geegraj Shroff, residing at No. 4, Kalkur-street in Calcutta aforesaid, and lately carrying on business in copartnership with each other and with Hurley Bux Shroff and Moorley Dhur Shroff, both infants, under the age of 18 years, at No. 136, Cotton-street, in Calcutta, as Cloth Merchants and Commis-

No. 26682,

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sion Agents and Traders under the name, firm, and style of Bhanuram Gonesh Dass, Insolvents.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Saturday, the 31st day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—H. C. Chick, Attorney.

In the Matter of Kally Dass Prosoptom, of No. 34, Armenian-street, in the town of Calcutta, an Extra Clerk to Bombay Merchants and Agents, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Friday, the 6th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Irshad Ally, Bhoonya Khan-samah, of No. 24, Missreegunge, in the town of Calcutta, late Bazaar Supplier to the European gentleman's houses at Calcutta, at present no work, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 3rd day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Walter Joseph Benbow, late of No. 3, Old Barracks, Howrah, but at present residing at No. 166, Old Bytakhana Bazaar-road, in the town of Calcutta, employed in the East Indian Railway Company as Driver, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Wednesday, the 4th day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Gilbert Wright, of No. 62, Dhurumtollah-street, in the town of Calcutta, Pensioner, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Tuesday, the 3rd day of September instant, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—O. C. Gangooly, Attorney.

Chief Clerk's office, the 10th day of September, 1895.

Date of Gazette containing foregoing notices,  
September 11, 1895.

In the Matter of Spyros Zoi Andricopoulo, an Insolvent.

On Saturday the 3rd day of August last, by an order of this Court, the said Insolvent was adjudged entitled to his personal discharge under the Act 11 Vic., cap. 21, as to all persons named in his Schedule as creditors or claiming to be creditors respectively, except the debt of Rs. 3,000 due to Mr. Jacob, a creditor of the said Insolvent, who has not had the notice of the day of hearing in this matter, and it was further ordered that Albert Birmingham Miller, Esq., the Official Assignee of this court, and the Assignee of the estate and effects of the said Insolvent, be at liberty, out of

the assets in his hands belonging to the estate of the said Insolvent, to pay to Mr. Fink his costs of this matter when taxed by the taxing officer of this Court.—E. J. Fink, Attorney.

In the Matter of Kaisho Pershad Sookool, an Insolvent.

On Saturday, the 3rd day of August last, by an order of this Court, the said Insolvent was adjudged entitled to his personal discharge under the Act 11 Vic., cap 21, as to all persons named in his schedule as creditors or claiming to be creditors, respectively.—C. G. Lewis, Attorney.

In the Matter of Ambrose Summers, residing at No. 16, Mangoe-lane, in the town of Calcutta, and carrying on business at No. 3-1, Wellesley-place, in the said town of Calcutta, and at No. 5, Northbrooke-terrace, Simla, in the Punjab, as a Hairdresser, Wigmaker, Tobacconist, and Theatrical Agent, under the style or firm of Watson and Summers, and also lately and up to October, 1893, carrying on the same business under the same style or firm at Rangoon in British Burma, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Thursday, the 2nd day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Dignam and Co., Attorneys.

In the Matter of Than Pheng Khoon, of No. 13, Blackburn's-lane, in the town of Calcutta, Chinese Medical Practitioner, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Saturday, the 17th day of August last, and by an Order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—C. A. Smith, Attorney.

In the Matter of Panchanun Bannerjee, residing at No. 6b-1, Nimtollah Ghat-street, in the town of Calcutta, a Clerk in the Registrar's Office, High Court, Original Side, Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap 21, was filed in the office of the Chief Clerk on Saturday, the 17th day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—E. J. Fink, Attorney.

In the Matter of Joheeruddin Mistry, of No. 20, Arpolly-lane, in the town of Calcutta, a Carpenter by profession, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Friday, the 16th day of August last, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Hafez Muhammad Nazeer Ally of No. 26, Pollock-street, in the town of Calcutta, formerly carried on business in buying and selling article on commission, and also carrying on business as Photographers in partnership with Motee Wool Rohoman, and at present without work, an Insolvent.

Notice that the petition of the said Insolvent seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Monday, the 12th day of August last, and by an order of the same date the estate and effects of the

said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Durga Charan Chatterji, residing at No. 13, Becharam Chatterjee's-lane, in the town of Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Wednesday, the 14th day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Jogul Kishore Dey, Sham Kishore Dey, of No. 9, Sikdarpara-street, in Calcutta, lately carrying on business at No. 5, Rutton Sircar's Garden-street, in Calcutta, as Dealer of Miscellaneous Goods under the name and style of Jogul Kishore Dey, Calcutta, and at Satguchhia, in the district of Burdwan, in the name and style of Jogul Kishore Dey, Sham Kishore Dey, with the copartner, Netto Gopal Gossami, at present without work, Insolvents.

Notice that the petition of the said Insolvents, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Wednesday, the 14th day of August last, and by an order of the same date the estate and effects of the said Insolvents were vested in the Official Assignee.—Insolvents in person.

In the Matter of William Henry Mawer, of No. 66, Elliot-road, in the town of Calcutta, in the service of Messrs. S. Wilson and Co., an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Tuesday, the 20th day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—Insolvent in person.

In the Matter of Dwarka Nath Ghose, living and residing at No. 42, Mooktaram Babu's-street, in the town of Calcutta, a Ship's Banian, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Saturday, the 24th day of August last, and by an order of the same date the estate and effects of the said Insolvent were vested in the Official Assignee.—U. L. Bose, Attorney.

In the Matter of Chooni Lal Sri Dhur, alias Chooni Lal Jowhari, of No. 33, Burtollah-street, in Bara Bazaar, in the town of Calcutta, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., chap. 21, was filed in the office of the Chief Clerk on Saturday, the 24th day of August last, and by an order of the same date, the estate and effects of the said Insolvent were vested in the Official Assignee.—G. C. Chunder and Co., Attorneys.

In the Matter of Thakoor Doss, residing at No. 15, Raj Mohun Bose's-lane, in the town of Calcutta, carrying on business in copartnership as Brokers under the name, style, and firm of Jallyram Thakoor Doss, an Insolvent.

Notice that the petition of the said Insolvent, seeking the benefit of the Act 11 Vic., cap. 21, was filed in the office of the Chief Clerk on Friday, the 23rd day of August instant, and by an order of the same date the estate and

effects of the said Insolvent were vested in the Official Assignee.—Manuel and Sen, Attorneys.

In the Matter of Catchick Johannes Lucas, an Insolvent.

On Wednesday, the 24th day of July last, it was ordered that the 7th day of September then next, now instant be appointed, for the hearing of the matters of the petition of the said Insolvent, and unless on that day cause be shown to the contrary, the said Insolvent shall be entitled to be discharged personally as well as to his after-acquired property from the demands of all the creditors whose names are inserted in this order (that is to say, Upendro Nath Chunder and Brijendra Nath Chunder, H. Clark, C. N. Stephen and Co., Ram Gopal Law, Kaifaitollah Mistry, Nazaruddeen, Abdar Sottar Ostagur, Mirza Mohamed Sheriff, Shaik Dadar-bux, Maddoo Ghosh, Hazee Peerbux, Issur Chunder Dutt and Bhurrit Chunder Dey, Koilash Chunder Chuckerbutty, F. Clarke, Esq., Administrator-General of Bengal and Administrator to the estate of late H. R. Fink, Attorney-at-Law, Sreemutty Luckney Money Dasse, Malcolm Gasper, E. D. Cohen, and F. Clarke, Esq., Administrator-General of Bengal and Administrator to the estate of the late Mr. Brown of the firm of Messrs. Brown and Co., Undertakers).—E. J. Fink, Attorney.

Chief Clerk's office, the 3rd day of September, 1895.

Date of Gazette containing foregoing notices,  
September 4, 1895.

In Parliament—Session 1896.

Public Offices (Westminster) Site.

(Purchase of certain Lands and Buildings in and near Parliament Street, Westminster, Stopping up of Streets, &c.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next Session, for an Act to authorise the Commissioners of Her Majesty's Works and Public Buildings (hereinafter called the Commissioners), to acquire by compulsory purchase or otherwise, certain lands, houses, buildings, streets, roads, and premises, in the parish of St. Margaret, Westminster, in the County of London (that is to say):—

All the lands, houses, buildings, streets, roads, and premises, situate within the area bounded on the north by Charles-street, on the east by Parliament-street, on the south by Great George-street, up to and including No. 23 in that street, and by Boar's Head Yard, and on the west by the building of the Institution of Civil Engineers and Delahay-street.

And the said Act will empower the Commissioners, so far as may be necessary for the purposes of the intended Act, to stop up, remove, alter, or divert all or part of Charles-street, Parliament-street, King-street, Great George-street, Boar's Head Yard, Little Boar's Head Yard, Gardener's-lane, Delahay-street, Delahay Mews, and all other streets, roads, mews, and places, and all sewers, drains, mains, pipes, and works within the area hereinbefore described; and to appropriate the site of the said streets, roads, mews, and places; and all or any of the said lands, houses, and premises, hereinbefore described, or parts thereof, for the purpose of erecting thereon Public Offices, and for such purposes, and in such manner as shall be prescribed by the Lords Commissioners for the time being of Her Majesty's Treasury, or as may be authorised by the intended Act, and to sell and dispose of such part of the said lands and

premises as may not be required for any of the purposes aforesaid.

And the said Act will also confer powers to vary or extinguish all or any existing rights and privileges in any way connected with the said lands, houses, buildings, streets, roads, and premises, or any of them, and all such other rights and privileges as may be necessary, proper, or convenient for carrying into effect the objects aforesaid.

And notice is hereby further given that on or before the 30th day of November instant, a plan in duplicate, describing the situation of the said lands, houses, buildings, streets, roads, and premises so proposed to be taken as aforesaid, and a book of reference thereto, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell, and that a copy of the said plan and book of reference and Gazette Notice will also be deposited 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.

Dated this 12th day of November, 1895.

By Order of the Commissioners of Her Majesty's Works and Public Buildings,  
HENRY LOVETT CAMERON, 7, Great George-street, Westminster.

In Parliament—Session 1896.

Post Office (Parcels) Act, 1882 (Amendment).

(Alteration of Mode of Apportionment between Railway Companies of Sums received under the Post Office (Parcels) Act, 1882; Power to Appeal to Railway and Canal Commission from Decisions of Conference of General Managers or Arbitrator; Amendment and Alteration of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act (hereinafter called the intended Act) for the following purposes, or some of them (that is to say)—

1. To alter the mode of apportionment among the several railway companies, parties to the arrangements under the Post Office (Parcels) Act, 1882 (hereinafter referred to as the Act of 1882) of the remuneration payable to the said companies under that Act; to provide for the settlement from time to time of the mode or basis of apportionment of the said remuneration by arbitration independently of the conference of general managers of railways mentioned in the third schedule to the Act of 1882, or to provide that the said remuneration shall be apportioned among the said companies on the basis of the services actually performed by the respective companies in the conveyance of parcels on behalf of the Postmaster-General or on such other basis as shall be laid down or defined in the intended Act.

2. To provide for an appeal to the Railway and Canal Commission from any decision or determination of the said conference of general managers, or of an arbitrator under the third schedule to the Act of 1882, by or at the instance of any railway company aggrieved by any such decision or determination, and to prescribe the conditions of such appeals, and to confer any necessary powers or jurisdiction, and to make any other necessary or proper provisions in relation to the conduct and hearing of any such appeals.

3. To vary and extinguish any existing rights or privileges which would interfere with the

purposes of the intended Act, and to confer other rights and privileges.

4. To amend or repeal, so far as may be requisite for the purposes of the intended Act, the provisions of the Act of 1882.

Printed copies of the Bill for the intended Act will, on or before the 21st day of December, 1895, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1895.

HOLLAMS SONS, COWARD and HAWKSLEY,  
Mincing-lane, London, E.C.

STEWART, RULE and BURNS, Inverness,  
Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Burnham and District Water.

(Application by Burnham, Dorney, and Hitcham Waterworks Company Limited for Powers to maintain and continue Waterworks; Limits of Supply; Supply of Water by Meter or otherwise; Power to lay down Pipes and open Streets, &c.; to provide Meters and Fittings; to acquire Lands; Capital, and Dividends; Power to levy Rates; Agreements with Local Authorities and Companies; Protection of Water; Alteration of Slough Waterworks Act, 1875; and other purposes).

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Burnham, Dorney, and Hitcham Waterworks Company Limited (hereinafter called the Company) pursuant to the Gas and Waterworks Facilities Act, 1870, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorize the Company to maintain, continue, enlarge, and from time to time renew the existing waterworks of the Company consisting of (a) an engine house and well with pumps and other works and conveniences connected therewith situate in the parish of Burnham, in the county of Buckingham, in a field at the north end of the village of Burnham numbered on the 25-inch Ordnance map 295 in the parish of Burnham (b) a service reservoir situate in the said parish of Burnham, in a field numbered on the said Ordnance map 184 in that parish (c) a conduit or line of pipes in the said parish of Burnham commencing at the well and terminating at the service reservoir of the Company both hereinbefore described, and certain mains and distributing pipes, machinery, and other waterworks connected therewith situate in the said parish of Burnham and the parishes of Dorney, Hitcham, and part of Farnham Royal or some of them in the same county, and to take, collect, impound and distribute any springs, streams or waters on or near the site of the said waterworks or any of them or any other waters in or under any lands for the time being belonging to or held by the Company or over which they have any rights.

To authorize the supply of water by the Company within the said parishes of Burnham, Dorney, Hitcham and Farnham Royal, or some or one of them, or some part or parts thereof.

To confer on the Company powers for the sale and supply of water by meter or otherwise for domestic, trading, sanitary, and other purposes, and all necessary powers and authorities in reference to or in connection with the supply of water.

To empower the Company to lay down, construct and maintain within the parishes aforesaid,

or any part or parts thereof, such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery, appliances and conveniences as may be necessary or convenient for the purposes of the Order or their Undertaking, and to cross, break up, open and interfere with roads, streets, highways, bridges, railways, gas, water and other pipes, telegraphic and telephonic mains, wires and apparatus, and sewers, and drains within the said parishes, or any part or parts thereof.

To authorize the Company to manufacture, provide, sell or let water fittings and meters and to execute works in connection with such fittings and meters.

To empower the Company to purchase, take on lease, or otherwise acquire by agreement and to hold sell and dispose of lands, waters, tenements, and other hereditaments and property, and to take grants of or acquire easements in and over lands, springs, streams, waters, and other hereditaments for the purpose of their Undertaking.

To fix and define the capital and borrowing powers of the Company and to authorize and provide for the increase of the capital and borrowing powers and to fix and regulate the dividends of the Company.

To authorize the Company to demand, take, and recover rates, rents, and charges for the supply of water and for the hire of meters fittings and other appliances and to confer vary and extinguish exemptions from and to compound for the payment of such rates rents and charges.

To empower the Company to enter into and carry into effect, contracts and arrangements for the supply of water in bulk or otherwise for any purpose whatsoever with any corporation, county, or sanitary authority, railway company and any other companies, bodies, or persons within or beyond the limits of the Order, and from time to time to vary, suspend, or rescind any such contracts or arrangements.

To make provision for the protection of the works, property, and water supply of the Company, and for preventing and prohibiting the fouling or contamination and the waste and misuse of water, and to impose penalties in respect thereof.

To alter or amend the provisions of the Slough Waterworks Act, 1875, and any other Act or Order relating to the Slough Waterworks Company, and to define or modify the limits of supply of that Company.

To confer upon the Company all or some of the powers mentioned or referred to in the Gas and Waterworks Facilities Act, 1870 and the Waterworks Clauses Act, 1847 and 1863, and to incorporate with the Order with or without modification all or some of the provisions of those Acts and of the Lands Clauses Consolidation Acts 1845, 1860, and 1869, the Companies Clauses Consolidation Act, 1845, and any Acts amending these Acts or some of them, and to confer on the Company all other powers usually conferred upon Water Companies, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid or any other objects of the Order, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November, 1895, a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Buckingham at his office at Aylesbury and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is further given, that on or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and printed

Copies of the draft Provisional Order when deposited and of the Provisional Order when made will be obtainable at the price of one shilling each at the offices of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next ensuing, and copies of their objections must at the same time be sent to the Company at the office of the undersigned agents, 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 Company or their agents.

Dated this 5th day of November, 1895.

R. H. BARRETT, Slough, Solicitor.

GRAHAMES, CURREY and SPENS, 30,  
Great George-street, Westminster, Par-  
liamentary Agents.

In Parliament.—Session 1896.

Callander and Oban Railway.

(New Railways in County of Argyll; Crossing and Interference with Roads, Lochs, &c.; Deviation and other Powers as to Construction of Works; Variation of General Acts and Board of Trade Regulations in reference thereto; Light Railway; Purchase of Lands, &c.; Powers to Limited Owners as to Grant of Lands, Compensation, and Subscription; Application of Company's Funds and Additional Capital; Interest during Construction; Tolls, Rates, and Charges; Agreements with County Council and others as to use of Bridges or Viaducts for Vehicular and Passenger as well as Railway Traffic; Powers and Charges in respect thereof; Other Agreements and Confirmation of Agreements; Power for Caledonian Railway Company to subscribe; Extension of existing Working Agreement with that Company; New Working and Traffic Agreements; Amendment and Incorporation of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes (that is to say):—

To empower the Callander and Oban Railway Company (herein called "the Company") to make and maintain and work the railways hereinafter described, with all proper stations, sidings, piers, quays, roads, approaches, bridges, wharves, depôts, warehouses, cranes, machinery, and other works and conveniences connected therewith, viz.:—

1. A Railway (No. 1) commencing in the united parishes of Ardchattan and Muckairn, in the county of Argyll, by a junction with the Callander and Oban Railway at a point 145 yards or thereabout measured along that railway in a westerly direction from the western end of the booking-office at the Connel Ferry Station on that railway, and terminating in the united parishes of Lismore and Appin, in the county of Argyll, at a point in the field numbered 8 on the 25-inch Ordnance map of the said united parishes of Lismore and Appin, 760 yards or thereabout measured in an easterly direction from the north-eastern corner of Ballachulish Hotel.
2. A Railway (No. 2) wholly in the united parishes of Kilmore and Kilbride, in the county of Argyll, commencing by a junction with the Callander and Oban Railway at a point 730 yards or thereabout measured in a

westerly direction along that railway from the said western end of the said booking-office at the Connel Ferry Station, and terminating by a junction with the intended Railway (No. 1) at a point 300 yards or thereabout measured in an easterly direction from the northern end of the southern pier or jetty at Connel Ferry.

3. A Railway (No. 3) wholly in the united parishes of Lismore and Appin, in the county of Argyll, commencing by a junction with the intended Railway (No. 1) at the point of termination of that railway hereinbefore described, and terminating at or near the northern end of the tramways leading from the Ballachulish Slate Quarries to the Harbour at East Laroeh, in or off Loch Leven, at a point 450 yards or thereabout measured in a northerly direction from the northern corner of the Post Office building at East Laroeh.
4. A Railway (No. 4) wholly in the united parishes of Lismore and Appin, in the county of Argyll, commencing by a junction with the intended Railway (No. 1) at a point about 270 yards eastwards from the centre of Ballachulish Pier, and terminating at a point 280 yards eastwards from the north-eastern corner of Ballachulish Hotel.

Which intended railways, 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 united parishes of Ardchattan and Muckairn, the united parishes of Kilmore and Kilbride, and the united parishes of Lismore and Appin, all in the county of Argyll, or some of such parishes and places.

To empower the Company to deviate laterally and vertically from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned to the extent shown thereon, or as may be prescribed by the Bill.

To empower the Company to cross, alter, raise, lower, stop up, remove, divert, appropriate, use, or otherwise interfere with, either temporarily or permanently, so far as may be necessary or expedient for the purposes of the intended works, all public and other roads and highways, streets, lanes, footways, paths, lochs, arms of the sea, rivers, streams, railways, sidings, passages, sewers, drains, telegraphic, telephonic, or other electric apparatus, cables, mains, pipes, and works of every description within the parishes aforesaid or any of them, and to provide that any altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of the portions of road for which the same are respectively substituted, and shall be maintained by the respective authorities or persons liable to maintain the said existing roads, or such other authorities or persons as shall be specified in the Bill, and that the abandoned portions of road shall be vested in the Company.

To vary, alter, or repeal certain of the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of the intended works or some of them, the temporary or permanent use or occupation of lands, the crossing or alteration of roads, or other interferences therewith, and works for the accommodation and protection of lands adjoining the intended works or any of them, and certain of the provisions of the Lands Clauses Consolidation (Scotland)

Act relating to the purchase of lands, houses, or other premises, and the sale of superfluous lands, 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, working, and use of the intended works.

To modify or dispense with, or empower the Board of Trade to modify or dispense with, in respect of the said intended railways or some of them, all or some of the usual requirements or regulations of the Board of Trade relating to stations, platforms, rails, signals, interlocking points, system of working, and other matters, and to modify and alter the provisions of any Act relating thereto.

To empower the Company (if so determined) to construct and work the intended Railway (No. 3), or some part or parts thereof, as a Light Railway in accordance with the provisions of the Regulation of Railways Act, 1868, or on such other terms and subject to such other provisions as may be prescribed by the Bill, and to make provisions as to the weight of the engines, carriages, and vehicles to be used on, and the speed of the trains upon such Light Railway, and the gauge, weight, size, and character of the materials to be used in the construction of such railway, and the motive power to be employed thereon, and to vary or modify the provisions and requirements of the Acts relating to railways in respect of such railway, and to make all other necessary provisions for constructing and working the same as a Light Railway.

To empower the Company to purchase by compulsion or agreement, or to lease, feu, or otherwise acquire for the purposes of the Bill, lands, houses, foreshores, lochs, and other property in or ex adverso of the parishes aforesaid or any of them, and rights of easement and servitude and other rights in, under, through, or over lands, houses, foreshores, lochs, and other property, and to vary or extinguish, or to make provision in respect to all rights, servitudes, and privileges in any manner connected with or affecting the lands, houses, foreshores, lochs, and other property to be purchased, taken, or interfered with under the powers of the Bill.

To authorize any trustees, corporation, heirs of entail, liferenters, or other persons holding any partial, limited, or qualified estate or interest in any lands, houses, or other property benefited by the intended works, or any lands required for the construction thereof, to grant and convey such last-mentioned lands, houses, or other property to the Company either free of cost or in consideration of shares or stock in the capital of the Company, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such trustees, corporation, or other persons and the Company, or any person or persons on their behalf, or be prescribed by the Bill, or to accept compensation for injury to their lands in shares or stock of the Company, and to sanction and confirm any agreements which may have been or may be so made with respect to the matters aforesaid, and to authorize such trustees, corporation, or other persons to subscribe to and hold shares or stock in the undertaking of the Company, and to raise the moneys necessary for that purpose upon the security of their lands and property.

To empower the Company to apply their funds and revenues for the purposes of the intended

works and of the Bill, and to raise further money by the creation and issue of new shares or stock, ordinary or preference, or both, and by borrowing or by the creation and issue of debenture stock, or by any such means, to provide for all interest on borrowed money being a first charge on the gross receipts of the Company's Undertaking, and to authorize and provide for the payment out of the existing capital of the Company, or additional capital to be raised under the Bill, of interest or dividend upon the capital to be expended in constructing the intended works during their construction.

To authorize the Company to levy and recover tolls, rates, duties, and charges for and in respect of the use of the intended railways and works thereof, and for the conveyance of passengers, animals, and goods on such railways, and other accommodation and services provided or rendered by the Company in connection therewith. 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 constitute the said intended railways part of the Undertaking of the Company.

To authorize the Company and the County Council of the county of Argyll, and any District Committee, Parish Council, and any Commissioners or Corporation, or Road or Bridge Trustees or Authority, or other bodies or persons to enter into and carry into effect arrangements or agreements, or to make provision by the Bill, in reference to the construction and use for vehicular, passenger, and other traffic, as well as railway traffic, of any of the bridges or viaducts to be constructed by the Company in connection with the intended railways over any lochs or arms of the sea, and the regulation of the use thereof by each description of traffic, and the construction by the contracting parties, or some of them, of all necessary roads and approaches to such bridges or viaducts, and the contribution or subscription by such bodies or persons, or some of them, towards the expense of constructing, maintaining, signalling, and working the said bridges or viaducts, roads and approaches, and the tolls, dues, pontage, or other charges for the use thereof, by other than railway traffic; and to empower and (if thought fit) require the Company to construct and maintain such bridges or viaducts, roads and approaches, in a manner, and of a character suitable for all such traffic, and permit the use thereof by the same, and to levy and recover tolls, dues, pontage, and other charges in respect of the use thereof by vehicular, passenger, and other traffic, and to confer on the Company and such bodies or persons all necessary powers for giving effect to any such arrangements or agreements.

To empower the Company and such bodies or persons, or some of them, to enter into and carry into effect other arrangements and agreements in reference to the intended railways, and the construction, diversion, and maintenance of any roads, drains, or works which may be interfered with or rendered necessary in carrying into effect the objects of the Bill.

To confirm any arrangements or agreements already entered into, or which may be entered into in reference to any of the aforesaid matters.

To authorize and empower the Caledonian Railway Company (herein called "the Caledonian Company") to subscribe or contribute additional money towards the Undertaking of the Company, and to take and hold additional shares or stock in the capital of the Company, and to authorize them to raise for that purpose additional capital in their own Undertaking by the creation and issue of new

ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by any of those modes, or to apply to such purpose any capital or funds belonging to or authorized to be raised by them which may not be required for the purpose for which the same were authorized to be raised; to empower the Caledonian Company to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them; and in respect thereof to appoint, and from time to time, revoke or vary the appointment of an additional Director or Directors of the Company; and to apply to any additional capital so raised by the Caledonian Company the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890.

To extend and make applicable to the said intended railways, or some of them, any agreement or agreements between the Company and the Caledonian Company under which the railways of the Company are now worked, maintained, and managed by the Caledonian Company, with or without such modifications, alterations, or variations as may be agreed upon or be provided by the Bill; and to empower the Company on the one hand and the Caledonian Railway Company on the other hand, to make, enter into, and carry into effect, and rescind, contracts, agreements, and arrangements in perpetuity, or otherwise, with respect to the construction, working, use, management, and maintenance of the existing and intended railways and Undertaking of the Company, or some of them, or some part thereof, and the traffic thereon, and the amount or proportion of receipts to be paid in respect of such maintenance and working, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies or any part thereof, and the employment of officers and servants; to authorize the appointment of joint committees for carrying into effect any such contracts, agreements, or arrangements, and to confirm any such contracts, agreements, or arrangements now or hereafter to be made; to repeal or alter any existing agreement or agreements between the two Companies in respect of such matters or any of them, or to regulate or provide for any such matters by the Bill.

To vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with, any of the purposes of the Bill, and to confer all rights and privileges which may be necessary or expedient for carrying the same into effect.

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 Callander and Oban Railway Act, 1865, the Callander and Oban Railway (Abandonment, &c.) Act, 1870, the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, the Callander and Oban Railway Act, 1878, and any other Act relating to the Company or their Undertaking, the Act 8 and 9 Vict., cap. 162, and any other Act relating to the Caledonian Company or their Undertaking; and also the provisions of any Act relating to or affecting any other Company, body of Commissioners, Corporation, or person who or whose property or Undertaking or interests may be

affected by any of the powers or provisions of the Bill; and any Act or Acts recited or referred to in any of such Acts.

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, the Railways Clauses Act, 1863, and the Regulation of Railways Act, 1868, and any Acts amending any of the said Acts.

Plans describing the lines and situation of the said intended railways, 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 sections describing the levels of the said intended railways, 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 railways delineated thereon, so as to show their general course and direction, and copies of this notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk for the county of Argyll, at his offices at Inveraray and Oban, and copies of so much of the said plans, sections, and books of reference as relate to each of the united parishes in or through which the said intended railways are to be made, or lands taken, with copies of this notice as published as aforesaid, will, on or before the said 30th day of November, be deposited with the Clerk of the Parish Council, and with the Session-Clerk, of such united parishes at their respective offices if they have offices separate from their places of abode, or otherwise at their places of abode.

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

Dated this 11th day of November, 1895.

H. B. NEAVE, 302, Buchanan-street,  
Glasgow, Solicitor for the Bill.  
GRAHAMES, CURREY, and SPENS, 30,  
Great George-street, Westminster,  
Parliamentary Agents:

In Parliament.—Session 1896.

Caledonian Railway.

(Construction by Caledonian Railway Company of Railways in Counties of Lanark, Ayr, and Perth, and by them and North British Railway Company jointly of Railway Widening in Arbroath; Acquisition of Lands by those Companies in Arbroath; and by Caledonian Railway Company at Glasgow and Grangemouth; Stopping up Level Crossings and Portions of Roads and Footpath at Doune and Arbroath; Acquisition of Lands and Incidental Powers in connection with Works, Tolls, Rates, and Charges; Running Powers and Facilities for Caledonian Railway Company over Portions of Glasgow and South-Western Railway Company's Lines; Running Powers and Facilities for that Company; Abandonment of Portions of Forfar and Brechin Railway; Sanctioning Deviation of that Railway; Extension of Time for Sale of Cathcart District Railway Company's

Superfluous Lands; Revival and Extension of Time for taking Lands and completing Works; Agreements; Additional Capital and Application of Funds; Amendment and Incorporation of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session 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 railways hereinafter described, with all proper stations, sidings, roads approaches, and other works and conveniences connected therewith, viz:—

1. A railway (hereinafter called Railway No. 1), commencing in the parish of Stonehouse, in the county of Lanark, by a junction with the Company's Stonehouse Branch Railway at the termination of that branch at Cotcastle, and terminating in the parish of Avondale, in the county of Lanark, on the boundary between the counties of Lanark and Ayr, at a point about 330 yards south-westwards from the south-west corner of the Farm House of Lochgate, which intended Railway No. 1 will pass in, through, or into the parishes of Stonehouse and Avondale, in the county of Lanark, or one of those parishes.
2. A railway (hereinafter called Railway No. 2), wholly in the parish of Avondale, in the county of Lanark, commencing by a junction with the Company's Strathaven Branch Railway at a point about 145 yards northwards from the centre of the level crossing of that branch, at or near Whiteshawgate Farm, and terminating by a junction with the intended Railway No. 1 at a point about 85 yards westwards from the junction of Todshill-street and South Townend-street, in the village of Strathaven.
3. A railway (hereinafter called Railway No. 3), commencing in the parish of Galston, in the county of Ayr, by a junction with the intended Railway No. 1 at the point of termination of that railway, hereinbefore described, and terminating in the parish of Loudoun, in the county of Ayr, by a junction with the Darvel Branch Railway, now in course of construction, of the Glasgow and South-Western Railway Company, at a point on that branch about 520 yards westwards from the centre of the bridge carrying the road from Darvel to Strathaven over the Glen Water, which intended Railway No. 3 will pass from, in, through, or into the parishes of Galston and Loudoun, in the county of Ayr, or one of those parishes.
4. A railway (hereinafter called Railway No. 4), commencing in the said parish of Stonehouse by a junction with the Company's Stonehouse Branch Railway at a point about 430 yards north-eastwards from the termination thereof at Cotcastle, and terminating in the parish of Lesmahagow, in the county of Lanark, by a junction with the Company's Blackwood Branch Railway at a point about 520 yards northwards from the termination of that branch, which intended Railway No. 4 will pass from, in, through, or into the parishes of Stonehouse and Lesmahagow, in the county of Lanark, or one of those parishes.
5. A railway (hereinafter called Railway No. 5), wholly in the said parish of Lesmahagow, commencing by a junction with the Com-

pany's Blackwood Branch Railway at a point about 437 yards northwards from the termination of that branch, and terminating in the village of Lesmahagow at a point about 250 yards northwards from the north-east corner of the Jubilee Hall in that village.

6. A railway (hereinafter called Railway No. 6), wholly in the said parish of Lesmahagow, commencing by a junction with the intended Railway No. 5 at a point about 650 yards northwards from the north-east corner of the Jubilee Hall in the village of Lesmahagow, and terminating by a junction with the Company's Lesmahagow Branch Railway at a point about 140 yards measuring along that branch southwards from the centre of the bridge carrying the road from Glasgow to Carlisle over that branch.
7. A railway (hereinafter called Railway No. 7), commencing in the parish of Hamilton, and county of Lanark, by a junction with the Company's Lesmahagow Branch Railway at a point about 10 yards eastwards from the centre of the bridge carrying the road from Hamilton to Lanark across that branch railway, and terminating in the parish of Dalsersf, and county of Lanark, by a junction with the said branch railway at a point about 50 yards south-eastwards from the centre of the bridge carrying the said branch railway over the public road at Ayr-road station, which intended Railway No. 7 will pass in, through, or into the parishes of Hamilton and Dalsersf, in the county of Lanark, or one of those parishes.
8. A railway (hereinafter called Railway No. 8), wholly in the parish of Muirkirk, in the county of Ayr, commencing by a junction with the Company's Spieslack Branch Railway at a point about 170 yards eastwards from the centre of the culvert carrying that branch over the Galawhistle Burn, and terminating by a junction with the Company's Muirkirk Branch Railway at a point about 600 yards measuring along that branch north-eastwards from the centre of the culvert carrying that branch over the Auldhouse Burn.
9. A railway (hereinafter called Railway No. 9), being a widening of a portion of the Company's Doune and Callander Branch Railway to be situate wholly in the parish of Kilmaddock, in the county of Perth, commencing by a junction with that branch railway at a point about 360 yards westwards from the north-west corner of the goods shed at Doune station, and terminating by a junction with the said railway at a point about 430 yards eastwards from the said north-west corner of the said goods shed:

And in connection therewith to substitute a bridge for the level crossing over the said branch, about 370 yards eastwards from the north-west corner of the said goods shed, and to stop up and discontinue all rights of way along, and to vest in the Company the site of so much, as lies or will lie between the boundaries of the properties now belonging to or to be acquired by the Company under the powers of the Bill, of the road crossing the said branch on the level at a point about 110 yards westwards, and so much, as aforesaid, of the footpath crossing the same branch on the level at a point about 90 yards eastwards, from the north-west corner of the said goods shed.

To empower the Company and the North British Railway Company (herein called the "North British Company") jointly to make and maintain the railway hereinafter described, with

all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith viz. :—

A railway (hereinafter called Railway No. 10), being a widening of the Dundee and Arbroath Joint Line, belonging to the Company and the North British Company, to be situate wholly in the parish of St. Vigeans, in the county of Forfar, commencing by a junction with the said Dundee and Arbroath Joint Line at a point about 130 yards southwards from the centre of the bridge carrying Keptie-street over such joint line, and terminating by a junction with the said joint line at a point about 35 yards southwards from the centre of the Wellgate Level Crossing over the joint line.

To empower the Company and the North British Company jointly to acquire compulsorily or by agreement, and to enter upon, take, use, and hold temporarily or permanently, for the purposes of the said Dundee and Arbroath Joint Line, all or any of the lands following, and all houses and other buildings thereon, that is to say—(1) Certain lands in the town of Arbroath and parish of St. Vigeans, in the county of Forfar, on the east side of and adjoining the said joint line, and abutting on the south side of Keptie-street: (2) Certain lands in the said town and parish on the south side of and abutting on Spink-street, and lying between Helen-street and Robert-street.

To authorize the Company and the North British Company jointly to stop up or discontinue as a public road the portion of Spink-street, in Arbroath, lying between Robert-street and Orchard-street, including the level crossing of the said Dundee and Arbroath Joint Line by that street; and to extinguish all rights of way over, along, or across such portion of Spink-street and the said level crossing; and to vest the site of such portion of the street in the said two Companies jointly.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use temporarily or permanently for the purposes of, or connected with, their Undertaking, the lands hereinafter described, or some part or parts thereof, and all houses and other property thereon, and rights of easement or servitudes therein or thereover, or to sanction and confirm the acquisition by the Company of any of such lands, houses, and property already acquired by them, and to enable them to hold and use the same for the above purposes, viz. :—

(a) Certain lands in the parish of Falkirk, in the county of Stirling, lying on either side of the Company's Grangemouth Branch Railway, and extending from the Stirling and Linlithgow-road across the said branch railway towards Grangemouth station for a distance of 1,300 yards.

(b) Certain lands in the city parish of Glasgow, in the city and royal burgh of Glasgow, in the county of Lanark, lying on the south side of the Monkland Canal, about 350 yards west from the point where the city of Glasgow Union Railway passes under the said canal.

To empower the Company and the North British Company jointly as regards the intended widening of the Dundee and Arbroath Joint Line, and works connected therewith, and the Company as regards the other intended works and works connected therewith, to exercise in or in connection with the construction of the said works respectively, all or some of the following powers,

and to make provision for the following matters in connection therewith (that is to say) :—

(a) To deviate laterally and vertically from the lines and levels of the said intended works 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, telephonic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, alter, appropriate, and divert for the purposes of the intended works, 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, and that the abandoned portions of road shall vest in the said Company or Companies.

(b) To purchase, lease, feu, or otherwise acquire, by compulsion or by agreement, and to enter upon, take, and use, and hold temporarily or permanently, for the purposes of the said intended works, and 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.

(c) To repeal, modify, or alter as respects the said intended works, and works connected therewith, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of railways, 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 to purchase the whole of any house or other buildings or manufactory, or other premises where part only is required for the purposes of the Bill; and to confer on the said Companies all usual and necessary powers in connection with the construction and use of the said intended works.

(d) 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 works 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 works and works connected therewith.

(e) To underpin or otherwise secure or strengthen any houses or buildings that may be rendered insecure or be affected by the said intended works and works connected therewith, and which may not be required for the purposes thereof.

(C) To levy tolls, rates, duties, and charges on and in respect of the use of the said intended works 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 provide for the construction and maintenance of the said intended widening of the Dundee and Arbroath Joint Line at the joint and equal cost of the Company and of the North British Company, or at the cost of those Companies respectively in such proportions as may have been or may be agreed upon, or be prescribed by the Bill; and to enable those Companies to make and enter into agreements with each other as to construction and maintenance of such widening and the use thereof, and all matters connected therewith; and to confirm any agreements already entered into, or which may be hereafter made between the said Companies in relation thereto; and to provide that such widening shall form part of the said joint line.

To empower the Company 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 portions of railways of the Glasgow and South-Western Railway Company (herein called the "South-Western Company") between the junction of the said intended railway No. 3 with their Darvel Branch Railway on the one hand, and the towns and harbours of Ayr and Troon, by way of the existing route via Hurlford and Gatehead, or (if and when authorized by Parliament, and constructed by the Company) by way of any new route or routes of the South-Western Company between the junction of the said intended Railway No. 3 with the Darvel Branch of the South-Western Company and the said towns and harbours of Ayr and Troon on the other hand, including in each case any harbour lines belonging to the South-Western Company at the harbours of Ayr and Troon, or either of them; together with all roads, platforms, points, signals, water, water-engines, engine sheds, sidings, and booking and other offices, warehouses, junctions, machinery, works, and conveniences of or connected therewith, 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, and to provide for securing to the South-Western Company running powers and facilities over the railways in the counties of Lanark and Ayr proposed to be authorized by the Bill or some of such railways, and to authorize the Company and the South-Western Company respectively to levy tolls, rates, and charges in respect of the railways or portions of railways, stations, and works, which the Company or the South-Western Company respectively may be so authorized to run over, work, and use.

To require and empower the South-Western Company upon such terms and conditions as shall be agreed upon, or be settled by arbitration, or be provided by the Bill, to receive, book, forward, accommodate, transmit, and deliver on, over, and from any railway of the South-Western Company which the Company may be empowered by the Bill to run over, work, and use, and the stations, warehouses, and booking offices thereof, and to afford all necessary and proper facilities thereon and thereat for all passengers, goods, minerals, animals, carriages, and traffic of every description

coming from or destined for the railways of the Company, so as to afford full and proper facilities to the traffic of the Company, as ample in every respect as the facilities now enjoyed by the Company over other portions of the railways of the South-Western Company.

To authorize the Company to relinquish and abandon the construction of the railway in the parish of Forfar, in the county of Forfar, authorized by the Forfar and Brechin Railway Act, 1890, and therein called Railway No. 3, and so much of the railway in the parishes of Fearn, Careston and Brechin, in that county, authorized by the same Act, and therein called Railway No. 1, as lies between the points of commencement and termination of the deviation of that railway hereinafter described; and to release the Company from all liabilities, penalties and obligations for or in respect of the non-construction or non-completion of the said railway and portion of railway, and from all contracts and agreements in relation thereto.

To sanction and legalize as part of the Forfar and Brechin Railway of the Company, and to empower them to maintain, as part of their Undertaking, a deviation already constructed in the said parishes of Fearn, Careston and Brechin of the said railway authorized by the Forfar and Brechin Railway Act, 1890, and therein called Railway No. 1, such deviation commencing at a point about 7 miles 5 furlongs and terminating at a point about 9 miles 5 furlongs from the commencement of the said Railway No. 1, as marked on the plans of that railway deposited in reference to the last-mentioned Act, and to apply to such deviation the powers and provisions (including the powers of levying tolls, rates and charges) of the Acts relating to the Forfar and Brechin Railway of the Company.

To extend the time limited by the Cathcart District Railway Act, 1880, the Cathcart District Railway (Extension of Time) Act, 1885, the Cathcart District Railway Act, 1887, the Cathcart District Railway Act, 1890, and the Cathcart District Railway (Extension of Time) Act, 1892, and any other Acts relating to the Cathcart District Railway Company, or any Act incorporated therewith for the sale of the superfluous lands of that Company, or to authorize 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.

To revive the powers granted to the Company, the North British Company, and the Lanarkshire and Dumbartonshire Railway Company, by the Dumbarton and Balloch Joint Line, &c., Act, 1892, for the compulsory purchase or taking of lands and properties for the construction of the railways and road authorized by that Act, and the works connected therewith, and to extend the time limited by that Act for such purpose; and to extend the time, limited by the same Act, for completing and opening such railways and road, which railways and road and lands will be and are situate in the following parishes and places, or some of them, viz., the parishes of Old Kilpatrick, Dumbarton, and Cardross, and the Royal Burgh of Dumbarton, all in the county of Dumbarton.

To revive the powers granted to the Company by the Caledonian Railway (Additional Powers) Act, 1891, for the compulsory purchase or taking of lands for the construction of the Railways Nos. 4 and 5 authorized by that Act, and the works connected with such railways, and to extend the time limited by that Act for that purpose; and to

extend the time, limited by the same Act, for completing and opening such railways, which railways, works, and lands will be and are situate in the parish of Cambusnethan, in the county of Lanark.

To extend and, if necessary, revive the time limited by the Caledonian Railway (Grangemouth Harbour) Act, 1876, the Caledonian Railway Act, 1886, and the Caledonian Railway (Additional Powers) Act, 1891, for completing the dredging, deepening, and improving of the navigation of the River Carron in or ex adverso of the parishes of Bothkennar and Polmont, in the county of Stirling, authorized by the first of such Acts.

To empower the Company to make and enter into agreements and arrangements with the North British Company, the South-Western Company, or any other Company or person in reference to any of the matters aforesaid, and to sanction and confirm any such agreements or arrangements already or to be hereafter made.

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 for the purposes of their Glasgow Central Railway, and other works authorized to be constructed by them for which the capital already authorized in relation thereto has or will prove insufficient, and for other purposes of their Undertaking; and to apply to any such additional capital the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890.

To empower the Company to apply towards any of such purposes any capital or funds belonging to or authorized to be raised by them which may not be required for the purposes for which the same were authorized to be raised, as well as any money received, or which may be received, by them from the Lanarkshire and Ayrshire Railway Company and the Cathcart District Railway Company, or either of those Companies, in repayment by them to the Company of the capital or moneys subscribed by the Company towards the respective Undertakings of those Companies, or lent to them for the purposes thereof; or to make other provision for the application of such last-mentioned money by the Company, and, if thought fit, to provide for the cancellation of the capital issued by the Company in their Undertaking in respect of or for the purposes of the subscriptions or loans so repaid as aforesaid.

To authorize the North British Company to apply for the purposes of the intended widening of the Dundee and Arbroath Joint Line, and other purposes of the Bill in which they are interested, any capital or funds belonging to or authorized to be raised by them which may not be required for the purposes for which the same were authorized to be raised.

To vary or extinguish all rights and privileges which may 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, as 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 Vict., cap. 162, and any other Act relating to the Company or their Undertaking; 54 and 55 Vict., cap. 201, and any other Act relating to the Lanark-

shire and Dumbartonshire Railway Company or their Undertaking; 25 and 26 Vict., cap. 189, and any other Act relating to the North British Company or their Undertaking; 51 and 52 Vict., cap. 29, and 55 and 56 Vict., cap. 76, and any other Act relating to the Lanarkshire and Ayrshire Company or their Undertaking; 42 and 43 Vict., cap. 104, and any other Act relating to the Dundee and Arbroath Joint Line; and 18 and 19 Vict., cap. 97, and any other Act relating to the South-Western Company, and any Acts or agreements recited or referred to in or scheduled to any such Acts.

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 Railway 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 works, 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 works, 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 railways delineated thereon, so as to show their general course and direction, and copies of this notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Lanark, and Hamilton, of the principal Sheriff-Clerk of the county of Lanark; in the offices at Ayr and Kilmarnock, of the principal Sheriff-Clerk of the county of Ayr; in the offices at Perth and Dunblane, of the principal Sheriff-Clerk of the county of Perth; in the offices at Stirling and Falkirk, of the principal Sheriff-Clerk of the county of Stirling; and in the offices at Forfar, Dundee, and Arbroath, of the principal Sheriff-Clerk of the county of Forfar, 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 works are intended to be made or lands taken, and to the Royal Burghs of Glasgow and Arbroath, with copies of this notice, will, on or before the said 30th day of November, be deposited as respects each such parish with the Clerk of the Parish Council, and with the Session-Clerk thereof, at their respective offices, if they have offices separate from their places of abode, or otherwise at their places 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 11th day of November, 1895.

H. B. NEAVE, 302, Buchanan-street,  
Glasgow, Solicitor.

GRAHAMES, CURREY, and SPENS, 30,  
Great George-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1896.

Nutbrook Canal.

(Abandonment and Discontinuance of Undertaking; Consequential Powers and Provisions as to Sale of Land and other Effects of Undertaking; Powers of Sale and Transfer of Undertaking; Dissolution of the Proprietors of the Undertaking; Application of Assets and Extinguishment of Obligations, &c.; Removal of Locks and other Works and Provisions in favour of Owners and Occupiers of adjoining Lands; Repeal or Amendment of Acts.)

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

1. To authorize the abandonment and discontinuance of the Undertaking of the Proprietors of the Nutbrook Canal, in the county of Derby (hereinafter called "the Proprietors"), authorized by an Act passed in the 31st year of the reign of His late Majesty King George III, intituled "An Act for making and maintaining a navigable Canal from the Collieries at Shipley and West Hallam, in the county of Derby, to the Erewash Canal, in the parish of Stanton-by-Dale, in the said county," and to amend or repeal the said Act (hereinafter called "the Act of 1793").

2. To enable the Proprietors or a committee of them to sell and dispose of by public auction or private contract or in such manner as may be provided by the Bill, and to transfer the whole or any part of the canal authorized by the Act of 1793 and all or any of the locks, basins, and other property connected therewith or belonging thereto, and all the estates, rights, titles, interests, privileges, powers, and authorities belonging to the Proprietors, together with the right of way or navigable communication over and along the said canal, and to discontinue the preservation, maintenance and use of the said canal and of the locks, basins, embankments, and other works connected therewith, together with all rights, powers, and obligations for the supply of water to the said canal.

3. To empower and provide where the Proprietors have acquired only an easement in lands for the purposes of the navigation, that they or a committee of them may execute such conveyances, releases or other assurances to or in favour of owners of adjoining lands as may be reasonably required for quieting the title to the same lands in the said owners free from any easement or other claim acquired by the Proprietors.

4. To empower the Proprietors to transfer, if thought expedient, portions of the said canal to adjoining owners, and for that purpose to enable such owners to continue to use as provided by the Act of 1793 the waters of the brook called Nutbrook, and to empower such owners to repair and maintain all such works as may be necessary for that purpose.

5. To extinguish or vary all tolls, rates, duties, charges, and all rights of way, liberties, and easements now or heretofore enjoyed by any person whomsoever, and all other rights and privileges of every description upon, over, or along the said canal and lands, or into the locks, reservoirs, and basins of the Proprietors, or in any manner connected with their Undertaking, or any of their lands, estates, or property.

6. To make provision for the application of the moneys to arise from any sale or sales of the said canal, lands, houses, reservoirs, basins, rights of way, or navigable communication, and other

property of the Proprietors as assets of the Proprietors.

7. To confirm any agreement or agreements made or to be made before the passing of the Bill, or consequent thereupon, relating to all or any of the matters aforesaid.

8. To make provision for the winding up of the affairs of the Proprietors and the ultimate dissolution of the Proprietors on the completion of such sale or sales or upon the final distribution of the Proprietors' assets.

9. To authorize the Proprietors to close the said canal or any parts thereof and all or any of the banks, locks, towing paths, and other means of access or rights of way over and along the same, and for that purpose to raise, fill up, or otherwise alter all or any of the locks or basins of the canal, and the Bill will contain provisions for relieving the Proprietors from all rents and payments and from all and every liability and obligation to maintain or repair the said canal and the towing paths, fences, locks, bridges, embankments, flood gates, dams, and other works connected therewith whether imposed by the Act of 1793 or otherwise.

10. To authorize the Proprietors to make compensation with respect to accommodation and other works.

11. To provide if thought expedient for the maintenance and repair by all or any person or persons or bodies corporate of the whole or any parts of the said canal or of the embankment, flood gates, locks, dams, and other works along the line of the said canal necessary for the prevention of floods and for the preservation of the living water.

12. To provide for the maintenance of bridges over the canal and works by landowners and others or for the maintenance of such bridges as district or county bridges.

13. To vary or extinguish all existing rights and privileges which would in any manner interfere with the objects of the Bill, and to confer on the Proprietors all other necessary and proper or convenient powers and provisions as may be expedient for carrying the Bill into execution, and to confer other rights and privileges.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1895.

Dated this 15th day of November, 1895.

TAYLOR, SIMPSON and MOSLEY, Derby,  
Solicitors for the Bill.

LEWIN, GREGORY, and ANDERSON, 13,  
King-street, Whitehall, S.W., Parli-  
amentary Agents.

In Parliament.—Session 1896.

Rother Valley (Light) Railway.

(Incorporation of Company; Construction of Railways in the Counties of Sussex and Kent; Compulsory Purchase of Lands and Easements; Special Provisions affecting Lands, &c.; Tolls; Payment of Interest out of Capital; Working and other Agreements with South-Eastern Railway Company; Running Powers over Portions of the South-Eastern Railway; Subscriptions, &c., by Local Authorities, Trustees, and Persons having Limited Interests in Lands; Exemption of Intended Railways from operation of some of the Provisions of the Regulation of Railways Act, 1868; Amendment of that Act and further Powers to Board of Trade in reference thereto; Incorporation and Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the

ensuing session for leave to bring in a Bill for the following purposes or some of them (that is to say):—

To incorporate a Company, and to empower the Company so to be incorporated (hereinafter referred to as the Company) to exercise the following powers and to make, work, and maintain the railways and other works hereinafter described, or such of them or such parts thereof as the Bill shall define, with all needful stations, junctions, sidings, approaches, works, and conveniences connected therewith (that is to say):—

Railway No. 1, situate wholly in the parish of Salehurst, in the county of Sussex, and commencing by a junction with the South-Eastern Railway siding, at a point to the north of and distant about 100 yards, or thereabouts, measured in a northerly direction from the north end of the down platform of the Robertsbridge Station on the Tunbridge Wells and Hastings Branch of the South-Eastern Railway, and terminating in the said parish of Salehurst, in a field numbered 1056 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, at a point 250 yards, or thereabouts, measured in a northerly direction from the north-east corner of the goods shed at Robertsbridge Station, and forming at that point a junction with Railway No. 2, hereinafter described.

Railway No. 2, commencing in the parish of Salehurst, in the county of Sussex, at a point in the field numbered 1058 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, at a point 55 yards, or thereabouts, measured in a northerly direction from the junction of the western boundary of the said field with the hedge of the public road leading from Robertsbridge Station to Robertsbridge, and terminating in the parish of Northiam, in the county of Sussex, in the field numbered 18 on the  $\frac{1}{2500}$  Ordnance Map of the said parish of Northiam, at a point in the hedge dividing the said field from the public road leading from Newenden to Northiam, and distant 50 yards, or thereabouts, measured along the said public road in a southerly direction from the centre of Newenden Bridge.

Railway No. 2 passes into or through the parishes of Salehurst, Ewhurst, and Northiam, all in the county of Sussex.

Railway No. 3, commencing at the termination of Railway No. 2, hereinbefore described, and terminating in the parish of Tenterden, in the county of Kent, in the field numbered 908 on the  $\frac{1}{2500}$  Ordnance Map of the said parish of Tenterden, at a point in the hedge dividing the said field from the public road leading from Tenterden to Rolvenden, and distant 40 yards, or thereabouts, from the north-east corner of the said field, measured along the said hedge in a south-westerly direction.

Railway No. 3 passes into or through the parishes of Northiam and Beckley, in the county of Sussex, and the parishes of Newenden, Rolvenden, and Tenterden, in the county of Kent.

To authorize the Company from time to time to make and maintain in connection with the above-mentioned works, or any or either of them, all necessary and convenient stations, gates, approaches, transit sheds, bonding or other warehouses, sheds, embankments, tramways, sidings, junctions, machinery, cranes, and other works and conveniences.

To deviate laterally and vertically from the lines and levels of the said intended railways and

works, to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned, or as may be provided by the Bill.

To purchase and take by compulsion or agreement lands, houses, hereditaments, and other property for the purposes of the intended railways and works, and to acquire and take easements or other rights, or interests in, over, or affecting lands, houses, tenements, hereditaments, and other property, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to purchase and take part only of any house, building, manufactory, or premises without being required to purchase the whole or any greater part thereof, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To sell, mortgage, lease, or appropriate for building, or otherwise dispose of any land adjacent to the railways which may be purchased or acquired under the powers of the Bill, and which may not be eventually required for the purposes of the Company, without being subject to the provisions of the Lands Clauses Consolidation Act, 1845, relating to surplus land.

To authorize the Company to cross, divert, alter, or stop up permanently or temporarily all roads, highways, streets, footpaths, pipes, sewers, canals, towing paths, rivers, streams, water-courses, bridges, railways, tramways, and telegraphic and telephonic apparatus as it may be necessary to interfere with in constructing working, or maintaining the intended railways, or any of them.

To authorize the Company to levy tolls, rates, fares, and charges in respect of the intended railways and works, to alter existing tolls, rates, and charges, to confer exemptions from the payment of tolls, fares, rates, and charges, and to exercise other rights and privileges.

To define the capital, borrowing, and other powers of the Company.

To authorize the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company for such period during the construction of the railways as may be limited by the Bill.

To empower the Company on the one hand, and the South-Eastern Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements, with respect to the working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof: the collection, transmission, management, regulation, interchange, and delivery of traffic upon and coming from or destined for the railways of the contracting Companies; the supply of engines, stock, and plant, and of officers and servants for the conveyance and conduct of traffic on the railways of the Company, the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, income, and profits arising from such traffic, and the Bill will or may sanction or confirm any contracts or agreements which have been or may be entered into touching any of the matters aforesaid.

To empower the Company or any company or persons for the time being working or using the railways of the Company or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by the Board of Trade or by arbitration,

or provided by the Bill, to run over, work and use with their engines, carriages, and waggons, clerks, 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 portions of railways and stations hereinafter mentioned (that is to say):—

So much and such portion of the Railway of the South-Eastern Railway Company at Robertsbridge, in the county of Sussex, as is situate and lies between a point 100 yards, or thereabouts, measured in a northerly direction from the northern end of the up platform at Robertsbridge Station and a point 100 yards, or thereabouts, measured in a southerly direction from the south end of the down platform of the said station, including the use of the said station and all sidings thereat.

To authorize any local authorities in or through whose district the proposed railways are intended to be constructed to lend money to the Company and to subscribe some portion of the capital of the Company, to hold shares, stock, mortgages, debenture stock, or other securities of the Company, to guarantee to or for the Company interest, dividend, annual or other payments on all or any of the shares or stocks of the Company, and to guarantee the principal and interest of any loan and any rent or other fixed charges of the Company, and to authorize and empower any of such parties on the one hand and the Company on the other hand, to enter into any agreements for or in reference to any of the purposes or objects of the Bill, and to rescind, alter, or vary the same.

To authorize trustees and owners of settled estates and others to contribute towards the cost of the railways and works of the Company, and to empower owners, trustees, tenants for life, and other persons under any disability, whose estate or any part thereof may be benefited by, or any part of whose land 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, and to accept shares in the Company in payment of any land, houses, tenements, and hereditaments taken by the Company for the purposes of the intended railways and works.

To exempt from the operation of the Regulation of Railways Act, 1868, in such respects as the Bill may prescribe, all or some of the intended railways, and to confer such power upon the Board of Trade in that behalf as the Bill may provide or Parliament may think fit, and to amend, so far as may be necessary, the Regulation of Railways Act, 1868.

The Bill will vary or extinguish all powers, privileges, and jurisdictions which may interfere with its objects, and will incorporate with or without modification the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Acts, 1863 and 1869, the Regulation of Railways Act, 1868, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, and so far as may be requisite for the purposes thereof, the Bill will amend or enlarge some of the powers and provisions of the local and personal Act 6 Will. IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company.

And notice is hereby given that on or before the 30th day of November instant plans and sections of the intended railways and works, showing the lines and levels thereof, and the lands which

may be taken for the purposes of under the powers of the Bill, with a book of reference to such plans, together with an ordnance map, with the lines of 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 Sussex, at his office at Lewes; with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in which the intended railways and works or any part will be situate, together with a copy of this notice, published as aforesaid, will be deposited with the Parish Clerk of each such parish, at his residence; and where a Parish Council has been elected, with the Clerk of such Parish Council, at his residence; or if there is no clerk, with the chairman of such Parish Council, at his residence; and in the case of any extra-parochial place, with the Parish Clerk of some adjoining parish, 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 18th day of November, 1895.

E. W. J. PETERSON, 5, Lincoln's-inn-fields, W.C., Solicitor.

R. W. COOPER and SONS, 5, Victoria-street, S.W., Parliamentary Agents.

In Parliament.—Session 1896.

Willesden Sewerage.

(Admission of Sewage from part of Willesden (Kilburn, Mapesbury, Kensal Green, Harlesden, &c.), to Metropolitan Main Drainage System; Reception and Treatment and Disposal of such Sewage by London County Council; Payments by Willesden District Council; Contributions to Capital and Annual Expenses past and future by Willesden District Council; Charge upon Willesden Rates; Powers of Entry and Inspection of Sewers &c. and Opening Streets in Willesden; Prohibiting future Discharge of Sewage into Metropolitan System; Amendment of Bayswater Sewer and other 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 confer powers on the Council and the Willesden District Council respectively and to make provisions with respect to the admission of sewage from part of the District of the Willesden District Council to the sewerage system of the Council and the reception treatment and disposal of such sewage by the Council.

The part of the Willesden District the sewage of which is to be the subject of the Bill is that part of Willesden which adjoins the County of London comprising the districts known as Kilburn, Mapesbury, Kensal Green, and Harlesden and any other part of the Willesden District situate to the southward of the summit line or watershed dividing the waters flowing into the Brent Valley from the waters flowing towards the Thames.

To authorise and provide for the discharge of the said sewage into the Metropolitan Main Drainage system and for its reception disposal and treatment in that system by the Council.

To define and fix or provide for defining and fixing by arbitration or otherwise the payments to be made by the Willesden District Council to

the Council in respect to the matters aforesaid and the payments to be made by the Willesden District Council annually in respect thereof and of the treatment and disposal of their sewage or to define and fix or provide for defining and fixing the basis on which or method in which the amount of such payments shall be ascertained.

To define and fix or provide for defining and fixing by arbitration or otherwise as may be defined in the Bill the payments to be made by the Willesden District Council to the Council in respect of the past use of the Metropolitan Main Drainage system for the said sewage.

To make provision for securing the payment of contributions by the Willesden District Council to the Council both in respect of the past use of the Metropolitan Main Drainage system and the privilege of the admission of their sewage thereto and in respect of the capital and annual expenditure on and in connection with that system both in the past and in the future and to provide for charging the amounts of such contributions and payments upon the General District, or other rates leviable within the District of the Willesden District Council and for the recovery thereof by and the payment thereof to the Council.

To prohibit the discharge of sewage from any part of the Willesden District into the Metropolitan Main Drainage system otherwise than to such extent and in such manner as may be defined in the Bill and to confer on the Council powers to prevent the same and power to enter upon and inspect any sewerage works sewers and drains within the Willesden District and to break up and open streets and roads therein.

To impose penalties in case of any failure to comply with any of the provisions of the intended Act and to enable the Council to recover the same.

The Bill may so far as necessary for the purposes aforesaid vary and extinguish all rights which will interfere with the objects and purposes of the intended Act and may amend for those purposes the provisions of the following and any other Acts relative to the matters aforesaid viz:— The Metropolis Management Act 1855 and any Acts amending the same and it may alter or repeal any of the provisions of the Act 4 and 5 Will. IV. cap. 96 relating to the Bayswater Sewer the Local Government Boards Provisional Orders Confirmation Act 1874 No. 4 (Willesden Order) the Willesden Local Board Act 1887, and any other Acts relating to the District of Willesden.

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 1895.

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 1896.

Glasgow and South Western and North British Railway Companies.

(City of Glasgow Union Railway).

(Partition of the Undertaking and Powers of the City of Glasgow Union Railway Company between the Glasgow and South Western and North British Railway Companies, and Vesting of portions thereof in those Companies respectively; Powers of Agreement between the said Companies; Winding-up and Dissolution of the City of Glasgow Union Railway Company; Power to Glasgow

and South Western and North British Railway Companies to increase their Capital; Provisions as to Management, Apportionment, and Use of Transferred Undertaking; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following, among other, purposes (that is to say):—

1. To make provision for the apportionment and partition between the Glasgow and South Western Railway Company and the North British Railway Company (hereinafter respectively referred to as "the South Western Company" and "the North British Company," and together as "the two Companies"), subject to the provisions of the intended Act, of the undertaking, railways, works, lands, buildings, plant, machinery, stores, property, and effects of the City of Glasgow Union Railway Company (hereinafter referred to as "the City Union Company"), and all powers, rights, and privileges of or belonging to or enjoyed by the City Union Company, of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company, and for the transfer thereof to and vesting thereof in the two Companies respectively, in such proportions and upon such terms and conditions as have been or may be agreed upon between the City Union Company and the two Companies, or between the two Companies, or as may be provided for or prescribed by the intended Act.

2. To make provision for the issue and payment to, and acceptance by, the holders of the several classes of preference shares and stocks and debenture stock and debentures in the undertaking of the City Union Company in exchange for their said shares, stocks, and debentures respectively, of other stock or stocks to be created by the two Companies, jointly or severally, under the authority of the intended Act, and of such other payments or sums of money or considerations, if any, as may have been or may be agreed upon or prescribed or provided for by the intended Act, and for the distribution, allotment, and appropriation of such stock or stocks and moneys to and amongst such holders, and the surrender and cancellation of the stocks and securities held by them, or in such other manner as the intended Act may authorise or provide.

3. To make provision with reference to the cancellation or conversion of the stock in the capital of the City Union Company held by the two Companies respectively, or otherwise to deal with such stock in such manner as the intended Act may authorise or prescribe.

4. To relieve and discharge the City Union Company and their undertaking from all liabilities, debts, contracts, and obligations affecting the same, and to provide for the dissolution and winding-up of that Company.

5. To provide for the exercise and fulfilment by the two Companies respectively in their own names and under their own seals, and in the names and under the hands of their directors, officers, and servants, of the rights, powers, privileges, liabilities, and obligations of the City Union 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,

6. To empower the two Companies jointly or severally to increase their capital for all or any of the purposes of the intended Act, and to create and issue new shares or stock with or without a guaranteed or preference dividend, or other rights, privileges, or liens attached thereto, and to create and issue debenture stock, and to borrow on mortgage, and also to apply to such purposes any capital or funds belonging to the two Companies, or either of them.

7. To empower the two Companies to levy tolls, rates, and charges, and to alter, vary, or extinguish tolls, rates, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, and charges, and, if thought fit, to provide that the portions of the undertaking of the City Union Company vested in them respectively shall, for the purposes of tolls, rates, and charges and all other purposes, form part of their respective undertakings.

8. To authorise agreements between the two Companies respectively, and the City Union 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 and give effect to any such agreements made or to be made prior to the passing of the intended Act.

9. To vary or extinguish all rights and privileges which may in any way interfere with or prevent the carrying out of any of the objects of the intended Act, and to confer all such other powers and rights as may be necessary or expedient for carrying into effect the objects and purposes before mentioned or of the intended Act.

10. To alter, vary, amend, extend, enlarge or repeal, so far as may be necessary for the purposes of the intended Act, all or any of the powers and provisions of the Acts of Parliament, local and personal, following (that is to say):—The City of Glasgow Union Railway Acts, 1864, 1865, 1867, 1869, 1871, 1872, 1873, 1874, 1876, and 1881, and any other Act or Acts, or Orders or Warrants recited in any of those Acts, or relating to or affecting the City Union Company, or any other companies or bodies who or whose property or interests may be affected by any of the powers or provisions of the intended Act; the Glasgow and South Western Railway Consolidation Act, 1855; the North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862; the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865; and any other Act or Acts of or relating to the two Companies respectively.

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

Dated this 18th day of November, 1895.

MACLAY, MURRAY, and SPENS,  
St. Enoch Station, Glasgow,  
JAMES WATSON, S.S.C.,  
8, George Street, Edinburgh,  
M'GRIGOR, DONALD, and Co.,  
172, St. Vincent Street,  
Glasgow,

Solicitors  
for the Bill.

SHERWOOD and Co.,  
7, Great George Street,  
Westminster,  
JOHN KENNEDY, W.S.,  
25, Abingdon Street,  
Westminster,

Parliamentary  
Agents.

In Parliament.—Session 1896.

Easton and Church Hope Railway  
(Extension of Time).

(Further Extension of Time for Completion of  
Authorized Railways; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Easton and Church Hope Railway Company (hereinafter called "the Company"), for leave to bring in a Bill to further extend the time limited by the Easton and Church Hope Railway (Portland Extension) Act, 1884, the Easton and Church Hope Railway Act, 1887, and the Easton and Church Hope Railway Act, 1890, for the completion of the works authorized by those Acts, as extended by the Easton and Church Hope Railway Act, 1892, and the Easton and Church Hope Railway (Extension of Time) Act, 1894, and, if expedient, to confer upon the Company further powers with reference thereto.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and, so far as may be necessary, to repeal, alter, or amend the provisions, or some of the provisions, of the Easton and Church Hope Railway Act, 1867, and all other 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 14th day of November, 1895.

BADHAM and WILLIAMS, 3, Salters' Hall-  
court, Cannon-street, E.C., Solicitors for  
the Bill.

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

In Parliament.—Session 1896.

Leeds Hydraulic Power.

(Amendment of Section 61 of the Leeds Hydraulic  
Power Act, 1886.)

NOTICE is hereby given, that the Leeds Hydraulic Power Company intend to apply to Parliament in the ensuing session for an Act for the alteration and amendment of section 61 of the Leeds Hydraulic Power Act, 1886, with reference to the purchase by the Corporation of Leeds and the sale by the Company of the Undertaking of the Company, and if found necessary or desirable, for the repeal of the said section and the enactment of other provisions in lieu thereof, with reference to such purchase and sale.

The said intended Act will vary or extinguish all rights and privileges inconsistent with and which would or might in any way interfere with the objects thereof, and will confer other rights and privileges, and will, so far as may be necessary, alter, amend, or repeal other provisions of the said Act.

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 19th day of November, 1895.

BEALE and Co., 28, Great George-street,  
Westminster;

BEN. DAY, Leeds;

Solicitors for the Bill.

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

In Parliament.—Session 1896.

London Tramways.

(Construction of Tramways in Parishes of St. Mary, Lambeth, St. Giles, Camberwell, and St. John the Evangelist, Westminster; Breaking up Streets, &c.; Purchase of Lands; Tolls, &c.; Provisions as to Roads; Power to take Lease of Tramways; Agreements with and Powers to London County Council and Vestries; Alteration of Rights of Council as to Purchase of Tramways; Application of Funds; Amendment of Acts, &c.)

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

To authorise the London Tramways Company, Limited (hereinafter called "the Company"), to construct and maintain in the county of London the street tramways hereinafter described with all necessary and proper junctions, rails, plates, sleepers, apparatus, works, and conveniences connected therewith respectively, and necessary or convenient for working the same (that is to say):—

Doubling of Existing Lines.

- A Tramway No. 1 commencing in the Camberwell New Road, in the parish of St. Mary, Lambeth, at a point 1 chain or thereabouts west of Warner Road and passing thence in a westerly direction along Camberwell New Road into Harleyford Street, and terminating in that street at or near the eastern end thereof. The said tramway will be situate in the parishes of St. Mary, Lambeth, and St. Giles, Camberwell.
- A junction tramway, No. 1A, wholly in the parish of St. Mary, Lambeth, connecting the proposed Tramway No. 1 with the existing tramway of the Company in Brixton Road, commencing and terminating respectively at or about the points of commencement and termination of the present junction connecting the existing tramway of the Company in the Camberwell New Road with the said tramway in the Brixton Road.
- A Tramway No. 2, wholly in the parish of St. Mary, Lambeth, commencing in Harleyford Street at or near the western end thereof and passing thence into and along Kennington Oval and terminating in Kennington Oval at or about the junction of Harleyford Road therewith.
- A Tramway No. 3, wholly in the parish of St. Mary, Lambeth, commencing by a junction with Tramway No. 2 at its point of termination hereinbefore described, passing thence into and along Harleyford Road and Upper Kennington Lane and terminating in that lane, at or about the termination of the existing tramway of the Company in that lane.

New Tramway.

- A Tramway No. 4 commencing in Upper Kennington Lane in the parish of St. Mary, Lambeth, at or about the termination in that lane of the existing tramway of the Company, and passing thence in a westerly direction along Upper Kennington Lane, and the eastern approach to the intended Vauxhall Bridge over the River Thames, authorised by the London County Council (Vauxhall Bridge) Act, 1895, and over that bridge and the western approach thereto, into and terminating in Vauxhall Bridge Road in the parish of St. John, the Evangelist, Westminster, by a junction with the

No. 26682.

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existing tramway of the Company at its eastern termination in that road.

It is proposed to lay the proposed Tramway No. 3 so that for the whole length of the Harleyford Road (being a distance of upwards of 30 feet), a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of that road and the nearest rail of the tramway.

The power intended to be used for moving carriages or trucks on the proposed tramways will be animal power, and the gauge of the proposed tramways will be 4 feet 8½ inches.

To authorise the Company—

- (a) To take up and remove and to appropriate and use in the construction of the intended Tramways Nos. 1, 1A, 2, and 3, so much of the existing tramways of the Company in the Camberwell New Road, Brixton Road, Kennington Oval, Harleyford Road, and Upper Kennington Lane, as lies between the respective points of commencement and termination as above described of the intended Tramways Nos. 1, 1A, 2, and 3.
- (b) To open and break up for any of the purposes of the Bill the surface of and to alter, stop up, and otherwise interfere with streets, roads, footpaths, sewers, drains, pipes, wires, tubes, and other apparatus within the parishes aforesaid, and to make provision for the maintenance and repair of the streets and roads in which the intended tramways are proposed to be constructed as aforesaid.
- (c) To purchase or acquire by agreement or to take easements over lands and houses for the purposes of the intended tramways and works, and of the Bill, or of the undertaking generally.
- (d) To demand, take, and recover tolls, rates, and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.
- (e) To make from time to time such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the intended tramways or for providing access to any stables or carriage sheds or works.
- (f) To remove or discontinue the use of any part of the intended tramways or any of them, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare in any parish mentioned in this notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the part of tramway so removed or discontinued to be used or intended so to be.
- (g) To use and dispose of any paving or road materials extracted by the Company in the construction of the intended tramways or any of them, or in the exercise of any of the powers of the Bill.

To incorporate in the Bill and to confer upon the Company in connection with the said intended tramways, and whether with or without alteration, all or some of the provisions of the Tramways Act, 1870, and especially, but not exclusively, the provisions of that Act with respect to the breaking-up, reinstatement, and

repair of streets and roads to gas and water companies and sewers; to the use by the promoters of tramways with flange-wheeled carriages, &c.; to bye-laws and to offences; and to confer upon the Company with respect to the tramways proposed to be authorised by the Bill, all or some of the powers, rights, and privileges which the Company now have or may exercise with respect to their authorised tramways and works.

To authorise the Company on the one hand, and the London County Council (hereinafter called "the Council"), and the Vestry of the parish of St. Mary, Lambeth, the Vestry of the parish of St. Giles, Camberwell, and the united Vestry of the parishes of St. Margaret and St. John the Evangelist, Westminster, or any of them on the other hand, to enter into and carry into effect agreements with respect to the construction and maintenance of all or any part of the intended tramways, and if and so far as may be thought fit to confer upon the Council and upon such vestries or any of them power to exercise such of the powers proposed to be conferred by the Bill as the Bill may prescribe, and to enable the said Council and vestries, or any of them, to apply their respective funds, or any of their rates or revenues to such purposes, and to sanction and confirm any agreement which may be entered into between the Company and the Council, and such vestries, or any of them.

To authorise the Company from time to time to accept and take a lease or leases of and to work, maintain, and use, and to take and recover tolls on and in respect of any tramway or tramways and all works and property connected therewith, which may have been or may at any time be acquired, constructed or owned by the Council or the Local Authority as defined by the Tramways Act, 1870, of any district adjoining the county of London.

To alter and amend the provisions of the Acts of Parliament hereinafter referred to relating to the Company or some of them and of the Tramways Act, 1870, with respect to the purchase of the tramways of the Company (including the tramways intended to be authorised by the Bill) by the Council, and to vary the rights of the Council with respect to such purchase, and alter, and if thought fit extend the times at which such powers of purchase may be exercised as regards all or any of such tramways, and to authorise the Company on the one hand, and the Council on the other hand to enter into and carry into effect agreements in that behalf, and to sanction and confirm any such agreement which may be so made.

To authorise the Company to apply their funds to the purposes of the Bill.

To authorise and empower the Council and the vestries hereinbefore referred to or any or either of them to apply any existing rates 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 or revenues by mortgage bonds, debenture stock, or otherwise.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects; and will confer other rights and privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill to repeal, amend, alter, or extend all or some of the provisions of the Metropolitan Street Tramways Act, 1870, the Pimlico, Peckham, and Greenwich Street Tramways (Ex-

tensions) Act, 1870, the London Tramways Company (Limited) Purchase Act, 1873, the London Tramways Company (Limited) Act, 1894, and any other Act or Acts relating to the Company or their undertaking, and of the Metropolitan Management Act, 1855, or any other Act or Acts affecting the Council.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the intended tramways, together with a book of reference to such plans will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office, at the Sessions House, Clerkenwell, in that county, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes from, in, through, or into which the intended tramways will be made or pass, 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, S.E.; in the case of the parish of St. Giles, Camberwell, with the vestry clerk of that parish, at his office, at the Vestry Hall, Peckham-road, S.E.; and in the case of the parish of St. John the Evangelist, Westminster, with the clerk to the united vestry of the parishes of St. Margarets and St. John the Evangelist, Westminster, at his office, at the Townhall, Caxton-street, Westminster, S.W.

Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

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

Dated this 18th day of November, 1895.

JULIUS O. JACOBS, 16, St. Helens-place, E.C.; Solicitor for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament--Session 1896.

Redheugh Bridge.

(Removal and Re-construction of Redheugh Bridge; Closing of Bridge during Reconstruction; Powers of Deviation; Acquisition and Appropriation of Lands, Foreshore of River Tyne and Easements; Power to take Parts of Properties; Under-pinning; Application of Provisions of Redheugh Bridge Acts of 1866 and 1869; Tolls; Application of Funds; Additional Capital; Subscriptions by Newcastle and Gateshead Water and Gas Companies; Power to those Companies to Raise Additional Capital; Agreements with the Gas and Water Companies, Tyne Improvement Commissioners, the Corporations of Newcastle and Gateshead, the Ecclesiastical Commissioners, the North-Eastern Railway Company, and others; Bye-laws; 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 Redheugh Bridge Company (in this notice called the "Company") for an Act (in this notice called the intended Act), to effect the following or some of the following objects (that is to say):

To take down and remove the existing bridge over the River Tyne known as the Redheugh Bridge (in this notice called the existing bridge) in the parishes of St. Nicholas and St. John and township of Westgate and city and county of Newcastle-upon-Tyne and parish of Gateshead and

borough of Gateshead in the county of Durham, and in lieu thereof to make, construct, and maintain a new bridge (in this notice called the new bridge) over the River Tyne commencing on the north side of the River Tyne, in the parish of St. John and township of Westgate aforesaid, at or near a point on the roadway of the existing bridge immediately above the north side of the northernmost arch of the existing bridge, and terminating on the south side of the River Tyne, in the parish of Gateshead aforesaid, at or near a point in the roadway of the existing bridge, immediately above the south side of the southernmost arch of the existing bridge, together with such fenders, jetties, and other works for the protection of the piers and abutments of the new bridge as may be necessary or expedient.

The said bridges and other works intended to be made, constructed or removed as aforesaid, and lands, houses, and other heritages, which may be taken for the purposes thereof, are, or will be, situate in the said parishes of St. Nicholas and St. John and township of Westgate and city and county of Newcastle-upon-Tyne and the parish of Gateshead and borough of Gateshead, in the county of Durham.

To provide for the partial or complete closing of the existing bridge for such period or periods during the erection of the new bridge as the intended Act may prescribe or Parliament may sanction.

To deviate laterally from the lines of the intended works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically, and to deviate from the width, and spans shown on the said plans and sections, as may be provided by the intended Act.

To maintain and renew from time to time the works before described, and to provide for the making and maintaining of all necessary and convenient roads, approaches, and conveniences connected with the proposed works, or any of them.

To cross, stop up, alter, or divert, either temporarily or permanently, all roads, streets, highways, bridges, footways, ways, and rights of way, railways, tramways, rivers, navigations, streams, gas, water, and other pipes, sewers, drains, water-courses, and telegraphic, telephonic, and electric wires, mains, and apparatus, which it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended Act.

To authorise the Company to purchase by compulsion or agreement lands, buildings, and other property in the said parishes of St. Nicholas, St. John, and Gateshead, and township of Westgate, near to the commencement and termination of the new bridge, and delineated on the plans to be deposited as hereinafter mentioned, also the foreshore, bed, banks, and soil of the river Tyne, and to acquire easements and servitudes over the same for the purposes of the intended Act, and to alter, vary, or extinguish all existing jurisdictions, rights, and privileges connected therewith, or which would in any manner impede or interfere with such purposes, or which would be inconsistent with the same, and to confer, vary or extinguish other jurisdictions, rights, and privileges.

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 to underpin and otherwise secure or strengthen any houses, buildings, or works which may be rendered insecure or be affected by any of the works hereinbefore described, which houses, buildings, and works may not be required to be taken for the purposes thereof.

To provide that all or such of the provisions of the Redheugh Bridge Acts of 1866 and 1869, as the intended Act may prescribe, shall extend and apply to the new bridge.

To provide that the tolls authorised to be taken on the existing bridge shall be applicable to the new bridge, or to vary and alter the same to such extent and effect as the intended Act may prescribe and as Parliament may sanction.

To empower the Company for all or any of the purposes of the intended Act to apply any capital or funds now belonging to the Company, or which they are authorised to raise.

To empower the Company for all or any of the purposes of the intended Act to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and subject to such conditions as the intended Act may prescribe, and by the creation and issue of debentures, debenture stock, and by borrowing, or by any of such means.

To empower and require the Newcastle and Gateshead Water Company and the Newcastle and Gateshead Gas Company to subscribe towards the purposes of the intended Act and to accept shares, stock, debentures or debenture stock in the capital of the Company, and for that purpose to apply their corporate or other funds, and to raise additional capital by the creation of new shares or stock, either ordinary or preference, debentures, debenture stock, or borrowing or otherwise.

To empower the Company on the one hand and the Newcastle and Gateshead Water Company and the Newcastle and Gateshead Gas Company or either of them, on the other hand, to make and carry into effect arrangements and agreements for enabling them, or either of them, to lay down and maintain in, upon, over, across, and along the new bridge all necessary gas and water mains and pipes, on such terms as may be agreed on, and to make other agreements with those Companies, and with the Tyne Improvement Commissioners, the Corporations of Newcastle and Gateshead, the Ecclesiastical Commissioners, the North-Eastern Railway Company, and any other persons, bodies, companies, corporations or commissioners, and to confirm any agreement which has been or may be entered into for any of the purposes of the intended Act.

To empower the Company to make, alter, amend and repeal bye-laws and regulations for the use of the river and existing and new bridges during and after the erection of the new bridge.

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

The intended Act will incorporate (with such variations as may be thought fit) all or some of the provisions of The Lands Clauses Acts, The Railways Clauses Consolidation Act, 1845, The

Harbours, Docks, and Piers Clauses Act, 1847, and any Acts amending those Acts respectively.

The intended Act will, so far as necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the local and personal Acts following (that is to say):—

The Redheugh Bridge Act, 1866, and any other Act relating to the Company; the Newcastle-upon-Tyne Improvement Act, 1892, and any other Acts relating to the mayor, aldermen, and citizens of Newcastle-upon-Tyne; 17 and 18 Vic., cap. 211, and any other Acts relating to the North-Eastern Railway Company; 13 and 14 Vic., cap. 63, and all other Acts relating to the Tyne Improvement Commissioners; 30 and 31 Vic., cap. 83, and all other Acts relating to the mayor, aldermen, and burgesses of the borough of Gateshead, the Newcastle and Gateshead Waterworks Act, 1863; the Newcastle-upon-Tyne and Gateshead Gas Act, 1864, and all other Acts relating to the Newcastle and Gateshead Water and Gas Companies respectively, and any other Acts which would interfere with or prevent the objects of the intended Act being carried into effect.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property, in, through, or over which they will be made, or which may be taken for the purposes of the intended Act, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, houses, and other property, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November, 1895, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland and the Clerk of the Peace for the city and county of Newcastle-upon-Tyne, at their respective offices in Newcastle-upon-Tyne, with the Clerk of the Peace for the county of Durham at his office in Durham, and also with the Town Clerk of the city and county of Newcastle-upon-Tyne at his office in Newcastle-upon-Tyne, and the Town Clerk of the borough of Gateshead at his office in Gateshead, and so much of the said plans, sections, and book of reference as relates to each of the said parishes, and a copy of the said Gazette Notice will be deposited on or before the same day with the respective parish clerk of each such parish at his residence.

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

Dated this 11th day of November, 1895.

WATSON and DENDY, 141, Pilgrim-street, Newcastle-upon-Tyne, Solicitors for the Bill.

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

In Parliament.—Session 1896.

Cheadle Railway, Mineral, and Land Company, Limited.

(Construction of New Railways; Compulsory Purchase of Lands; Exclusion of Section 92 of Lands Clauses Consolidation Act, 1845; Dedication and Repair of Roads; Tolls, &c.; Abandonment of portion of authorized Railway; Portion of authorized Railway to be worked and used for the conveyance of Minerals only; Sale, Exchange, &c. of Lands; Release of part of Money Deposit and provision that balance to remain deposited in respect of New Railways; Application of

Funds; Confirmation of priority of 5 per cent. Debenture Stock over 6 per cent. Debentures; Cancellation of Debentures lost or mislaid; Provision as to arrears of Dividend on Bonds, Debentures, or Debenture Stock; Creation and Vesting of New Debenture Stock in holders of existing Debentures; Ranking and Priority, &c., of Debenture Stock, &c.; Surrender and Cancellation of existing Certificates or Bonds, and issue of new Certificates in exchange; Change of Name of Company; Power to North Staffordshire Railway Company to subscribe to and hold shares, &c., of, and nominate a director of Company; Working and other Agreements between Company and North Staffordshire Railway Company; Application of Provisions of Act of 1888 as to Traffic Facilities to be afforded by North Staffordshire Railway Company; Amendment or Repeal of Acts.)

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

1. To authorize the Cheadle Railway, Mineral, and Land Company, Limited (in this Notice called "the Company") to make and maintain wholly in the county of Stafford the railways hereinafter described, 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, and other works and conveniences connected therewith respectively, that is to say:—

A Railway No. 1, commencing in the parish of Draycott-in-the-Moors, by a junction with the railway of the Company at or near the point marked upon the plans of that railway (hereinafter referred to as "the plans of 1888") deposited for and referred to in the Cheadle Railway, Mineral, and Land Company, Limited Act, 1888 (hereinafter referred to as "the Act of 1888"), and indicating 1 mile 3 furlongs from the authorized commencement of the said railway, and terminating in the parish of Cheadle in the field numbered 904 on the  $\frac{1}{2500}$  Ordnance Map of the said parish of Cheadle at a point distant 66 yards, or thereabouts, measured in a south-westerly direction from the south-western corner of the building known as the Roebuck Inn.

A Railway No. 2, situate wholly in the said parish of Cheadle, commencing by a junction with the intended Railway No. 1 in the field numbered 980 on the said  $\frac{1}{2500}$  Ordnance Map at a point distant 130 yards, or thereabouts, measured in an easterly direction from the southern corner of a farm-house known as Litley, and terminating in the field numbered 942 on the said  $\frac{1}{2500}$  Ordnance Map, at a point distant 3 chains and 30 links, or thereabouts, measured in a south-westerly direction from the south-western corner of a building known as Birches Barn, which is situate in the field numbered 1182 on the said  $\frac{1}{2500}$  Ordnance Map.

2. To authorize the Company to purchase, by compulsion or agreement, for the purposes of the intended railways and works, and of the Bill, lands, houses, tenements, buildings, and hereditaments, or estates, rights, interests, or easements in, over, under, or affecting the same, and to vary or extinguish all or any rights and

privileges in, over, under, or affecting any such lands, tenements, buildings, 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 the Company under the powers of the Bill

3. To empower the Company to cross, open, or break up, divert, alter, or stop up or interfere with, whether temporarily or permanently, all such railways, turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, canals, navigations, rivers, creeks, streams, watercourses, bridges, sidings, tramways, subways, pneumatic tubes, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic, telephonic, and electric apparatus within the parishes, townships, and 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.

4. To provide for the dedication to and the repair by the public of all or any roads or highways shown on the plans to be deposited as hereinafter mentioned, as intended to be made in substitution for any existing roads or highways, or in connection with the intended railways and works.

5. To authorize the Company to deviate laterally from the lines of the intended railways and 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, to such extent as may be provided by the Bill.

6. To authorize the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to make such charges for the warehousing and wharfage of goods, use of sidings, and for other services performed by the Company in connection with the collection, conveyance, and delivery of traffic, as may be defined by the Bill; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties, and with or without variation or alteration to provide that the tolls, rates, and duties, and other charges authorized by the Act of 1888 shall apply to the intended railways.

7. To authorize the Company to abandon and relinquish the construction of so much of the Railway authorized by the Act of 1888, as lies between a point marked on the plans of 1888, and indicating 2 miles 2 furlongs, 5 chains from the authorized commencement of the said railway and the termination of that railway.

8. To provide that so much of the railway authorized by the Act of 1888 as lies between the two points marked on the plans of 1888, respectively 1 mile 3 furlongs and 2 miles 2 furlongs 5 chains from the authorized commencement of the said railway, shall be worked and used for the conveyance of minerals only, and also to provide that such portion of railway shall not be worked or used for the conveyance of passengers, and to release the Company from all liabilities, penalties, and obligations or requirements with respect to the construction, working, or use thereof for the conveyance of passengers, and to make such other provisions with reference thereto as may be necessary or desirable, or as may be prescribed by the Bill.

9. To authorize the Company to sell,

exchange, demise, and otherwise dispose of any lands not required for the purposes of their undertaking, and to confer upon the Company all such special or other powers or authorities as may be necessary or expedient with reference to such matters, or any of them.

10. 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 4 of the Cheadle Railway, Mineral, and Land Company, Limited, Act, 1893, or to their assigns, or to any other person or persons to be named or referred to in that behalf in the Bill, by the High Court of Justice in England, of such proportion of the moneys or stock deposited in respect of the application to Parliament for the Act of 1888, as are applicable to the length of the portion of the Railway authorized by the Act of 1888, which has been completed and opened for the public conveyance of passengers; and to provide that so much of the balance of the moneys or stock so deposited as aforesaid shall remain and be deposited for and in respect of the intended railways, and be applicable thereto accordingly to such an amount as shall be equal to 5 per centum upon the amount of the estimate in respect of the intended railways, and that the remaining portion of such balance of moneys or stock (if any), together with any interest or dividends which may have accrued thereon, shall be repaid or transferred to the person or persons or the majority of the persons named in the Warrant or Order aforesaid, or to their assigns, or to any other person or persons to be named or referred to in that behalf in the Bill.

11. To authorize the Company for the purposes of the intended railways and works, and of the Bill, to apply their corporate funds and revenues.

12. To declare, define, and confirm the creation and issue of the loan capital of the Company, and the amount or amounts thereof respectively, and the rights and priorities of the bond, debenture or debenture stock holders, and other creditors of the Company, and also to confirm and declare that the bonds, debentures, or debenture stock of the Company created and issued, or authorized to be created and issued, and bearing or entitled to bear interest or dividend at the rate of 5 per centum per annum (hereinafter called "the 5 per centum debenture stock") shall have priority of charge upon the undertaking of the Company and the income and profits thereof, and in the payment of interest or dividends thereon respectively, over the bonds, debentures, or debenture stock of the Company created and issued, or authorized to be created and issued, and bearing or entitled to bear interest at the rate of 6 per centum per annum (hereinafter called "the 6 per centum debentures") and all interest thereon, whether capitalized or otherwise, and to provide for the cancellation of any bonds or debentures which have been granted or issued by the Company and which have been lost or mislaid, and to make such other provision with regard to the matters aforesaid, or any of them, as may be prescribed by the Bill.

13. To make provision with reference to the arrears of dividend on the 5 per centum debenture stock of the Company and 6 per centum debentures of the Company, and if necessary to extinguish, or provide for the extinguishment or postponement wholly or in part of the arrears of dividend and dividend hereafter to accrue due thereon, up to such a date as may be

defined by the Bill, and for the capitalization or conversion of such arrears of dividend into bonds, debentures, or debenture stock of the Company, and for the creation and issue thereof accordingly, and for the cancellation of the unpaid dividends and coupons or deferred interest warrants for such arrears of dividend and the acceptance by the holders thereof of bonds or certificates in lieu of such coupons or deferred interest warrants, in such manner, and with such rights, priorities, and privileges as may be declared by the Bill.

14. To create and vest in, or to provide for the creation and issue by the Company, and the vesting in and acceptance by the holders of the 6 per centum debentures, or any coupons therefrom or deferred interest warrants issued in respect thereof of debenture stock of the Company, to be created and issued in substitution therefor, and the dividends due thereon, of such amount or amounts and upon such terms and conditions as may be considered necessary or desirable with reference thereto, to rank next after the 5 per centum debenture stock of the Company, with such priority and charge upon the undertaking of the Company, and the income and profits thereof, and with such privileges or conditions as may be prescribed or provided for by the Bill, and to provide for the surrender and cancellation of such 6 per centum debentures and coupons and deferred interest warrants, and for the calling in, surrender, and cancellation of the certificates or bonds therefor, and coupons and deferred interest warrants, and the issue of new bonds and certificates in exchange for the bonds or certificates and coupons and deferred interest warrants, to be called in, surrendered, and cancelled, and to make such other provisions with reference to the matters aforesaid, or any of them as may be necessary or expedient, or as may be defined by the Bill.

15. To authorize the Company, for the purposes of the Bill to create and issue such new bonds, debentures, or debenture stock, and to make such other provisions with reference thereto, and such privileges, rights, and priorities as may be necessary or expedient, or as may be defined by the Bill.

16. To change the name or style of the Company.

17. To empower the North Staffordshire Railway Company to subscribe to and take and hold shares or stock of any description in the capital of the Company, and to provide for the taking and holding by the North Staffordshire Railway Company of mortgages, debentures, or debenture stock of the Company, and also to provide for the nomination by the North Staffordshire Railway Company of a director or directors of the Company.

18. To empower the Company on the one hand, and the North Staffordshire Railway Company on the other hand, from time to time to enter into and carry into effect, and rescind or make applicable, contracts, agreements, or arrangements with respect to the construction, working, use, management, and maintenance of the existing or authorized railway of the Company, and of the intended railways and works, or any part or parts thereof respectively, the construction, maintenance, user, and appropriation of joint or separate stations, and the management, regulation, interchange, collection, transmission and delivery of traffic upon; or coming from or destined for the railways of the contracting Companies, the supply and maintenance of engines, stock, plant, and machinery,

the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, duties, charges, income, and profits arising from the railways and works of the contracting Companies, or any part or parts thereof, and the employment of officers and servants; and to sanction, confirm, and give effect to any agreement or agreements which have been or may be made touching any of the matters aforesaid.

19. To extend and apply to the intended railways the provisions or some of the provisions of the Act of 1888, with respect to the reception, accommodation, forwarding, interchange, delivery, and transmission of traffic passing, or intending to pass, to or from the intended railways, from or to the railway of the North Staffordshire Railway Company, and so far as may be necessary or expedient to amend, vary, or repeal the said provisions.

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

21. To amend or repeal, so far as may be requisite or desirable for any of the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—51 and 52 Vic., cap. 188; 56 and 57 Vic., cap. 89, and any other Act or Acts relating to the Company or their undertaking; 10 and 11 Vic., cap. 108; 58 and 59 Vic., cap. 21; and any other Act or Acts relating to the North Staffordshire Railway Company or their undertaking.

And notice is hereby also given, that, on or before the 30th day of November, 1895, plans and sections of the intended railways and works, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, respectively, as relates to each parish and extra-parochial place in or through which the intended railways and works, or any part thereof, will be made or situate, or in which any lands or houses intended to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish with the Parish Clerk thereof at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence, and in the case of each such parish which is a rural parish for which a Parish Council has been elected also with the Clerk (if any) of the Parish Council of each such parish at his residence, and if in any such parish there is no Clerk of such Parish Council then with the Chairman of such Parish Council at his residence.

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

Dated this 14th day of November, 1895.  
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 1896.

Lancashire and Yorkshire Railway.

(Railway in Manchester and diversion of Corporation-street and Cheetham Hill-road, Manchester, and of the tramways therein, and other works connected therewith; deviation of Main Line at Brighouse; widening Bridges at Daisy Field, Rose Grove, Burnley and Newton Heath; diversion of Footpaths at Rainford, Pleasington, Accrington, and Heckmondwike; stopping up Footpath at Cooper Bridge; deviation of authorised diversion of Footpath at Todmorden; diversion of Road at Crigglestone; laying Rails across Heys-lane, Great Harwood; Purchase of Lands and Basements compulsorily and by Agreement; Additional Lands at Westhoughton (Daisy Hill), Outwood, Rawtenstall, Bacup (Britannia), Rose Grove, Burnley, Colne, Daisy Field, Newton Heath, Rochdale, Swinden, Low Moor, Whitley Bridge, and Crigglestone; Exemption from provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Underpinning; Extension of Time for completing Railways authorised in 1891, 1892, and in 1893, and for Compulsory Purchase of Lands authorised in 1893; Superfluous Lands; Conversion of Bury and Tottington Debenture Stock; Additional Capital; Incorporation of Acts; 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 the Railway and deviation of Railway hereinafter described (and hereinafter referred to as "Railways"), 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 as intended to be stopped up or diverted, that is to say:—

Railway in Manchester.

A Railway No. 1, situate wholly in the township and parish of Manchester, in the county of Lancaster, commencing in property belonging or reputed to belong to the Company, at or near the point on the north-east side of the approach road up to the Victoria Station of the Company from Corporation-street, where Walker's Croft passes underneath the said approach road, and terminating by a junction with the widening of the Manchester and Leeds Extension Railway (authorised by the Lancashire and Yorkshire Railway Act, 1890) on the south-west side of the bridge now in course of construction for carrying that widening over Long Millgate, and in connection with and for the purposes of the construction of the said Railway to divert a portion of Corporation-street and Cheetham Hill-road and the tramways (being part of the tramway undertaking of the Mayor, Aldermen, and Citizens of the City of Manchester) laid therein, such diversion commencing in the township of Manchester at or near the junction of Carter-street with Corporation-street, and terminating in the township of Cheetham, in Cheetham Hill-road at or near the junction therewith of Park-street, and to authorise and require the abandonment of so much of the said existing tramway as lies between the said points of commencement and termina-

tion, and to constitute the said tramway diversion for all purposes a part of the tramway undertaking of the Corporation of Manchester in substitution for the said abandoned portion of the same gauge and with the same motive power.

In connection with the foregoing work the Bill will or may repeal so much of Sub-section 10 of Section 18 of the Lancashire and Yorkshire Railway Act, 1890, as requires the plot of ground therein referred to and situate at the junction of Mill-street and Gibraltar in the said township and parish of Manchester to be kept as an open space.

Deviation at Brighouse.

A Deviation wholly in the Township of Rastrick, in the Parish of Halifax, in the West Riding of Yorkshire, of the Company's main line of railway, such deviation commencing at a point on the said main line at the east side of the bridge carrying the public highway from Huddersfield to Bradford over the said main line, and terminating at a point on the said main line about 460 yards measured along that line in a south-easterly direction from the centre of the bridge carrying such main line over Woodhouse-lane, and to constitute the said deviation for the purposes of tolls, rates, and charges, and for all other purposes, part of the undertaking of the Company.

2. To enable the Company 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):—

In the County of Lancaster.

RAINFORD JUNCTION.

In the Township of Rainford, in the Parish of Prescott.

To divert and alter the levels of the public footpath, which crosses on the level the Liverpool and Bury line of the Company about 80 yards west of the bridge carrying the St. Helen's and Ormskirk Railway over the said Liverpool and Bury Line, such diversion and alteration of levels commencing at a point in the said footpath about 33 yards north-west of the centre of the said Liverpool and Bury Line, and terminating in the said footpath at a point about 13 yards south-east of the said Liverpool and Bury Line, and in connection therewith, to stop up and extinguish all rights of way over the said footpath between the said commencement and termination of the said diversion.

PLEASINGTON.

In the Township of Pleasington, in the Parish of Blackburn.

To divert the public footpath leading from Tongue-hill to Brownlow, such diversion commencing in the said footpath at a point about 218 yards, measured in an easterly direction along the northern boundary of the Company's Blackburn and Preston Line, from the public road leading from Feniscowles to Pleasington, and terminating by a junction with the said public road at the northern boundary of the said Blackburn and Preston Line, and to stop up and extinguish all rights of way over the said footpath between the northern and southern boundaries of the property of the Company.

DAISY FIELD.

In the Township of Blackburn, in the Parish of Blackburn.  
To widen on the north-westerly side thereof the bridge which carries the Accrington and

Blackburn Line of the Company over an occupation road situate about 487 yards, measured along the last-mentioned railway in a north-easterly direction, from the point of junction of the North Lancashire Loop Line of the Company with the said Accrington and Blackburn Line.

**ACCRINGTON.**

In the township of Old Accrington in the Parish of Whalley.

To divert and alter the levels of the public footpath leading from Horne-street to Meadow Bank, which footpath crosses on the level the Accrington and Colne Extension Railway of the Company at the level crossing known as Meadow Top crossing, such diversion and alteration of levels commencing at a point in the said footpath about 8 yards measured along the same in a southerly direction from the centre of the said Accrington and Colne Extension Railway, and terminating at a point in the said footpath about 6 yards, measured in a northerly direction from the centre of the said Accrington and Colne Extension Railway, and in connection therewith, to stop up and extinguish all rights of way for foot passengers over the said level crossing.

**ROSE GROVE.**

In the township of Burnley, in the parish of Whalley:

To widen on both sides thereof the bridge carrying the Accrington and Colne Extension Railway of the Company over the Leeds and Liverpool Canal, situate about 53 yards east of the junction of the North-Lancashire Loop Line of the Company with the said railway.

**BURNLEY.**

In the township of Burnley, in the parish of Whalley:

To take down and remove the whole or any portion of the existing bridge, carrying Healey Wood-road over the Burnley Branch Railway of the Company, and to rebuild or reconstruct the same in one or more spans.

**NEWTON HEATH.**

In the township of Newton, in the parish of Manchester, to make the following additional arches or openings under Thorp-road:—

- (a) An arch or opening under Thorp-road, situate at a point about 17 yards, measured along such road in a south-easterly direction from the centre of the bridge carrying such road over the main line of the Company.
- (b) An arch or opening under the said Thorp-road, situate at a point about 14 yards measured along such road in a north-westerly direction from the centre of the bridge carrying such road over the said main line.
- (c) An arch or opening under the said Thorp-road, situate at a point about 115 yards measured along such road in a north-westerly direction from the centre of the said bridge carrying such road over the said main line.
- (d) An arch or opening under the said Thorp-road, situate at a point about 10 yards measured along such road in a south-easterly direction from the junction therewith of North-road.

In the said township of Newton, in the said parish of Manchester, to make a bridge over Dean-lane, situate about 11 yards north-west of the north-west face of the bridge carrying the said main line over the said Dean-lane.

In the county of Lancaster and in the West Riding of the County of York:

**TODMORDEN.**

To make a new footpath, commencing in the township of Todmorden and Walsden, in the parish of Rochdale, in the county of Lancaster, by a junction with Todmorden-road, otherwise North-street, at a point about 20 yards south-east of the south side of the viaduct carrying the main line of the Company over that road measured along a line at right angles to that viaduct, and terminating in the township of Langfield, in the parish of Halifax, in the West Riding of the county of York, at the northern end of Hazlewood-street, and in connection therewith to stop up the existing footpath leading from Todmorden-road to the level crossing known as Hall Royd level crossing and the Bill will or may repeal so much of Section 21 of the Lancashire and Yorkshire Railway Act, 1894, as relates to new footpath at Todmorden, and will authorise the Company to abandon the construction wholly or in part of that footpath.

In the West Riding of the County of York:

**COOPER BRIDGE.**

In the township of Clifton in the parish of Dewsbury:

To stop up and extinguish all rights of way over the public footpath extending from the public highway (leading from Brighouse to Leeds), and passing underneath the Company's main line, at a point about 230 yards north-west of the north-west end of the platforms of Cooper Bridge passenger station, thence extending to the River Calder and along the eastern bank thereof, past the wooden bridle bridge now or lately existing across that river, to the public road formerly the Birstal and Huddersfield turnpike road near the point where the Calder and Hebble Navigation (Cooper Bridge cut) passes underneath that road.

**CRIGGLESTONE.**

In the township of Crigglestone in the parish of Sandal-Magna:

To divert the public road leading from Crigglestone to West Bretton, such diversion commencing at a point in the said road about 273 yards, measured along that road in an easterly and north-easterly direction from the level crossing of the Barnsley Branch Railway of the Company and terminating in the said road, at a point about 92 yards, measured along that road, in a south-westerly direction from the said level crossing, and in connection therewith to abolish the said level crossing, and the Bill will or may repeal so much of Section 19 of the Lancashire and Yorkshire Railway Act, 1892, as relates to diversion of road at Crigglestone, and authorise the Company to abandon the construction of that diversion.

**HECKMONDWIKE.**

In the township of Heckmondwike in the parish of Birstal:

To divert and alter the levels of the public footpath, leading from a public road which leads from Heckmondwike to Dewsbury to the Bottome, such diversion and alteration of levels commencing in the said footpath, at a point about 23 yards, measured along the same in a northerly direction from the centre of the level crossing of the Ravens-thorpe Branch Railway of the Company, and terminating in the said footpath, at a point about 21 yards, measured along the same in a southerly direction from the centre of the said level crossing, and in connection therewith, to stop up and extinguish all rights of way for foot passengers over the said level crossing.

3. To enable the Company to acquire by compulsion or agreement the lands (in which term wherever used in this notice, houses, buildings, and other hereditaments are included) 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 such of the said lands as may have been acquired by them, or on their behalf previously to the passing of the Bill, and to stop up or divert the streets, roads, and footpaths shown on the deposited plans of the said lands as intended to be stopped up or diverted respectively, and situate in or upon the said lands (that is to say):

In the County of Lancaster.

**WESTHOUGHTON (DAISY HILL).**

(a) Certain lands in the township of Westhoughton in the parish of Dean, abutting on the north side of the Hindley and Pendleton Railway of the Company, situate opposite the unroofed portion of the platform of the Daisy Hill Passenger Station.

(b) Certain other lands in the same township and parish abutting on the north side of the said Hindley and Pendleton Railway and extending in an easterly direction for a distance of 120 yards, from a point about 220 yards east of the east end of the said platform of Daisy Hill Passenger Station.

**OUTWOOD (MANCHESTER, BOLTON, AND BURY CANAL).**

(a) A strip of land in the township of Outwood in the parish of Prestwich-cum-Oldham, on the north side of and adjoining the dry dock at Giant's Seat.

(b) Also a strip of land in the same township and parish abutting upon the north side of the Manchester, Bolton, and Bury Canal, and extending in an easterly direction for a distance of about 103 yards from the occupation road over that canal at Giant's Seat.

**RAWTENSTALL.**

Certain lands in the township of Rawtenstall in the parish of Bury, abutting on the Manchester, Bury, and Rossendale Railway of the Company on each side thereof, and extending from the River Irwell to a point about 207 yards south-west thereof.

**BACUP (BRITANNIA).**

Certain lands in the township of Bacup in the parish of Rochdale, abutting on the south side of the Shawforth Branch Extension Railway of the Company and extending from the bridge known as Leach's Tramway Bridge to the bridge known as Frost Coal Pit Bridge.

**ROSE GROVE.**

Certain lands in the township of Burnley in the parish of Whalley, lying between the Accrington and Colne Extension Railway of the Company and Molly Wood-lane, the Leeds and Liverpool Canal, and the property known as Holly Bank.

**BURNLEY.**

Certain lands in the township of Burnley, in the parish of Whalley, abutting upon the south-west side of the Burnley Branch of the Company, and extending in a westerly direction for a distance of about 50 yards from Healey Wood-road.

**COLNE.**

Certain lands in the township of Colne in the parish of Whalley, abutting on the south-east side of the Accrington and Colne Extension Railway of the Company, and extending from the Bridge over that railway known as Wackeron otherwise Whacker-sall Bridge to the south end of the Colne Viaduct.

**DAISY FIELD.**

(a) Certain lands in the township of Blackburn in the parish of Blackburn, abutting upon the north-west side of the Accrington and Blackburn Railway of the Company, and extending from a point about 333 yards east of the junction of the North Lancashire Loop Line of the Company with the said Accrington and Blackburn Line to an occupation under bridge situate about 487 yards east of the said junction.

(b) Certain lands in the same township and parish, abutting upon the east side of the Blackburn and Clitheroe Line of the Company, and extending from the River Blackwater to the Whalley Old-road.

**NEWTON HEATH.**

Certain lands in the township of Newton in the parish of Manchester, abutting upon the north-west side of the main line of the Company, and extending from a point about 66 yards north-east of Thorp-road to a point about 110 yards north-east of Dean-lane.

**ROCHDALE.**

Certain lands in the township of Rochdale in the parish of Rochdale abutting upon the north-west side of the Shawforth Branch of the Company, and extending from a point in the Company's fence about 125 yards west of the Facit Junction Siding Cabin to a point about 130 yards north-east of the same cabin.

In the West Riding of the county of York:

**SWINDEN.**

Certain lands in the township of Swinden in the parish of Gisburn, abutting upon the east side of the Chatburn and Hellfield Railway of the Company, and extending for a length of about 360 yards in a northerly direction from a point about 75 yards north of the bridge carrying the occupation road from Swinden Manor over the said railway.

**LOW MOOR.**

Certain lands in the township of North Bierley in the parish of Bradford, bounded on the west by Bolland-road, on the south by the workshops of the Company, and on the east by the houses now occupied by the Company's goods agent and stationmaster, and to stop-up and extinguish all rights of way over the roads (other than Bolland-road) forming the accesses to and around the said lands.

**WHITLEY BRIDGE.**

A strip of land in the township of Beaghall otherwise Beal, in the parish of Kellington, abutting upon the south side of the Wakefield, Pontefract, and Goole Railway of the Company, and extending for a length of about 70 yards in a westerly direction from a point in that railway, about 1,680 yards measured along the same in a westerly direction from the west end of the platform of Whitley Bridge Station.

**CRIGGLESTONE.**

Certain lands in the township of Crigglestone, in the parish of Sandal Magna, bounded on the west by the Barnsley Branch Railway of the Company, on the north by the public road leading from Crigglestone to West Bretton, and on the east by the eastern fence of the colliery sidings belonging or reputed to belong to Wentworth Blakett Beaumont, and leased to the Crigglestone Coal Company, Limited.

4. To authorise in the township of Great Harwood, in the parish of Blackburn, in the county of Lancaster, the laying down of rails on the level in, upon, and across the public

road known as Heys-lane, on the northerly side of the North Lancashire Loop Line of the Company opposite the office, weighing machine, and gateway belonging to the gasworks of the Accrington District Gas and Water Board.

5. To empower the Company to purchase lands compulsorily or by agreement for the purposes of the said railways 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, extinguish all rights over, 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 diverted, 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 any lands or houses on both sides of any such street, highway, or footpath shown on the deposited plans, and described in the deposited books of reference, the Bill will empower the Company to stop up, extinguish all rights over, and appropriate the site and soil of so much of such street, highway, or footway as is co-terminous with the lands or houses so acquired.

6. 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 them 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 made, diverted, or altered under the powers of the Bill as may be necessary in constructing the said intended railways 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 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.

7. To enable the Company to purchase so much only of, or an easement in, over or under 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.

8. 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 and works and which houses and buildings may not be required to be taken for the purposes thereof.

9. The Bill will or may provide that every new or diverted or substituted street, 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 streets, roads, footpaths, or highways in the parishes, townships, or places within which such new, diverted, or substituted street, road, or footpath 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 by a bridge or bridges unless the level of such road is permanently altered so as to increase the gradient of any part thereof.

10. To empower the Company on the one hand, and any municipal, sanitary, highway, or local authority, and any county, urban, rural, or parish council, 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 streets, 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 and council 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 hereafter may be entered into for or in relation to any of the matters aforesaid.

11. 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.

12. To extend the period limited by the Lancashire and Yorkshire Railway Act, 1891, for the completion of the railway in the township of Bury, being Railway No. 1 by that Act authorised, and of the railway in the township of Rainford, being Railway No. 2 by that Act authorised, and the period limited by the Lancashire and Yorkshire Railway (Various Powers) Act, 1892, for the completion of the new railway in the townships of Horbury and Crigglestone, by that Act authorised to be constructed.

13. To extend the time limited by the Lancashire and Yorkshire Railway Act, 1893, for the compulsory purchase of certain lands for the extension of the Clayton West Branch Railway, being Railway No. 1 and Railway No. 2 by that Act authorised, and for the widening of the said Clayton West Branch by that Act authorised, and also to extend the period limited by the said Act for the completion of the said Railways Nos. 1 and 2.

14. 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 upon the Company further powers with reference to the retention, sale, or disposition of such 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.

15. To authorise the Company to levy tolls, rates, and charges for and in respect of the said intended railways and works, and to alter existing tolls, rates, and charges, and to exercise other rights and privileges, and to grant exemption from the payment of tolls, rates, and charges.

16. 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 or 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.

17. To authorise and provide for the consolidation or conversion of all or some of the Bury and Tottington Debenture Stocks of the Company created under the powers of the Lancashire and Yorkshire Railway Act, 1888, into three per centum debenture stock of the Company, and to vest in the holders of such first-mentioned stocks such an amount of the last-mentioned stock as will secure to them the same amount of interest or dividend as that to which they are entitled under the provisions of the said Act, and to alter or vary the rights or privileges attached to the existing Bury and Tottington Debenture Stocks of the Company, and to confer other rights and privileges, and to make provision for the surrender and cancellation of the said existing Bury and Tottington Debenture Stocks 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.

18. The Bill will vary or extinguish all existing rights or 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," the "Railways Clauses Act, 1863," and the "Tramways Act, 1870." And it will or may alter and enlarge the powers and provisions of the Act 6 and 7 William IV, cap. 111, and of any other Act or Acts relating to the Lancashire and Yorkshire Railway Company or their undertaking; and the Tramways Orders Confirmation (No. 2) Act, 1878 (Manchester Corporation Order), and any other Act or Order directly or indirectly affecting the Manchester Corporation Tramways.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and other works, and the lands 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 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 railway, 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 deviation of railway, 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

and other works will be made, or in which any lands are intended to be taken, and a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish, at his residence, and if in any such parish there be no clerk of such council, then with the chairman of that council 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 18th day of November, 1895.

CURIS. MOORHOUSE, Hunt's Bank, Manchester, Solicitor for the Bill.

DRYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Belfast Street Tramways Company.

(Power to Work Tramways of Belfast Street Tramways Company and other Companies in and adjoining Belfast by Mechanical Power; Breaking up Streets, Roads, &c.; Agreements with, and Powers to, Corporation of Belfast and Grand Juries of Antrim and Down with respect thereto; Agreements with Corporation of Belfast with respect to Purchase and User of Company's Tramways and Supply of Electrical Energy, and with other Tramway and Railway Companies, with respect to Working and User or Purchase by Company of their Tramways; Power to Company to take Leases of Tramways; Tolls; Provisions as to Purchase by Corporation of Mechanical Plant of Company; Malicious Damage to Tramways and Plant; Application of Funds of Company and other Companies; Additional Capital; Amendment of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Belfast Street Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes:—

To authorise and sanction the use from time to time by the Company or any other company or body for the time being, working their tramways on such terms and conditions and subject to such restrictions if any as may be prescribed by the intended Act upon the tramways of the Company and the tramways of the Sydenham District (Belfast) Tramways Company (hereinafter called "the Sydenham Company"), and the Belfast and Ligoniel Tramways Company (hereinafter called "the Ligoniel Company"), and the tramways of the Belfast and County Down Railway Company (hereinafter called "the County Down Company") authorised by the Belfast and County Down Railway Tramways Order, 1895, and the tramways of the Cavehill and Whitewell Tramway Company (hereinafter called "the Cavehill Company") or any of them or such part or parts thereof respectively, as may be prescribed by the intended Act of electrical power either carried in the carriages or generated and applied from stations, cable power, steam power (locomotive or stationary), or other mechanical power fixed or movable in substitution for or in addition to animal power as may be prescribed or authorised by the intended Act, and for that purpose to authorise the Company to place or lay down and

maintain on or under the surface of any road, street, highway, or bridge in which any of the aforesaid tramways are situate such cables, electric mains, wires, posts, plates, tubes, apparatus and appliances, and to make and maintain such openings under any such surface as may be necessary or convenient, and to erect and maintain works dynamos, batteries, accumulators, and other apparatus for generating and distributing electricity, and to effect all such alterations in the said tramways and works connected therewith, as may be necessary or convenient for so working the same, and from time to time to open the surface of and to break up, alter, stop up, or otherwise interfere with such roads, streets, highways, and bridges, and any watercourses, sewers, drains, pavements, water-pipes, gas-pipes, and electric, telephone, and telegraphic apparatus therein or thereunder for the purpose of placing, laying down, repairing, altering, or renewing the cables, electric mains, apparatus, and other works hereinbefore specified, and if thought fit to authorise the Sydenham Company, the Ligoniel Company, the County Down Company, and the Cavehill Company, or any of them to exercise all or any of such powers so far as they relate to or affect the tramways or any of the tramways belonging to them respectively, and to apply their respective funds to such purposes.

The said intended Act will authorise the making or construction of stations for generating electric power upon and within the limits of the lands hereinafter specified that is to say:—

The lands, houses, buildings, and premises the property of the Company now used by the Company as depôts, viz. :—

- (1) The depôt situate on the east side of Kenbella-avenue near and to the north of the junction therewith of Hughenden-avenue in the townland of Shankill, and parish of Skegoneill, in the county of Antrim.
- (2) The depôt situate in the Fall's-road, adjoining the Fall's Public Park, in the townland of Ballymurphy, in the parish of Shankill, in the county of Antrim.
- (3) The depôt adjoining, and on the north side of the Belfast Central Railway, lying between Ennis-place on the one side, and Oban-street and Napier-street on the other side, in the townland of Malone Lower, in the parish of Shankill, in the county of Antrim.
- (4) The depôt opening into Mount Pottinger-road, near the junction therewith of Cluan-place, in the townland of Ballymacarrett, in the parish of Knockbreda, in the county of Down.
- (5) The stoneyard opening into the Lisburn-road, and adjoining and on the south-western side of the Belfast Central Railway between the Union Workhouse and Lisburn-road, in the townland of Malone Lower, in the parish of Shankill, in the county of Antrim.
- (6) The sanitary depôt, situate on the south side of the Newtownards-road, in the townland of Ballycloghan, in the parish of Holywood, in the county of Down.

To empower the Company to hold and acquire, and use patent and other rights or licenses in relation to any such mechanical power as aforesaid.

To empower the Company on the one hand and the Lord Mayor, Aldermen, and Citizens of the city of Belfast (hereinafter called "the Corporation"), and the respective grand juries of the counties of Antrim and Down, or other bodies having the control or management of any streets or roads along which any of the tramways which the Company, or such other company or body,

may under the Bill be empowered to work by mechanical power as aforesaid are 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 on such tramways, the laying down or erection and maintenance of any cables, mains, apparatus, or other works, and the exercise of any of the powers hereinbefore specified.

To authorise the Company on the one hand and the Corporation on the other hand to enter into and carry into effect agreements with respect to the purchase by the Corporation of any of the tramways, or portions of the tramways, for the time being belonging to the Company or the user, and occupation by the Company of any such tramways for such periods as may be agreed between the Company and the Corporation.

To authorise the Company on the one hand and the Sydenham Company, the Ligoniel Company, the County Down Company, and the Cavehill Company, or any of them (hereinafter called "the four Companies"), on the other hand, to enter into and carry into effect agreements for or with respect to:—

- (a) The purchase by the Company of the undertakings, tramways, lands, works, and property of the four companies, or any of them, or any part thereof, respectively, and all or any powers, rights, privileges, and authorities of the four companies, or any of them, as the case may be, respectively connected therewith, at such time or times, upon such terms and conditions, and for such consideration and subject to such provisions as regards the debts, liabilities, and obligations of the four companies, or any of them as the case may be, as may be agreed upon.

And to enable the Company to hold and enjoy, work, and use the undertaking or undertakings, tramways, lands, works, and property so transferred to them, and to confer all necessary powers in relation to such transfer upon the Company and the four companies, or any of them as the case may be.

- (b) The construction, working, running over, use, management, occupation, and maintenance by the Company of the undertakings and tramways of the four companies, or any of them, the supply by the Company of cars, engines, horses, and motive power, officers and servants to the four companies, or any of them, the payment, appropriation, division, and apportionment between the Company and the four companies, or any of them, of the tolls and income arising on their respective undertakings, and the interchange of traffic.

To enable the Company to take and recover tolls, rates, and charges on or in respect of any of the aforesaid tramways, which may be transferred to or worked, used, or run over by them (whether under the powers of the Bill or otherwise), and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and charges.

To dissolve or provide for the dissolution of the Sydenham Company, the Cavehill Company, and the Ligoniel Company, or any of them, as the case may be, in the event of the transfer of their respective undertakings to the Company, whether under the powers of the Bill or otherwise.

To authorise the Company on the one hand, and the Corporation on the other hand, to enter into and carry into effect agreements for or with

respect to the supply to the Company by the Corporation, of electrical energy for working the aforesaid tramways, or any of them, or the supply by the Company to the Corporation, and (with the consent of the Corporation) to private consumers within the limits for the time being of the Corporation, of electrical energy for any purpose, for which the Corporation may for the time being be authorised to supply electricity, and to enable the Company to make and recover charges for such supply, and to exercise such of the powers of the Corporation with respect thereto as may be agreed.

To authorise the Company from time to time to accept and take a lease or leases of and to work, maintain, and use, and to take and recover tolls on and in respect of any tramway or tramways, and all works and property connected therewith which may have been or may at any time be acquired, constructed, or owned by the Corporation or by the grand jury or other local authority of any district adjoining the city of Belfast, or any tramways, works, and property constructed or owned by any other company, body, or person and situate within any such district.

To authorise and require the Corporation in the event of the purchase by them of the tramways or any of the tramways of the Company, to purchase all electrical and other plant of the Company whether suitable to and used by them for the purposes of the tramways so purchased or of any other tramways owned, worked, or leased by the Company.

To make provision for the protection of any electrical plant, cables, or other machinery or apparatus connected with or used in the working of any tramways owned or worked by the Company by mechanical power from injury or damage and for the punishment of persons injuring or damaging the same, and if thought fit to embody in the intended Act, and extend and apply to such injuries or damage and to the obstruction of such tramways any of the provisions of the Malicious Damage Act, 1861.

To authorise the Company for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to raise further capital by new, ordinary, or preference shares, and by borrowing, and to apply to the like purposes all or any part of the capital which they are by their existing Acts or may be by the Bill authorised to raise.

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

To sanction and confirm any agreements which may have been or may be entered into between the Company and the Corporation, the aforesaid Grand Juries, the Sydenham Company, the Ligoniel Company, the County Down Company, and the Cavehill Company, or any of them touching any of the aforesaid matters.

The intended Act will alter and amend, so far as may be necessary, the Belfast Street Tramways Act, 1872, the Belfast Street Tramways Act, 1884, the Belfast Street Tramways Act, 1888, the Belfast Street Tramways Act, 1893, and the Agreement dated the 3rd day of December, 1892, between the Corporation and the Company scheduled thereto, and any other Act or Acts or Order in Council, relating to the Company or their undertaking, the Sydenham District Belfast Tramways Order, 1885, and any other Order in Council, or Act relating to the Sydenham Company or their undertaking, the Belfast and Ligoniel Tramways Order, 1892, and any other Order in Council, or Act re-

lating to the Ligoniel Company or their undertaking, the Belfast and County Down Railway Tramways Order, 1895, and any other Order in Council or Act relating to the County Down Company or their undertaking, the Cavehill and Whitewell Tramway Order, 1881, and any other Order in Council or Act relating to the Cavehill Company or their undertaking, the Belfast Electric Lighting Order, 1890, and any other Act or Order relating to the Corporation.

And notice is hereby 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 19th day of November, 1895.

ASHURST, MORRIS, CRISP, and Co., 17, Throgmorton - avenue, London, Solicitors for the Bill.

KEES and FREE, 5, Victoria - street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

North Metropolitan Railway and Canal Company.

(New Street in Ratcliff; New Locks and Deepening and Widening of Canal in Parish of St. Anne, Limehouse; Reconstruction of Bridges carrying Commercial-road East and Salmon's-lane over Canal; Alteration of Canal in Parish of St. Marylebone; Underpinning of Houses, Bridges, &c.; Tolls; Stopping-up of Part of Medland-street, Horseferry-road, and Noah's Ark-alley; Vesting of Sites, &c., in Company; Repair of New Streets, Roads, &c., by Public; Agreements with London County Council and Road Authorities; Compulsory Purchase of Lands; Exemptions from Certain Provisions of Consolidation Acts; 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 North Metropolitan Railway and Canal Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

1. To authorise the Company to make and maintain the following works, or some or one of them, or some part or parts thereof respectively, all in the county of London, namely:—

- (a) A new street wholly in the hamlet of Ratcliff, and the parish of St. Dunstan, Stepney, otherwise Stebonheath, or one of them, commencing in Medland-street, at or about the northern end and on the western side of Noah's Ark-alley, and terminating in Narrow-street, at or about the southern end and on the western side of that alley.
- (b) New locks on the Company's canal in the parish of St. Anne, Limehouse, at or near the bridge by which Salmon's-lane is carried over the said canal, such new locks to extend for a distance of about 20 yards on either side of the said bridge, together with the taking down and removal and the reconstruction in the same parish of the said bridge.
- (c) The deepening in the parish of St. Anne, Limehouse, of the Company's canal between the proposed new locks (b) above described, and the Regent's Canal Dock, and the removal of the existing locks between the Company's canal and the Regent's Canal Dock at Commercial-road East, in the said parish.
- (d) The widening of the Company's canal on the east side thereof, in the parish of St. Anne, Limehouse, between the bridges by which, respectively, Salmon's-lane, and Commercial-road East are carried over the said canal,

together with the taking down and removal, and the re-construction in the same parish of the said bridge by which Commercial-road East is carried over the canal.

(e) An alteration in the parish of St. Mary-lebone of the Company's canal, by widening the same on the eastern or south-eastern side thereof, and by narrowing the same on the western or north-western side thereof, the said widening and narrowing respectively to commence about 6 yards to the south-westward of the bridge by which the Metropolitan Railway is carried over the canal, and the said widening to terminate at or near the south-western side of the bridge by which Park-road is carried over the canal, and such narrowing to terminate at a point in the towing-path of the canal at or near the north-eastern side of the said bridge by which the Metropolitan Railway is carried over the canal.

2. To authorise the Company to make and maintain all necessary and proper embankments, stairs, landing places, stages, gates, entrances, coffer dams, sluices, sewers, drains, culverts, pumping apparatus, bridges, rails, sidings, approaches, and other works and conveniences in connection with the aforesaid works, or any of them.

3. To authorise lateral and vertical deviations from the lines and levels of the proposed works as shown respectively on the plans and sections hereinafter mentioned.

4. To authorise and empower the Company to cross, alter, break up, stop up, and discontinue temporarily or permanently, appropriate, take up, and divert, so far as may be necessary for the purposes of the proposed works and of the Bill, roads, highways, streets, pipes, wires, sewers, canals, navigations, streams, bridges, railways, and tramways, and other works within the parishes aforesaid or either of them.

5. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, bridges, quays, wharves, or works, which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, bridges, quays, wharves, or works, are or are not intended or required to be taken for the purposes of the Bill.

6. To authorise the Company to levy tolls, rates, and dues upon persons, goods, wares, merchandise, cattle, vessels, and boats, using or passing through the proposed new locks or either of them or any part or parts thereof respectively, and to alter or vary the tolls, rates and dues which the Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and dues.

7. To empower the Company to stop up and discontinue:—

(a) The portion of Medland-street aforesaid, lying to the eastward of the said intended new street, and to remove the bridges by which the same is carried over the locks, works, and waterways of the Company.

(b) The road known as Horseferry-road on the east side of the old entrance locks into the Regent's Canal Dock from the River Thames, which road leads from the eastern end of Medland-street in a southerly direction to Narrow-street.

(c) Noah's Ark Alley.

The portion of street and the road and alley to be so stopped up and discontinued are situate in the hamlet of Ratcliff and the parish of St. Dunstan, Stepney, otherwise Stebonheath.

8. To extinguish all public and private rights

of way or other rights, if any, over, or affecting any road, footpath, or way, or any part or parts of any road, footpath, or way, or over, or affecting any lands which it may be necessary or convenient to divert or stop up for the purposes of the works, to be authorised by or for other purposes of the Bill, and to vest in the Company the site and soil of any such road, footpath, or way or portion of road, footpath, or way, or of any such lands freed and discharged from all or any of such rights.

9. To provide for the dedication to and repair by the public of the new street to be authorised by the Bill, and of any road or footpath to be made in substitution for any road, footpath, or way, to be diverted or stopped up as aforesaid, and to empower the Company and the London County Council, and the Board of Works for the Limehouse district, and any other road authority to enter into and carry into effect agreements and arrangements with respect to the construction, maintenance, and repair of the said new street, or of any such substituted road or footpath as aforesaid.

10. To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements and hereditaments in the parishes aforesaid, and parts of the foreshore and bed of the River Thames, or any estates, rights, interests, or easements in, over, or affecting any such lands, houses, tenements, and hereditaments for the purpose of the intended works and of the Bill, and for the general purposes of their undertaking, and to vary or extinguish all or any rights and privileges in, over, or affecting any such lands, houses, 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.

11. To authorise the Company to hold and to sell, lease, and dispose of lands, houses, and property, and to exempt the Company from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and of Section 23 of the Harbour, Docks, and Piers Clauses Act, 1847.

12. To enable the Company for the purposes of the proposed 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 the creation and issue of new shares and stock in the capital of their canal undertaking (ordinary or preferential, or both), and by debenture stock charged upon, and by borrowing upon the security of that undertaking.

13. To sanction, confirm, and give effect to any agreements which may have been, or may be entered into between the Company and any other company or body, or any local or road authority, touching any of the subject matters of the Bill.

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

15. To alter, repeal, or amend the provisions, or some of the provisions of the Regent's Canal, City, and Docks Railway Acts, 1882 and 1892, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that plans and sections of the works proposed to be authorised by the Bill (so far as it is a Bill of the second class specified in the Standing Orders of either House of Parliament), showing the lines and levels thereof, and the lands, houses, and other 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 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 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 compulsorily taken under the powers of the Bill are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of the hamlet of Ratcliff and the parishes of St. Dunstan's, Stepney, otherwise Stebonheath, and St. Anne, Limehouse, with the clerk to the Limehouse District Board of Works at his office at White Horse-street, Ratcliff, and in the case of the parish of Saint Marylebone with the vestry clerk of that parish at his office at the Court House, Marylebone-lane.

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, 1895.

HOLLAMS, SONS, COWARD, and HAWKSLEY,  
Mincing-lane, E.C., Solicitors for the Bill.

BEES and FRERE, 5, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Great Western Railway.  
(Denbighshire Railways.)

(Railways in the County of Denbigh; Additional lands; Agreements with the Shropshire Union Railways and Canal Company, and the London and North Western Railway Company, and provisions as to purchase or lease of Pontycysyllte Branch; Running powers over part of that Branch; Tolls; 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 Great Western Railway Company (hereinafter called "the Company"), for an Act under the above name or short title for all or some of the following purposes, that is to say:—

To enable the Company to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, to be wholly situate in the county of Denbigh, viz. :—

1. A railway (No. 1) commencing by a junction with the Shrewsbury and Chester Railway of the Company, at or near the bridge carrying the public road leading from Pentre Christionydd to Ruabon, over that railway about 5 chains north-eastward of the north-eastern end of the station buildings at the Ruabon Station, and terminating by a junction with the Pontycysyllte Branch of the Shropshire Union Railways and Canal Company (hereinafter called "the Shropshire Union Company") at a point thereon about 15 chains south-eastward of the bridge carrying that railway over the road leading from Stryt-isaf to Pant.

2. A railway (No. 2) commencing by a

junction with the said Pontycysyllte Branch, at or near a point thereon about 6 chains from the termination of the said branch, and terminating by a junction with the Legacy Colliery Branch Railway of the Company at or near a point thereon about 3 chains south-westward of the crossing of that branch by the road leading from Bryn-gryffydd to Rhos-tyllen.

3. A railway (No. 3) commencing by a junction with the said Legacy Colliery Branch at or near the termination of that branch, and terminating by a junction with the said Shrewsbury and Chester Railway, at a point thereon about 19 chains north-eastward of the crossing of that railway by the main road leading from Ruabon to Wrexham.

All which intended railways will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—Ruabon, Wrexham, Rhosllanerchrnogog, Moreton above, Moreton below, Pen-y-Cae, Cefn, Esclusham above, Esclusham below, Johnstown, Ponkey, Dinhunlle Ucha and Erthig.

To enable the Company to purchase by agreement or compulsion, and to hold lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands, and in, through, or over mines) for the purposes of the railways and works to be authorised by the intended Act, and for the general purposes of the Company and of their undertaking and works connected therewith, and for providing increased accommodation the lands following all in the county of Denbigh, that is to say:—

Certain lands in the parish of Brymbo lying between the Railway Inn and the Company's Wrexham and Minera Railway, and adjoining that railway, near to the junction between the branch to the Vron Colliery and the said railway.

Certain other lands in the same parish on the western side of the Company's said railway and adjoining thereto, and extending from a point about 3 chains northward of the said junction for a distance of about 6 chains in a northerly direction.

Certain other lands in the same parish on the south-eastern side of the Company's said railway and adjoining thereto, and extending from a point about 5 chains north-eastward of the post on that railway indicating  $4\frac{1}{2}$  miles from the junction of that railway with the Shrewsbury and Chester Railway, for a distance of about 1 chain in a south-easterly direction.

Certain lands in the parish of Minera on the south-eastern side of the said Wrexham and Minera Railway, and adjoining thereto, and extending from a point near to the post on that railway indicating  $5\frac{1}{4}$  miles from the junction of that railway with the Shrewsbury and Chester Railway for a distance of about 14 chains in a south-westerly direction.

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 becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the

purposes of the intended Act, and to confer other rights and privileges.

To authorise the alteration, diversion, widening, crossing, or stopping up of all roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers within or adjoining the aforesaid lands, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, 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 the intended railways by a bridge or bridges, or the immediate approaches thereto in all cases where the level of such road or approaches shall not be permanently altered.

To empower the Company on the one hand, and the Shropshire Union Company and the London and North Western Railway Company (hereinafter called "the North Western Company"), or either of those Companies, on the other hand, to make, enter into, and carry into effect agreements and arrangements with respect to the purchase or lease by the Company, and the sale or lease by the Shropshire Union Company and the North Western Company, or either of them, of the Pontcysyllte Branch of the Shropshire Union Company, and the maintenance, management, use, and working of the said branch, and the forwarding, interchange, and transmission of traffic on and over such branch, and the collection, payment, division, apportionment, and distribution of the tolls, rates, and charges arising from such traffic, and to confirm or give effect to any agreement which may be entered into for the purposes aforesaid, or otherwise to provide for such sale or lease, and to confer on the Company all necessary powers for making the said branch fit and proper for the conveyance of passenger traffic.

To empower the Company to run over, work, and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, or defined or authorised by the intended Act

So much of the Pontcysyllte Branch of the Shropshire Union Company as lies between the termination of the intended Railway No. 1 and the commencement of the intended Railway No. 2, and to use the stations, booking offices, warehouses, landing places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith.

To authorise the levying of tolls, rates, and other charges for and in respect of the use of the railways to be constructed, acquired, run over, or used under the powers of the intended Act, and also for the use of the other works, conveniences, and accommodation connected with the said railways, or to be authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

To empower the Company and the Corporations, County Councils, District Councils, Parish Councils or Local Boards, or the owners of any roads or footpaths, affected by the provisions of the intended Act, to make, enter into, and carry into effect agreements and arrangements with respect to all or any of the matters aforesaid in which they are interested.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient.

To alter, amend, and extend or repeal all or some of the powers and provisions of the several Acts (local and personal) following, or some of them, that is to say: Acts relating to the Company and their undertaking, viz., 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Company.

Acts relating to the Shropshire Union Company and their undertaking, viz., 9 and 10 Vic., cap. 322, 10 and 11 Vic., cap. 121, and any other Act or Acts relating to that Company.

Acts relating to the North Western Company and their undertaking, viz., 9 and 10 Vic., cap. 204, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with a book of reference to such plans, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year with the Clerk of the Peace for the county of Denbigh at his office at Ruthin, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, together with a copy of this notice published as aforesaid, will be deposited on or before the same day with the parish clerk of such parish at his residence, and, in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence, and, as regards any rural parish for which a Parish Council has been elected, with the clerk of the Parish Council of each such parish at his residence, and, if there is no clerk of the Parish Council, with the chairman of that Council at his residence.

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

Dated the 9th day of November, 1895.

R. R. NELSON, Solicitor, 20, Abingdon-street, Westminster.

Board of Trade.—Session 1896.

Tilehurst, Pangbourne, and District Water. (Application for Provisional Order to extend Limits of Supply; Provisions of Order of 1894 to apply to extended limits; Levying of Water Rates; Purchase of Lands; Application of Funds and further Money Powers; Agreements with County Councils and others as to Supply of Water in Bulk; Incorporation and Amendment of Acts and Order, 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, 1895, by or on behalf of the Tilehurst, Pangbourne, and District Water Company, Limited (in this Notice called "the Company"), for a Provisional Order (hereinafter referred to as "the Order") pursuant to the Gas and Water Works Facilities Act, 1870, for the purposes, or some of the purposes, following (that is to say):—

1. To extend the limits within which the Company are authorized to supply water, and to authorize them to supply water in the parishes or places of Theale, Sulhampstead Bannister, otherwise Sulhampstead Banister,

Englefield, Tidmarsh, and Pangbourne, in the county of Berks, and Whitchurch, in the county of Oxford, or some or one of them, or such part or parts thereof respectively, as are situated within and bounded by an imaginary line drawn from and commencing at the point where the fence on the west side of the road leading to the Fishery intersects the north fence of the Newbury and Hungerford Branch Railway of the Great Western Railway Company, thence in a south-westerly direction along that fence until it reaches the south-west boundary of the said parish of Sulhampstead Bannister, otherwise Sulhampstead Banister, thence in a north-westerly direction along the boundary of the said parish of Sulhampstead Bannister, otherwise Sulhampstead Banister, to its point of intersection with the boundary of the parish of Englefield, thence in a south-westerly, westerly, north-westerly, and northerly direction along the boundary of the said parish of Englefield until it reaches the boundary of the parish of Pangbourne, thence in a north-westerly, westerly, and northerly direction along the boundary of the said parish of Pangbourne, to the point where that parish boundary crosses the road which runs in a north-easterly direction through Williams Heath Plantation to Pangbourne, thence in a straight line in an easterly direction to the point where the footpath from Bere Court to the Tower enters Wellfield Grove, thence in a straight line in a north-easterly direction to the point where the footpaths from Croft Shaw and Lower Franklin Copse intersect, at the west side of Bowram's Copse, thence in a straight line in a north-westerly direction until it reaches the point where the boundary of the said parish of Pangbourne intersects the south-west fence of Hawes Copse, thence in a north-easterly direction along the boundary of the said parish of Pangbourne, until it intersects the southern boundary of the parish of Whitchurch, at or near a place called Sots Hole, thence in a northerly, north-easterly, and easterly direction along the boundary of the said parish of Whitchurch to the point where the boundary reaches the north-western corner of Wheatley's Plantation, at the lower end of Combe Bottom Row, thence in a straight line in a south-easterly direction to a point in the east fence of Stoneycroft Plantation, at a distance of one hundred feet or thereabouts, measured along that fence, from the north fence of the road leading to Whitchurch Gate, thence in a straight line in a south-easterly direction to the point where a road running north and south intersects a road running east and west in Fir Hill Plantation, at a point being 700 feet or thereabouts, measured in a northerly direction from the north fence of the Mapledurham road, thence in a straight line in an easterly direction along the centre of the said road running east and west, until it intersects the north-east corner of the Fir Hill Plantation, at a distance of 52 feet or thereabouts from the north fence of the Mulberry Bank Plantation, thence in a straight line in a north-easterly direction to a point in the north fence of the road from Path Hill to Hillbottom, distant 200 feet or thereabouts measured along the said north fence from the west fence of the road leading from Whitchurch to Path Hill, thence in a straight line in a north-easterly direction till it meets the boundary of the said parish of Whitchurch, at a point south of the road leading to Goring Heath, and at a distance from the south fence of that road of 650 feet or thereabouts, measured along that parish boundary, thence in a south-easterly

direction along the boundary of the said parish of Whitchurch, until such parish boundary intersects the boundary of the parish of Purley, thence in a westerly and southerly direction along the northerly and westerly boundary of the existing area of supply of the Company authorized by the Tilehurst, Pangbourne and District Water Order, 1894, to the point of commencement firstly hereinbefore described.

2. To enable the Company to have and exercise within such extended limits of supply all or some of the rights, powers, and privileges which by the Tilehurst, Pangbourne, and District Water Order, 1894 (hereinafter referred to as "the Order of 1894"), the Company now have or may exercise within their existing limits of supply, and to extend and make applicable to the Order the provisions, or some of the provisions, of the Order of 1894, and to authorize the Company to demand, collect, and recover rates, rents, and charges for the supply of water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

3. To lay down and maintain conduits, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or temporarily stop up public and private roads, footpaths, streets, pavements, squares, alleys, bridges, public places, railways, tramways, sewers, drains, streams and watercourses, in the parishes or places hereinbefore mentioned.

4. To authorize the Company to purchase and acquire by agreement, and to hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements in and over lands, houses, bridges, springs, streams, waters, and other hereditaments for the purposes of their undertaking.

5. To authorize the Company, for all or any of the purposes of the Order, or for the general purposes of their undertaking, 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 and issue of debenture stock, or by any of such means.

6. To enable the Company to enter into and carry into effect contracts or agreements for the supply of water in bulk or otherwise with any County Council, Urban or Rural District Council, or other local authority, company, body, or person.

7. To confer upon the Company the powers mentioned or referred to in the Gas and Water Works Facilities Act, 1870, and all other powers usually conferred upon water companies.

8. To vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with the objects of the Order, and to confer other rights and privileges.

9. To incorporate with the Order all or some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to the temporary occupation of lands, and such other matters as may be deemed necessary or expedient.

10. To amend or repeal so far as may be necessary or desirable for the purposes of the Order, the provisions or some of the provisions of the Water Orders Confirmation Act, 1894, and the Order of 1894 as confirmed by the said Act.

And notice is hereby also given, that on or before the 30th day of November, 1895, a map

showing the authorized and proposed extension of the limits of supply, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Reading, in that county, and with the Clerk of the Peace for the county of Oxford, at his office at Oxford, in that county, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained at the offices of the undersigned, on payment of one shilling for each copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January next, and copies of such objections must, at the same time, be also sent to the undersigned Solicitor or Parliamentary Agents, on behalf of the Promoters, and in forwarding to the Board of Trade such objections, the objectors, or their Agents, should state that a copy has been forwarded to the Promoters or their Solicitor or Parliamentary Agents.

Dated this 15th day of November, 1895.

D: H. WITHERINGTON, Reading, Berks,  
Solicitor.

BIRCHAM and Co., 46, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Baker Street and Waterloo Railway.

(Extension of Time for the Compulsory Purchase of Lands and Completion of Railways and Works, authorised by the Baker-street and Waterloo Railway Act, 1893; Construction of New Underground Railways and Works; Additional Lands; Provisions as to Underpinning and as to Purchase of Lands, Easements, and use of Subsoil; Abandonment of Portion of Authorised Line; Tolls; Working and other Agreements with the London and South Western, the Manchester, Sheffield, and Lincolnshire, the Metropolitan, and Waterloo and City Railway Companies; Agreements with the London County Council, the Commissioners of Sewers, and other Authorities and Bodies; Subscription by those Authorities; Further Powers as to Share and Loan Capital, Guarantee, raising and application of Funds; Payment of Interest out of Capital; other Powers; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to effect all or some of the following purposes (that is to say):—

1. To extend the time limited by the Baker-street and Waterloo Railway Act, 1893 (hereinafter called "the Act of 1893") for the compulsory purchase of lands, houses, and other property, and to extend the time for the completion of the railways and works authorised by that Act.

2. To empower the Company to make and maintain the underground railway and works hereinafter described, all of which will be wholly situated in the county of London, with all necessary and proper stations, platforms, buildings, passages, approaches, subways, tunnels, covered ways,

sidings, signals, shafts, lifts, inclines, apparatus, generating plants, depôts, machinery, appliances, works, and conveniences (that is to say):—

A railway wholly in the parish of St. Marylebone, commencing by a junction with the Railway No. 1, authorised by the Act of 1893, at the eastern side of Upper Baker-street, and terminating at the western end of Melcombe-place at its junction with the south-east corner of Harewood-square.

3. The said intended railway and works, and the lands and houses to be taken for the purposes thereof will be wholly situated in the parish of St. Marylebone, in the county of London.

4. The gauge to be adopted for the intended railway will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity or cable power.

5. To empower the Company to purchase and take by compulsion or otherwise lands, houses, and properties required for the purposes of the intended Act, and also the lands, houses, and buildings following (that is to say):—

Additional land and buildings in the parish of St. Mary, Lambeth, situate on the northern side of York-road near its junction with Vine-street.

6. To authorise and require the Company to abandon the making of so much of Railway No. 1 authorised by the Act of 1893, as lies between the commencement thereof and the point of junction of the proposed railway as above described.

7. To incorporate with and extend and make applicable with or without modification or alteration to the intended railway and works all or some of the provisions of the Act of 1893, with reference (*inter alia*) to the following matters (that is to say):—The mode of construction of the intended works, the retention and sale of lands, the power to deviate and underpin, and to make such provisions as may be thought expedient or desirable for the protection of the authorities, bodies, companies, and persons affected by the powers of the intended Act, and so far as may be necessary to alter and amend the provisions of the Act of 1893 with reference thereto.

8. To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with either temporarily or permanently any roads, streets, highways, foot-paths or places, railways, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, pneumatic and 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 intended Act, the subsoil and undersurface of any lands, streets, roads, highways, and places under, along, or across which any of the proposed works are intended to be made.

9. To authorise the Company to purchase by compulsion or agreement lands, houses, and other property and easements therein for the purposes of the intended Act, and notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same to purchase and take by compulsion or agreement, parts of any lands, houses, buildings, manufactories, or other premises without being required or compelled to purchase the whole thereof, and to empower the Company to appropriate and use the subsoil under any street or road, and to vary and extinguish all rights and privileges connected with such lands, houses, property, and subsoil.

10. To empower the Company to levy and

recover tolls, rates, and charges upon and in respect of the said intended railways and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

11. To authorise and empower the Company on the one hand, and the London and South Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Metropolitan Railway Company, and the Waterloo and City Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into effect and rescind contracts, and agreements, and arrangements with respect to the working, use, management, and maintenance by the contracting Companies or either of them of the railways and works of the Company or any part or parts thereof, the supply of engines and working stock and plant, the supply of electricity or electrical energy and power, and of officers and servants for the conduct and conveyance of the traffic thereon, the payment to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange and transmission, forwarding and delivery of traffic coming from or destined for the railways of the contracting companies, the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts arising therefrom, and the appointment of joint committees for carrying into effect any objects or provisions of such agreements.

12. To empower the Company on the one hand and the London County Council (hereinafter called "the County Council"), or any district board of works, vestry, or other authority, or any company or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus 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 railway or works, or any part thereof, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, and any incidental matters and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and, if thought fit, to insert provisions for the protection of the County Council, and any district board of works, vestry, or other authority, company, or body as aforesaid respectively, or any or either of them, and to confer upon them in furtherance of any such agreement all or any of the powers of the intended Act, including powers of construction, maintenance, and purchasing lands.

13. To authorise the Company to raise the capital authorised by the Act of 1893 with or without a guaranteed or preferential dividend, and by borrowing on mortgage, and by the creation and issue of debenture stock by instalments, or by any such means, and to apply such capital for all or any of the purposes aforesaid, or of the intended Act, and to raise for the purposes of the intended Act and other the general purposes of the Company, further moneys by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend, and by borrowing on mortgage, and by the creation and issue of debenture stock by instalments, or by any such means, and if thought fit to provide that the railways, subways, and works authorised by the Act of 1893, and the intended Act, or some part or parts thereof, and the capital raised for the purposes of the intended works shall be a separate undertaking and capital.

14. To empower the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of capital, whether already authorised or to be authorised to be raised by the intended Act, from time to time during the construction of the intended railway, or during such other time as may be prescribed by the intended Act, interest or dividends on any shares, stock, loans, or debenture stock of the Company to be created or issued for the purpose of the intended Act.

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

16. To incorporate with the Bill among other Acts and to extend to the Company and to the railway proposed to be constructed, all or any of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, the Lands Clauses Acts, 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.

17. To alter, amend, extend, and if need be, repeal the provisions, or some of the provisions, of the several Acts of Parliament following (that is to say):—The Metropolis Local Management Acts, 1855 and 1856, the Local Government Act, 1888, and all other Acts which will or may relate to the County Council, the Manchester, Sheffield, and Lincolnshire Railway Act, 1893, and all other Acts relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the railway and works proposed to be authorised by the intended Act showing the lines and levels thereof the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans, respectively, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and that on or before the said 30th day of November a copy of the plans and sections and book of reference as relates to each parish 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. Marylebone, with the Vestry Clerk of that Parish, at his office at the Court House, Marylebone-lane, W., and in the case of the Parish of St. Mary, Lambeth, with the Vestry Clerk of that Parish, at his office at the Vestry Hall, Kennington Green, Kennington-road, S.E.

And notice is hereby further given that on or before the 21st day of December, 1895, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1895.

BURHAM and Co., 46, Parliament Street,  
Westminster, S.W.  
BURCHELL and Co., 15, The Sanctuary,  
Westminster,  
Joint Solicitors and Parliamentary Agents  
for the Bill.

In Parliament.—Session 1896.

Portsmouth, Basingstoke, and Godalming  
Railway.

(Incorporation of Company; Construction of Railways and New Streets; Diversion of and Stopping-up of Streets and Roads; Compulsory Purchase of Lands; Powers to limited Owners to Subscribe for and Hold Shares; Working and other Agreements and Arrangements; Running Powers and Facilities; Powers to Corporation of Portsmouth; Payment of Interest during Construction; Tolls, Rates, and Charges; 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 all or some of the following purposes, viz. :—

To incorporate a company (hereinafter called "the Company") and to authorise the Company to make and maintain the railways, new streets, and other works, hereinafter described or some of them or some part or parts thereof, together with all proper stations, buildings, sidings, approaches, bridges, and other incidental works and conveniences connected therewith respectively (that is to say):—

- (1) A Railway (No. 1) commencing in the parish of Monk Sherborne, in the county of Southampton, by a junction with the Reading and Basingstoke Branch of the Great Western Railway, at the southern side of the bridge carrying that branch railway over the public road which leaves the Basingstoke and Reading main road about 1 mile from Basingstoke and leads to the village of Basing and terminating in the town and parish of Alton, in the same county, at a point on the western side of Butts-road, 70 yards, or thereabouts, south-westward of the place where Hop-pole-lane diverges from Butts-road; which intended Railway No. 1 will pass from, in, through, or into the parishes, townships, and places of Monk Sherborne, Basing, Basingstoke, borough of Basingstoke, Eastrop, Cliddesden, Winslade, Herriard, Ellisfield, Lasham, Shalden, Bentworth, Alton, or some of them, in the county of Southampton;
- (2) A railway (No. 2), commencing in the said town and parish of Alton at the termination of the intended Railway No. 1 before described, and terminating in the parish of Bedhampton, in the county of Southampton, at a point on the western side of the public road leading from Bedhampton Church to Bedhampton Mill, 83 yards, or thereabouts, measured in a south-easterly direction from the south-eastern corner of Bedhampton Rectory; which intended Railway No. 2 will pass from, in, through, or into the parishes, townships, and places of Alton, Chawton, Faringdon, Newton-Valence, East Tisted, Colemore, West Tisted, Froxfield, Privett, East Meon, Langrish, West Meon, Warnford, Exton, Meon Stoke, Corhampton, Droxford, Shedfield, Soberton, Hambleton, Catherington, Barn Green, Waterloo, Stakes Hill, Waterloo Ville, Farlington, Southwick, and Bedhampton, or some of them, in the county of Southampton;
- (3) A railway (No. 3), commencing in the said parish of Bedhampton at the termination of the intended Railway No. 2 before described, and terminating in the parish of Portsea, in the county of Southampton, at a point on the southern side of Goldsmith's-avenue, 90 yards, or thereabouts, measured in an easterly direction from the north-west corner of the Crystal Palace Hotel; which intended

Railway No. 3 will pass from, in, through, or into the parishes and places of Bedhampton, Farlington, Southwick, Cosham, Wymering, Great Salterns, Portsea, and Portsmouth, in the county of Southampton;

- (4) A railway (No. 4), commencing at the termination of the intended Railway No. 3 before described, and terminating in the parish of Portsea at a point about midway between Russell-street and Sussex-street, 38 yards, or thereabouts, measured in a southerly direction from the northern side of the Sussex Hotel; which intended Railway No. 4 will pass from, in, through, or into the parishes and places of Portsea and Portsmouth, in the county of Southampton;
- (5) A railway (No. 5), commencing in the parish of Shalford, in the county of Surrey, by a junction with the Reading and Reigate branch of the South Eastern Railway at a point 35 yards, or thereabouts, measured in a westerly direction along that branch railway from the western side of the bridge carrying Dagley-lane over the said branch railway, and terminating in the parish of East Tisted, in the county of Southampton, by a junction with the intended Railway No. 2 before described at a point on the south-western side of the public road leading from the village of East Tisted, past Monkey's Lodge Farm to Colmore, 165 yards, or thereabouts, measured in a north-westerly direction from the fence dividing the property numbered 122 on the 25-inch Ordnance map from the property numbered 123 on the same map where that fence abuts on the said public road; which intended Railway No. 5 will pass from, in, through, or into the parishes and places of Shalford, Saint Mary (Guildford), Godalming, Peper-Harow, Elstead, Churt, and Frensham, in the county of Surrey, and Headley, Selborne, Newton-Valence, and East Tisted, in the county of Southampton;
- (6) A railway (No. 6), commencing in the said parish of Shalford by a junction with the before-mentioned Reading and Reigate Branch Railway at a point 4 yards, or thereabouts, measured in a westerly direction along that branch railway from the western side of the bridge carrying Dagley-lane over the said branch railway, and terminating in the same parish by a junction with the intended Railway No. 5 before described, at a point on the fence dividing the property numbered 120 on the 25-inch Ordnance map from the property numbered 121 on the same map 75 yards or thereabouts, measured in a southerly direction from the public road leading from Broadford to Pease Marsh, which intended Railway No. 6 will pass from, in, through, or into the parishes and places of Shalford, Saint Mary (Guildford), and Saint Nicholas (Guildford) or some or one of them in the county of Surrey;
- (7) A Railway (No. 7) wholly in the said town and parish of Alton, commencing by a junction with the Guildford, Alton, and Winchester Railway of the London and South Western Railway Company at a point 170 yards or thereabouts, measured in a south-westerly direction along that railway from the south-westerly side of the bridge carrying Windmill Hill-road over the said railway, and terminating by a junction with the intended Railway No. 2 before described, at a point in the property numbered 496 on the 25-inch Ordnance map 25 yards or there-

abouts, measured in a south-westerly direction from the north-eastern corner of the said property numbered 496;

(8) A Railway (No. 8) wholly in the said parish of Bedhampton, commencing by a junction with Railway No. 2 at the termination thereof before described, and terminating by a junction with the railway (Havant to Portsmouth) of the London, Brighton, and South Coast Railway Company, at a point 175 yards, or thereabouts, measured in a north-easterly direction along the said railway from the eastern side of the bridge carrying the said railway over the occupation road numbered 342 on the 25-inch Ordnance map;

(9) A new road wholly in the parish of West Meon and county of Southampton, commencing at a point on the southern side of the main road leading from West Meon to Warnford, at a point 15 yards, or thereabouts, measured in a south-westerly direction along the said main road from the fence dividing the inclosure numbered 347 on the 25-inch Ordnance map from the inclosure numbered 400 on the same map, and terminating at a point 40 yards, or thereabouts, measured in a south-west direction from the southernmost corner of the inclosure numbered 348 on the said Ordnance map;

(10) A new street wholly in the parish of Portsea (Portsmouth), commencing by a junction with Victoria-road North at a point on the western side of that road immediately south of the south-western end of Fratton Bridge, carrying Victoria-road North over the joint railway of the London, Brighton, and South Coast and London and South Western Railway Companies, thence proceeding in a westerly direction across Somers-road, Port Royal-street, and Raglan-street, and terminating at or near the eastern end of Greetham-street, at a point 90 yards or thereabouts, measured in an easterly direction along Greetham-street from the junction of that street with Prince Regent-street;

(11) A new street in the said parish of Portsea (Portsmouth), commencing at a point at or near the junction of Telegraph-street with Telegraph-place, thence proceeding in a westerly direction across Delhi-place, Saint Luke's Church-path, South Brighton-street, Old Rope-walk, Belgrave-street, Marylebone-street, Stephen's-court, Sussex-street, Providence-place, Russell-street, and Percy-street, and terminating by a junction with Commercial-road, at a point on the eastern side of that road 8 yards or thereabouts, measured in a south-westerly direction from the south-west corner of Percy-street;

(12) A new street in the said parish of Portsea (Portsmouth) and county of Southampton, commencing at a point on the southern side of Raglan-street where that street forms a junction with Omega-street, and terminating at a point on the southern side of Upper East-street at a distance of 60 yards, or thereabouts, measured in an easterly direction along the southern side of Upper East-street from the north-east corner of James's-street.

The Bill will or may authorise the Company to exercise the powers and effect the objects following, viz. :—

To deviate laterally and vertically from the lines and levels of the intended railways and works shown on the plans and sections

hereinafter mentioned to such extent as may be authorised or prescribed by the Bill.

To cross, stop up, remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, navigations, rivers, streams, watercourses, roads, streets, highways, bridges, sewers, drains, gas, water, and other pipes, telegraph and telephone tubes, wires, and apparatus, buildings, erections, or other works within the before-mentioned parishes and places as it may be necessary or convenient to cross, stop up, remove, alter, divert, or interfere with for the purposes of the intended railways and works.

To stop up and discontinue for public traffic the following streets and roads in the said parish of Portsea, and borough of Portsmouth, viz., Talbot-road, Port Royal-street, Raglan-street, Prince Regent-street, Blackfriars-road, Regent-street, Telegraph-place, Telegraph-street, Delhi-place, St. Luke's Church-path, South Brighton-street, Old Rope Walk, Belgrave-street, Marylebone-street, Stephen's-court, Smith's-court, Sussex-street, and Providence-place, and to vest in the Company the sites and soil of the streets so stopped up.

To purchase, take, and acquire by compulsion, and also by agreement, lands, houses, and other property, and any estate, right, or easement in, over, or under any lands for the purposes of the intended railways and works, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement any land, vaults, cellars, or other offices connected with any houses or premises, or a part or parts only of any house, building, manufactory, or other premises, without being required or compelled to purchase the whole or any greater part of any such house, building, manufactory, or premises, and to vary or extinguish all easements, rights, and privileges, in any manner connected with the lands, houses, and property, or parts thereof, so purchased or taken.

To enable and authorise any tenant for life of or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railways, or some of them or any part or parts thereof, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways or any part or parts thereof, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations pecuniary or otherwise and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act 1845, with respect to the sale of superfluous lands.

To purchase and take for or in connection with the purposes aforesaid certain lands being or reputed to be commons or commonable lands, of which the following are the particulars:—

Name by which the Lands are known.	Parish in which the Lands are situate.	Estimated Quantity within Limits of Lateral Deviation.		
		Estimated Quantity required to be taken.		
		A.	r.	p.
Hankley Common	Elstead ..	99	0	0
Godalming Lammas Lands	Godalming	74	0	0

To demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways and works connected therewith, and upon the portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned; to alter, vary, or extinguish existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and duties.

To include the intended railways in two or more sections or groups, and to exercise the powers of the Bill as to the purchase of land and the raising of capital in respect of each section or group, and to borrow by instalments.

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

The Bill will authorise the mayor, aldermen and burgesses of Portsmouth (herein called "the Corporation") to guarantee interest or dividend on some part of the Company's share and loan capital, and to appoint Directors of the Company and to subscribe for, take, and hold shares in the capital of the Company, and contribute towards the expense of constructing the intended railways, new roads and streets, street improvements, and other works, and for such purpose to apply their existing funds, and to raise further moneys by borrowing on the security of their corporate property, borough fund, and borough or other rates, and to vary and levy such rates accordingly.

The Bill will authorise and sanction agreements between the said Corporation and the Company with respect to the construction of the intended railways, new streets and roads, street improvements and works, or any part or parts thereof, within the borough of Portsmouth, and with respect to the cost and maintenance thereof, and the purchase and appropriation of land required for the purposes of either of the contracting parties, and the Bill will provide for the maintenance and management of the proposed new roads and streets and street improvements

being vested in the Corporation at such period and on such terms and conditions as may be provided for by the Bill.

The Bill will empower the Company and all Companies and persons lawfully using or working the railways of the Company, or any part thereof by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers, and servants for the purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be agreed upon or settled by arbitration, or prescribed by the Bill, the portions of railway and stations hereinafter mentioned (that is to say):—

(a) The railway of the Great Western Railway Company from the junction therewith of the intended Railway No. 1 near Basingstoke to Reading, including the use of the station at Reading and all intermediate stations.

(b) The railway of the South Eastern Railway Company from the junction therewith of the intended Railway No. 5 and No. 6, near Shalford, to the Shalford Station, including the use of that station.

(c) The railway of the London and South Western Railway Company between the point of junction therewith of the intended Railway No. 7 and the Alton Station thereon, including the use of that station.

(d) The London, Brighton, and South Coast Railway from the junction therewith of the intended Railway No. 8 to Farlington Station, including that station.

The Bill will authorise the Company on the one hand and the Great Western Railway Company, the South Eastern Railway Company, the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, or any one or more of those Companies on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the working, use, management, and maintenance of the intended railways and works of the Company, or any part thereof, the supply of rolling and working stock and plant, and of officers and servants for the conduct of the traffic on the intended railways, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, and the conditions to be performed by any or either of the contracting Companies to the other or others of them for all or any of the purposes of the respective contract or agreement and the Bill will sanction and confirm any such contract or agreement already made, or which prior to the passing of the Bill may be made with respect to all or any of the matters aforesaid.

The Bill will vary or extinguish all rights and privileges which would or might interfere with the objects and purposes thereof, and it will incorporate all or some of the provisions of the Lands Clauses Acts, the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts 1863 and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such modifications or exceptions as may be deemed expedient, and it will alter, amend, extend, and enlarge and if need be repeal, all or some of the powers and provisions of the following local and personal Acts (that is to say): 4 and 5 William IV, cap. 88, 2 and 3 Vic., cap. 28, 7 and 8 Vic., caps. 5, 63 and 86, and all

other Acts relating to the London and South-Western Railway Company and their undertaking, 9 and 10 Vic., cap. 283, and any other Acts relating to the London, Brighton, and South Coast Railway Company or their undertaking, the Act 5 and 6 William IV, cap. 107, and all other Acts relating to the Great Western Railway Company or their undertaking, 6 William IV, cap. 75, and all other Acts relating to the South-Eastern Railway Company and their undertaking, and the Acts 7 Geo. IV., cap. 64, 6 and 7 Vic., cap. 35, and 27 and 28 Vic., cap. 83, and all other Acts relating to the Corporation of Portsmouth.

And notice is hereby given that on or before the 30th day of this present month of November, duplicate plans and sections of the intended railways, new streets, and other works, showing the lines and levels thereof, and the lands, houses, and other property proposed to be taken for the purposes thereof, with a book of reference to such plans and an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Surrey at the County Hall, Kingston-on-Thames, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester, 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 railway and works will be made or pass with a copy of this Notice, published as aforesaid, will be deposited with the clerk of the parish council, or in the absence of a clerk with the chairman of the parish council of each such parish at his residence, and where no parish council has been elected, with the parish clerk at his residence, and in the case of any extra-parochial place with the clerk or chairman of the parish council or parish clerk, as the case may be, of some adjoining parish at his residence.

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

Dated this 15th day of November, 1895.

A. F. M. DOWNIE,  
Alton, Hants.

EDMONDS and MATTHEWS,  
Prudential-buildings,  
Portsmouth.

W. and W. M. BELL, 27, Great George-  
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Agents.

Solicitors.  
London  
Office:  
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West-  
minster.

In Parliament.—Session 1896:  
Fylde Water.

(New Works in County of Lancaster; Breaking up of Public and Private Roads; Power to lay Pipes; Purchase of Lands, Houses, and Easements Compulsorily and by Agreement; Superfluous Lands; Extension of Limits; Prevention under Penalty of Waste and Contamination and Sale of Water by Persons having a Domestic Supply; Repeal of Section 25 of Fylde Waterworks Act, 1861; Supply to Local Authorities; Additional Share and Loan Capital; Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Fylde Waterworks Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the Company to make and maintain, wholly in the county of Lancaster, the following work, or some part or parts thereof, and to stop up or divert such roads and foot-paths as are shown on the deposited plans as intended to be stopped up or diverted, or as are included within the limits of the land shown as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken. The work hereinbefore referred to is the following (that is to say):—

An aqueduct, culvert, conduit, or line of pipes commencing in and out of the filter beds of the Company on the westerly side thereof, in the township of Barnacre-with-Bonds, in the parish of Garstang, and terminating in the township of Blackpool, in the parish of Bispham, in the public highway in front of the "Gynn Inn."

The said work will be made and maintained from, in, through, or into the following parishes, townships, and extra-parochial places (that is to say):—Barnacre-with-Bonds, Garstang, Nateby, and Kirkland, all in the parish of Garstang; Upper Rawcliffe-with-Tarnicar, otherwise Tarnacre (including the hamlets or places of Tarnicar, otherwise Tarnacre, and Upper Rawcliffe), and Great Eccleston, both in the parish of St. Michaels-upon-Wyre; Little Eccleston-with-Larbreck and Singleton, both in the parish of Kirkland; Poulton-le-Fylde and Carleton, both in the parish of Poulton-le-Fylde, and Blackpool, in the parish of Bispham.

2. To enable the Company from time to time to make and maintain all such cuts, channels, aqueducts, culverts, conduits, tunnels, by-washes, outlets, wells, shafts, bores, drains, sluices, overflows, waste water channels, gauges, tanks, banks, walls, bridges, piers, abutments, approaches, machinery, and appliances as may be necessary or convenient in connection with the before-mentioned work, or any part thereof.

3. To enable the Company to deviate from the lines and levels of the proposed work to any extent defined by the Bill, or prescribed by Parliament.

4. To authorise the Company, for any of the purposes of the Bill, to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere permanently or temporarily with public and private streets, roads, lanes, footways, thoroughfares, rivers, water, courses, streams, railways, tramways, sewers, drains, gas and other pipes, and telegraph, telephone, and other electric apparatus.

5. To empower the Company for the purposes of the Bill and their undertaking, to acquire compulsorily or by agreement, or to take on lease lands (including in that expression where used in this Notice houses and buildings and other property), and any rights and easements therein, thereunder, or thereover. The Bill will or may seek power to acquire compulsory easements or wayleaves, in, through, under, or over lands in lieu of acquiring those lands.

6. To exempt the Company from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845.

7. To authorise the Company to hold or to sell or dispose of any lands which they have acquired or hereafter may acquire free from the provisions of the Lands Clauses Consolidation Act, 1845, or of the existing Acts of the Company, with respect to superfluous lands, and to acquire,

by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

8. To extend the limits within which the Company may supply water, and to enable them to supply with water for all or any purposes the following townships in the county of Lancaster, that is to say:—The township of Myerscough, in the parish of Lancaster, and the township of Cockerham, in the parish of Cockerham, and the township of Forton, in the parishes of Cockerham and Garstang, or some or one of those townships, or some part or parts thereof respectively, and to extend and apply, with or without variation, all or some of the powers and provisions of the existing Acts and Orders of or relating to the Company, the Waterworks Clauses Acts, 1847 and 1863, and other the powers of the Company and of the Bill, to those townships, or some one of them, or some part or parts thereof respectively, and to enable the Company to levy and recover rates, rents, and charges for and in relation to a supply of water within the existing and extended limits of supply, and to alter existing rates and charges, and confer, vary, and extinguish exemptions from rates and charges.

9. To empower the Company, and any corporation, county, urban, rural, or parish council, and any public authority or body without the limits of supply of the Company, to enter into and fulfil contracts and agreements for the supply to them of water by the Company, and for the execution of any works, and the acquisition of any lands required for such purpose, and to authorise for the purposes aforesaid the contracting parties to apply their funds, rates, and revenues, and to borrow money on the security thereof, and to levy rates, and the Bill will or may confirm, with or without alteration, any such agreement already or hereafter to be made, and will or may authorise the Company for the purpose of affording such supply to exercise the powers of the Waterworks Clauses Act, 1847, with respect to the breaking up of streets for the purpose of laying pipes.

10. To make further provision for the protection of the water supply of the Company, and for preventing contamination, waste, misuse, and undue consumption of their water, and the sale thereof, directly or indirectly, by persons having a domestic supply, and to prohibit the use of hose or other pipes for washing pavements, roads, windows, or buildings, except with the consent of the Company.

11. To repeal Section 25 of the Fylde Waterworks Act, 1861.

12. To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes or any of the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

13. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will enable the Company and any local authorities, bodies, companies, or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so

far as may be deemed necessary, amend, enlarge, and repeal the powers and provisions of the Fylde Waterworks Act, 1861; the Fylde Waterworks Act, 1870; the Fylde Waterworks Act, 1874; the Fylde Waterworks Act, 1881; the Fylde Waterworks Act, 1888; and the Fylde Water Act, 1891; and any other Act relating directly or indirectly to the Company.

14. The Bill will incorporate with itself, with or without variation, such of the provisions as may be thought expedient of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

Duplicate plans and sections showing the line, situation, and level of the said work, and the lands in or through which it will be made, 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, 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 Lancaster, at his office at Preston; and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended work will be made, and a copy of this Notice will be deposited in the case of each such parish with the parish clerk thereof at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence; and as regards any of the before-mentioned parishes or places which is a rural parish, for which a Parish Council has been elected, also with the clerk of such council, at his residence, and if there be no such clerk then with the chairman of such council, at his residence.

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

Dated this 19th day of November, 1895.

WILLIAM J. DICKSON, Kirkham, Solicitor.  
DYSON and Co., 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Eastbourne Corporation Water.

(New Water Supply for Eastbourne and neighbourhood; Construction of Waterworks; Diversion and Appropriation of Underground and other Waters; Compulsory Purchase of Lands and Easements; Provision as to Surplus Lands and Purchase of Minerals; Purchase by Compulsion or Agreement of Undertaking of Eastbourne Waterworks Company, and Winding-up and Dissolution of Company; Special Arbitration Provisions; Maintenance and Improvement of all or some of the existing Works; Supply of Water and Extension of existing Limits; Regulations and Conditions as to Supply of Water and Prevention of Waste and Undue Consumption; Rates and Charges; Borrowing of Money; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Eastbourne, in the county of Sussex (hereinafter called the Cor-

poration and the borough respectively), for an Act for all or some of the following purposes and objects (that is to say) :—

To empower the Corporation to make and maintain the waterworks and other works hereinafter described, or some of them, together with all proper embankments, dams, sluices, weirs, outlets, overflows, washouts, bridges, roads, approaches, wells, pumps, engines, tanks, basins, gauges, filter beds, water-softening tanks and apparatus, discharge pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, drains, mains, pipes, junctions, valves, telegraphs, telephones, and other means of electric communication, engines, apparatus, rails, sidings, houses, buildings, and conveniences connected with or ancillary to the intended works, or any of them, or necessary for inspecting, maintaining, repairing, cleansing, managing, working, and using the same (that is to say) :

(1) A well and pumping station (to be called the Friston Pumping Station), wholly situate in the parish of Westdean, in the piece of land numbered 100 on the  $\frac{1}{2500}$  Ordnance map of the said parish, and there described as Newbarn Laine, and the intended work will be situate on an imaginary straight line joining the southern extremity of the buildings known as Newbarn with the southern extremity of the buildings known as Friston-place, at a distance of 283 yards or thereabouts, measured in a south-east by easterly direction from the said southern extremity of the buildings known as Newbarn.

(2) A tunnel, heading, driftway, or adit, wholly situate in the parish of Westdean, commencing at and in the said intended well and terminating at a point 875 yards or thereabouts measured in a north-easterly direction from All Saints Church, in the parish of Westdean, and 933 yards or thereabouts measured in a south-east by easterly direction from the buildings known as Charleston, in the parish of Westdean.

(3) A reservoir (to be called Warren Hill Reservoir), situate on Warren Hill and wholly within the parish of Eastbourne, the centre of which intended reservoir will be 857 yards or thereabouts, measured in a westerly direction from the centre of the existing Paradise Reservoir of the Eastbourne Waterworks Company, and 1,020 yards or thereabouts, measured in a north-westerly direction from the centre of the most westerly of the two existing reservoirs of the said Eastbourne Waterworks Company, in the field called "Part of Grey Nore."

(4) An aqueduct, conduit, or lines of pipes (to be called Aqueduct No. 1), commencing in the parish of Westdean, at the intended pumping station, and terminating on Warren Hill in the said parish of Eastbourne, at and in the intended Warren Hill Reservoir, which intended aqueduct, conduit, or lines of pipes will be wholly situate in the parishes of Westdean, Friston, Eastdean, and Eastbourne.

(5) An aqueduct, conduit, or lines of pipes (to be called Aqueduct No. 2), wholly situate in the parish of Eastbourne, commencing at and in the intended Warren Hill Reservoir, and terminating at and in the said existing Paradise Reservoir of the Eastbourne Waterworks Company.

(6) An aqueduct, conduit, or lines of pipes

(to be called Aqueduct No. 3), wholly situate in the parish of Eastbourne, commencing at and in the intended Warren Hill Reservoir, and terminating at and in the said most westerly of the two existing reservoirs of the Eastbourne Waterworks Company.

(7) A new road wholly situate in the parish of Westdean, commencing by a junction with the road passing through Westdean at the western corner of the enclosure of Westdean House, numbered 90 on the  $\frac{1}{2500}$  Ordnance map of the parish of Westdean, and terminating at the said intended pumping station.

All which intended works will be wholly situate in the county of Sussex.

To empower the Corporation to deviate in the construction of the intended works laterally and vertically to the extent to be shown on the plans to be deposited as hereinafter mentioned, or to be defined or indicated in the intended Act.

To empower the Corporation to take or divert into the said intended well, pumping station, tunnels, reservoir, aqueducts, and other works, and to take, use, and appropriate for the purposes of their undertaking all such underground springs and waters as can be collected by the proposed works, or any of them, or as may be found in or under any of the lands to be acquired under the powers of the intended Act.

To authorise the Corporation within the parishes and county aforesaid, and for the purposes of the intended Act, to lay down, maintain, alter, and renew mains, pipes, culverts, and other waterworks in, through, along, under, across, and over public highways, streets, roads, streams, paths, and railways, and to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footways, bridges, canals, towing paths, railways, sewers, drains, streams, watercourses, culverts, pipes, and telegraph posts, wires, and pipes within the parishes and county aforesaid, and to appropriate the soil and surface of the streets, highways, roads, and footpaths stopped up or disused.

To empower the Corporation for the purpose of the proposed works, and other the purposes of the intended Act, to purchase or acquire by compulsion or agreement, or to take on lease and hold any lands, houses, or buildings in the parishes and county aforesaid, and to acquire by compulsion or agreement, rights or easements in, under, over, or connected with any lands, houses, or buildings in the parishes and county aforesaid.

To authorise the Corporation to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and notwithstanding the provisions of that Act, to acquire by compulsion or agreement any mines or minerals under any lands proposed to be taken, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

To empower the Corporation to purchase by compulsion or agreement the undertaking of the Eastbourne Waterworks Company, to provide for the transfer to and vesting in the Corporation of the said undertaking, the application of the purchase money, the payment of debts of the Company, the redemption, cancellation, or extinction of all mortgages, debentures, ordinary,

improvement, and preference stock and shares of the Company, and the winding-up and dissolution of the Company, and to confirm and carry into effect any agreement between the said Company and the Corporation for or in relation to the matters aforesaid.

To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer of the said Company's undertaking to the Corporation, and to require the arbitrators or umpire to have regard to the quality and sufficiency of the water supply of the Company, and all the other circumstances of the case.

To empower the Corporation to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorise the Corporation to supply water within the borough of Eastbourne and the parishes of Eastbourne, Willington, Norway, Hailsham, Jevington, West Ham, Pevensy, Eastdean, Friston, and Westdean, all in the county of Sussex.

To confer upon the Corporation all or some of the powers contained in the several Acts relating to the Company's undertaking, but to exempt the Corporation from the enactments limiting the profits of the undertaking.

To authorise regulations and bye-laws for the prevention of waste, undue consumption, and contamination of water supplied by the Corporation, to provide for the testing and stamping of fittings, the entry of premises supplied with water, and the execution of works for the prevention of waste or undue consumption of water, to provide for the supply of water by meter, to authorise the gratuitous supply of water to public fountains and troughs, the payment of water rates and charges by owners of small houses, the application of the revenue arising from the water undertaking, and dealing with and providing for any surplus thereof or deficiency therein, the formation and application of a reserve fund, and in other respects to make provision with regard to the domestic and trade supply of water, and the making and recovery of rates, rents, and charges therefor.

To empower the Corporation to borrow or raise money for all or any of the purposes of the intended Act, to charge the same on the borough fund and rate, the district fund, and general district rate, or other local rates, and the estates, undertakings, rents, and other property of the Corporation, or on any of such securities, and to authorise the granting and issue of mortgages, stock, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply any of their funds to the purposes of the intended Act.

To vary, repeal, or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts:—The Eastbourne Improvement Act, 1879, and the Eastbourne Improvement Act, 1885, and all other Acts relating to the Corporation and the borough; the Eastbourne Waterworks Act, 1859; the Eastbourne Waterworks Act, 1875; the Eastbourne Waterworks Act, 1881; the Eastbourne Waterworks Act, 1889, and all other Acts relating to the Eastbourne Waterworks Com-

To incorporate and, apply, with or without modification, or render inapplicable, all or some

of the provisions of the following public Acts:—The Municipal Corporations Act, 1882, the Public Health Acts, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, the Railways Clauses Consolidation Act, 1845, the Local Loans Act, 1875, and all Acts amending those Acts respectively.

Plans and sections of the intended works, together 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 Sussex, at his office at Lewes, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes through which the said works are intended to be made, 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 clerk or chairman of the council of each such parish, and where there is no such council, with the Parish Clerk of such parish, at their respective abodes.

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

Dated this 14th day of November, 1895.

H. W. FOVARGUE, Town Clerk, Eastbourne.

SHARPE, PARKER, PRITCHARDS, and BARMHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Borough of Portsmouth Water.

(Power to the Borough of Portsmouth Waterworks Company to Execute Works and Acquire Additional Lands and Springs; Extension of Limits of Supply; Provisions as to Qualification of Directors; Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that the Borough of Portsmouth Waterworks Company (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 empower the Company to execute the works and exercise the powers following, or some of them, that is to say:—

1. To alter and divert the stream or watercourse known as Bedhampton or Hermitage Stream, in the parishes of Bedhampton and Havant, in the county of Southampton, between a point on the said stream seventy yards or thereabouts, north of the bridge known as Hermitage Bridge, carrying Havant-road over the stream, and a point thereon south of and near to the ford which crosses the said stream below Bedhampton Mill, and to stop or fill up and discontinue and hold and appropriate to the purposes of the Company, the bed and banks of the existing channel of the said stream between the commencement of the proposed diversion and the junction with the said stream of the Blue Hole Spring or Stream.

2. To lay down and maintain in the said parish of Bedhampton a watercourse or drain commencing in the main road from Portsmouth to Havant at Bedhampton, at a point 120 yards or thereabouts west of the end of Bidbury-lane and terminating in Bedhampton Stream, at a point thirty-five yards or thereabouts south-east of the Upper Bedhampton Mill.

3. To lay down and maintain a watercourse or drain in the said parish of Bedhampton com-

mencing in the said main road by a junction with the existing watercourse or drain at or near the Post Office situate at or near the corner of Brookside-road at its junction with the said main road, and terminating on the south side of Church-lane in the existing watercourse or drain on the west side of the Rectory at or near the point where the said watercourse or drain passes under the said lane, and to stop up and discontinue and hold and appropriate to the purposes of the Company the said bed and banks of the existing watercourse or drain between the commencement and termination of the said intended drain or watercourse.

4. To lay down and maintain in the said parish of Bedhampton two lines of pipes—No. 1 commencing at the spring known as Bedhampton Spring, Brookside, which is situate at or near Brookside-road, and terminating by a junction with the line of pipes No. 2, next hereinafter described, at or near the junction of Church-lane with Bidbury-lane, and No. 2, commencing in and at the south end of the Bidbury Ponds and Springs, and terminating by a junction with the existing conduit in the mill dam of the Upper Bedhampton Mill, and to enclose and fence in the said Bidbury ponds and springs so as to preserve the purity thereof.

5. To empower the Company to purchase or acquire, compulsorily or otherwise, and to hold, or to take on lease, lands and premises and easements therein, in the said parishes of Havant and Bedhampton, for the purposes of the intended works, or for other purposes of the Company, and also to acquire by compulsion or otherwise, and to hold the lands and premises hereinafter described, or some of them, or some part or parts thereof, and to exercise the powers hereinafter mentioned (that is to say):—

Certain lands and premises in the said parish of Bedhampton, lying on the north-west side of and adjoining Church-lane, and on the north-east side of and adjoining Brookside-road, and on the southern side of and adjoining the farm buildings at the northern end of Brookside-road.

Certain lands and premises in the said parishes of Havant and Bedhampton, lying on both sides of Bedhampton Stream, and north of the said main road, at a point contiguous to and north of Hermitage Bridge.

Certain other lands and premises in the same parishes, lying between and adjoining the said main road, Meyrick-road, Palk-road, and Strode-road.

Certain lands and premises in the said parish of Bedhampton, lying between and adjoining Strode-road and the London, Brighton and South Coast Railway opposite the end of Palk-road.

Certain lands and premises in the said parish of Havant, lying on the north side of and adjoining Ranelagh-road, and between Meyrick-road and Brockhampton-lane, with power to construct, lay down, and maintain in the said parish of Havant, and to use for the purposes of their undertaking, subject to such restrictions (if any) as may be prescribed or provided for by the intended Act, lines of rails across and on the level of Meyrick-road and Brockhampton-lane, for the purpose of connecting the said last-mentioned lands with other lands and works of the Company, and for that purpose to break up and otherwise interfere with the said roads.

Certain lands in the said parish of Bedhampton, lying on the west and south sides of the Spring Plot Reservoir of the Company, on

the west side of and adjoining Brockhampton-lane, near the Havant Pumping Station.

6. To empower the Company to deviate laterally and vertically from the lines and levels of the said works to such an extent as may be defined or authorized by the intended Act.

7. To empower the Company to take and divert and to appropriate and use, for the purposes of or connected with their undertaking, the waters of any streams, brooks, or springs which may be found in upon or under any lands to be acquired by the Company under the intended Act or now belonging to them, or which may or can be taken or diverted by means of any of the said intended works or other works of the Company.

8. To vary or extinguish any rights or privileges connected with any lands or houses proposed to be acquired under the powers of the intended Act or which would be inconsistent with the objects of the intended Act, and to confer, vary, and extinguish other rights and privileges, and to empower the Company to acquire so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

9. To alter and extend the limits within which the Company are authorized to supply water, and to include within such limits the portions of the parishes hereinafter described, or some part or parts thereof, and to authorize the Company to exercise within such extended limits all such powers with respect to the supply of water, and to the charging and recovering of water rates and rents and otherwise in relation thereto as they are now authorized to exercise within their present limits of supply or some part thereof (that is to say):—

So much of the parish of Chalton, in the county of Southampton, as lies south of a straight line drawn from a point on the boundary between that parish and the parish of Havant at the junction of Castle-road with Horn-dean-road, through the north-west corner of Rowland's Castle Station on the London and South Western Railway to the boundary between the said parish of Chalton and the parish of Stoughton in the county of Sussex.

So much of the parish of Portchester, in the county of Southampton, as lies south of a straight line drawn from the boundary between that parish and the parish of Fareham to the boundary between the said parish and the parish of Wymering, parallel to and 100 yards north of the London and South Western Railway.

So much of the parish of Westbourne, in the county of Sussex, as lies within a radius of 900 yards from the point of intersection of the centre line of the street called the Square there with the centre line of East-street, Westbourne, and also so much of the same parish as lies within a radius of 600 yards from the centre of the county bridge called Stakes Bridge.

10. To alter, amend, or repeal such of the provisions of Section 18 of the Borough of Portsmouth Waterworks Act, 1857, as have reference to the qualification as regards place of residence of any of the Directors or Chairman of the Company, and, if deemed necessary, to make other provisions with reference thereto.

11. To authorize the Company to apply to the purposes of the intended Act any capital or funds in their possession, or under their control,

or which they have power to raise for any other purpose.

12. To alter, amend, extend, or repeal all or some of the provisions of the Borough of Portsmouth Waterworks Act, 1857, and any other Acts relating to the Company, and in particular to alter or repeal all or some of the provisions of the Borough of Portsmouth Waterworks Acts, 1883 and 1890, having reference to the diversion of the said Bedhampton or Hermitage Stream.

On or before the 30th day of November, 1895, plans and sections of the proposed works, and plans showing the lands and property to be taken under the powers 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 Southampton at his office in Winchester in that county, and on or before the same day a copy of so much of such plans, sections and book of reference as relates to each of the before-mentioned parishes, with a similar copy of this Notice, will be deposited for public inspection with the parish clerk of such parish at his residence, and as regards any rural parish for which a Parish Council has been elected, with the clerk of such Council at his residence, or if there be no clerk, with the chairman of such Council at his residence.

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

Dated this 14th day of November, 1895.

R. W. FORD, 31, St. Thomas's-street,  
Portsmouth, Solicitor for the Bill.  
SHERWOOD & Co., 7, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Bilston Improvement.

(Confirmation of Agreement with Wolverhampton Corporation; Extension of Water Area; Acquisition of Land for Sewage Purposes; Rating and Borrowing Powers; Provisions for Better Government of District in relation to Streets and Buildings, Infectious Disease, Markets, Fires, Mortuary, Cemeteries, Common Lodging-houses, &c.; Bye-laws; Amendment and Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Bilston, in the county of Stafford (in this Notice called "the Council"), for an Act for the following purposes, or some of them, namely:—

1. To confirm an agreement between the Corporation of Wolverhampton and the Council, dated the 2nd September, 1895, or, if thought expedient or necessary, to alter or annul the same, and to authorise the Corporation of Wolverhampton and the Council to enter into and carry into effect other agreements, 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, and to confer upon the Council and the Corporation of Wolverhampton respectively all such powers as may be expedient or necessary for giving effect to the provisions of the intended Act or of any such agreements.

2. To extend the area of supply of the Council for water purposes, and to include within such area part of the urban district of Coseley, in the county of Stafford, and to levy, collect, and recover water rates within such extended area.

3. To enable the Corporation of Wolver-

hampton effectually to transfer to the Council all the existing rights, powers, obligations, and liabilities of the Corporation in relation to the supply of water within such extended area, and to release the Corporation from all such liabilities and obligations in the future, and to empower the Corporation, with the consent of the Council, to supply water to the Council or to any persons within the water limits of the Council (other than the districts of Bilston and Coseley) and to empower the Council with the consent of the Corporation to supply water to the Corporation or any persons within the parishes of Penn and Wombourne within the water limits of the Corporation.

4. To make provision for the application or disposal of any moneys payable to the Corporation by the Council under the provisions of the before-mentioned agreement or the intended Act.

5. To empower the Council to apply to the purposes of the intended Act, or any of them, any funds, money, rates, or rents belonging to them or under their control, or which they now are or may by the intended Act be empowered to raise or levy, and to borrow further moneys on the security of such rates or rents as aforesaid, and any other rates, revenue, and property of the Council.

6. To make further and better provision in regard to the making, levying, and recovery of rates, and the assessment of property within the district of the Council (herein referred to as "the District"), and particularly to empower the Council to assess the owners of automatic machines to the general district rate.

7. To make better provision in regard to the pound, and to street buildings and sewers within the district, and particularly in the following respects (that is to say):—Definition of new buildings; deposited plans and sections of streets and buildings to become the property of the Council; limitation of period during which the Council's approval of plans of streets and buildings shall operate; detailed plans, sections, and particulars of buildings to be furnished; height of chimneys; the protection of public buildings; ventilation and drainage of public buildings; coal-shoots and vaults; fencing of vacant land and dangerous places; prohibition as to the erection or re-erection of buildings in courts; fore-courts and gardens to be fenced off from street; continuation of existing streets to be new streets; laying out of back streets; line of street and alteration of line of street; formation of street before the erection of buildings; fence walls; crossings over footways for horses and vehicles; recovery of damages caused to highways and footways by excavations or by mining; undertakings given to or by the council to bind successive owners; regulations as to sewers and drains; communication with sewers and prohibiting putting therein injurious matter; the laying down of gas, water, and other mains and pipes; projections in streets; removal of objectionable ash-pits; power to prohibit manure pits near to dwellings or streets; power to charge for the emptying of privies of rubbish; music in streets; temporary repairs of streets; sewers not to pass into surface water drains, or surface water into sewerage sewers, and other provisions for securing the adoption of separate systems of drainage.

8. To make further and better provisions in regard to the prevention and spread of infectious diseases and other sanitary matters and things, both within and beyond the district, and particularly relating to the following:—To require cow-

keepers and others to furnish lists of their customers; and to require persons engaged in washing and mangling clothes to furnish lists of the owners of said clothes or customers; to provide nurses in case of persons suffering from infectious disease; to make regulations in regard to the admission and discharge of persons to or from infectious hospitals, and as to persons visiting such hospitals; to provide for the emptying and disinfecting of privies and ashpits in cases of infection; to provide for the filling up of cess-pools, for providing water-closets, earth-closets for courts, and other sanitary accommodation, for the removal of offensive urinals, for requiring inns and other places of public entertainment to be provided with urinals, for prohibiting the sweeping of soil, refuse, and other injurious matters into sewers and drains, and to make other provisions for the health and comfort of the inhabitants of the district; to make further and better provisions in regard to markets and fairs, and particularly to enable the Council to provide a wholesale market and to grant licences to persons to sell marketable commodities outside the market place, and to prohibit the sale of such commodities within the market limits except in the market or by licensed or authorised persons, that tolls for market stalls, if so required, shall be paid in advance, that the Council may sell animals and articles left in the market, and exclude or remove animals suspected of disease, and deal with cases of cruelty to animals, and to make better provision for the regulation of the market house.

9. To restrict, license or regulate advertising hoardings, sky-signs, advertising vehicles; to prohibit indecent advertisements on walls and hoardings, and to make other provision in regard to street advertisements.

10. To make provision with regard to fires, and to provide telegraphic or telephonic communication between the Bratch, Wombourne and Bilston, and elsewhere within the water district or area of the Council, and between the offices of the Council and the residences of their firemen.

11. To purchase and acquire, by agreement, for sewage purposes, certain lands in the parish of Bilston, in the county of Stafford.

12. To make better provision with regard to the registration of common lodging houses for imposing penalties on persons keeping a lodging house not duly registered; to empower the Council to refuse to register any person as a common lodging house keeper unless satisfied of his character and fitness; power to cancel the registration on the keeper of a common lodging house being convicted of certain offences; and in other respects to alter and amend the law relating to common lodging houses within the district.

13. To make provision for the removal of bodies to the mortuary for purposes of inquest, and to make further provision for the construction, maintenance, and management of cemeteries.

14. To empower the Council to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of such bye-laws, and provide for the recovery and application of such penalties, and for the prosecution of offences.

15. To empower the Council to make bye-laws for the good rule and government of the district for prevention and suppression of nuisances and to extend to the district the provisions of the Municipal Corporations Act, 1882, Section 23, as if the district were a borough.

16. To empower the Council to contribute either directly or indirectly to any guarantee

fund or insurance company for the purpose of insuring against accident the workmen in their employ.

17. To vary or extinguish all existing rights and privileges, which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act and to confer other rights and privileges.

18. To incorporate with the intended Act, with or without alterations, such of the provisions as may be convenient of the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1868; the Gasworks Clauses Acts, 1847 and 1871; the Cemeteries Clauses Act, 1847; the Commissioners Clauses Act, 1847; and the Towns Improvement Clauses Act, 1847.

19. To alter, amend, extend, or enlarge the powers and provisions or some of them of the following local Acts: namely, the Bilston Improvement Act, 1850; the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1887; the Local Government Board's Provisional Orders Confirmation (No. 10) Act, 1888; the Local Government Board's Provisional Orders Confirmation (No. 13) Act, 1892; and the Bilston Commissioners' (Water) Act, 1893; the Wolverhampton Improvement Act, 1869; and any Acts relating to the borough of Wolverhampton or its water undertaking, the Wolverhampton New Waterworks Act, 1855, and any Acts relating to the Wolverhampton New Waterworks Company.

20. To repeal the aforesaid Bilston Improvement Act, 1850, and the Provisional Orders of the Local Government Board; amending the same with such exceptions as may be considered advisable, and to re-enact the subsisting provisions thereof with such alterations, amendments, and additions thereto, or omissions therefrom, as may be allowed by Parliament.

And Notice is hereby given that 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 11th day of November, 1895.

JOHN D. WASSELL, Town Hall, Bilston,  
Solicitor for the Bill.

BAKER, LEES, and POSTLETHWAITE, 22,  
Great George-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1896.

Kington and Eardisley Railway.

(New Railways to Llandrindod Wells and Rhayader; Compulsory Purchase of Land; Tolls, Rates, and Charges; Additional Capital; Separate Undertaking and Capital; Confirming Certain Agreements with the Great Western Railway Company; Running Powers over the Leominster and Kington Railway, and Portions of Great Western, London and North Western, Mid-Wales, Cambrian and Midland Railways; Agreements as to Construction, Working, &c., with Great Western, Leominster and Kington, London and North Western, Midland, Mid-Wales, and Cambrian Railway Companies; Subscriptions or Guarantees by those Companies.)

**A** PPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To enable the Kington and Eardisley Railway Company (in this Notice called "the Company") to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or some of them, or parts thereof, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

To make and maintain :

A railway (No. 1), commencing at New Radnor, in the parish of New Radnor, in the county of Radnor, by a junction with the New Radnor extension of the Kington and Eardisley Railway at the termination thereof, and terminating in the parish of Llanbadarn-Fawr, on the west side of the main road leading from Llandriod Wells to Newtown, at a point 5 chains, or thereabouts, north of the cross-roads at the church of St. Paternus in that parish, which said intended railway will be made or pass into or through the parishes of New Radnor, Llanfihangel-Nant-Melan, Llandegley, Cefnlllys, and Llanbadarn-Fawr, all in the county of Radnor.

A railway (No. 2), commencing at the termination of Railway No. 1, hereinbefore described, and terminating by a junction with the Mid Wales Railway in the parish of Llansantffraid-Cwmdeuddwr, at a point where the said Mid-Wales Railway crosses over the main road from Aberystwyth to Rhayader, which said railway will be made or pass into or through the parishes of Llanbadarn-Fawr, Llandewy-Ystradenny, Nantmel, Llanfihangel-Helygen, and Llansantffraid-Cwmdeuddwr, all in the county of Radnor.

A railway (No. 3), wholly in the parish of Llanbadarn-Fawr, in the county of Radnor, commencing at the termination of Railway No. 1, hereinbefore described, and terminating by a junction with the Central Wales Section of the London and North Western Railway near the north-eastern end of the bridge carrying the said Central Wales section over the River Ithon.

A railway (No. 4), wholly in the parish of Llanbadarn-Fawr, in the county of Radnor, commencing by a junction with the Central Wales Section of the London and North Western Railway at the north-eastern end of the bridge carrying that railway over the River Ithon, and terminating by a junction with the proposed Railway No. 2 hereinbefore described at a point between the River Ithon and the Clywedog Brook 8 chains or thereabouts to the west of a Farm House known as Llwyn-Morfa, and 12 chains or thereabouts to the south of the Ross Inn.

To confer on the Company the powers usually conferred upon railway companies for and in connection with the construction of railways and works, and to enable the Company for the purposes of the intended Act 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 railways and works, lands, houses, and buildings, and also easements and rights, in or over or upon any lands.

To empower the Company to appropriate

and use the said lands or any part thereof for any of the purposes of their undertaking.

To authorise the purchase and taking of the following pieces of land which are or are reputed to be common or commonable lands, viz. :—

Description of Common or Commonable Land, and Name of Parish.	Area within Limits of Deviation, about—	Area Estimated to be Required to be Taken, not exceeding—
Parts of Llandegley Rhôs, Llandegley	Acres. 26	Acres. 2½

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 enable the Company to demand, take, and recover tolls, rates, fares, and charges upon, or in respect of the intended railways and works, and of any railways which the Company are or may be empowered to run over and use, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

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 for the general purposes of their existing 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, and to confer on any such capital preference and priority over any of the existing stocks of, or charges upon, the Company, and, if necessary, to vary the Scheme of Arrangement of the Company under the Railway Companies Act, 1867, dated the 26th day of October, 1876, and enrolled in the Chancery Division of the High Court of Justice the 5th day of July, 1877.

To constitute the intended railways, or part of them, an undertaking separate and distinct from the rest of the undertaking of the Company with a separate capital, and to make provision as to payments to be made or secured to the holders of the said separate capital out of the revenue arising from the traffic upon such separate undertaking, or common to such separate undertaking, and the rest of the undertaking of the Company, or part thereof, or out of the general revenues of the Company, or to secure and guarantee to the holders of such separate capital payment of interest thereon, or to provide for the division and apportionment of the Company's receipts between the holders of such separate capital and other classes of capital, and to authorise the Company by resolution to determine the nature, amount, and priority of the payments to be made, secured, or guaranteed to the holders of such separate capital, and to constitute the payment of interest or dividend on such separate capital a charge on the gross earnings, and to make such other provisions with respect thereto as the Company may deem proper.

To confirm and give effect to certain agreements between the Company and other companies, viz. :—

An agreement dated the 2nd day of July, 1873, between the Kington and Eardisley Railway Company of the first part, the Great Western Railway Company of the second

part, and the Leominster and Kington Railway Company of the third part.

An agreement dated the 3rd day of August, 1875, between the Kington and Eardisley Railway Company of the first part, the Great Western Railway Company of the second part, and the Leominster and Kington Railway Company of the third part.

Either with or without modifications, and to make the same binding and effective upon the parties thereto:

To enable the Company on the one hand and the Great Western Railway Company, the Leominster and Kington Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Mid-Wales Railway Company, and the Cambrian Railway Company or any of them on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or of any of the existing railways of the Company, or any part or parts thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways; the costs, charges, and expenses of such construction, working, use, management, and maintenance; the regulation, management, and transmission of the traffic of the railways of the contracting Companies; and the collection, payment, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic or with respect to any of such matters; and the Bill will or may confirm any agreement or agreements made or hereafter to be made with relation to all or any of the matters aforesaid.

To authorise and empower the Great Western, Leominster and Kington, London and North Western, Midland, Mid-Wales, and Cambrian Railway Companies, or any of them, to subscribe for and hold shares in the capital of the Company, or any separate capital to rank for dividend in such manner, and subject to such preferred capital as may be defined by the Bill, and to authorise and empower any one or more of the said Companies, to guarantee the payment of interest or dividend on the separate capital or any part thereof.

To enable the Company and any Company using their railway to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the railways and undertakings hereinafter mentioned (that is to say):—

- (a) The railways of the Company and of the Leominster and Kington Railway Company.
- (b) So much of the railways of, or belonging to, or worked by, the Great Western Railway Company as lies or will be situate between the termination of the Leominster and Kington Railway at Leominster and Worcester via Bromyard.
- (c) So much of the Central Wales Section of the London and North Western Railway as will be situate between the junction therewith of Railways Nos. 3 and 4 hereinbefore described and the Llandrindod Wells Station, including that station.
- (d) So much of the Mid Wales Railway as will lie between the Junction therewith of Railway No. 2 hereinbefore described, and the Rhayader Station, including that station.
- (e) So much of the Hereford, Hay and Brecon section of the Midland Railway as lies

between the Junction of the Eardisley Extension of the Company and the Eardisley Station, including that station.

Together with all stations on or connected with the said railways and portions of railways respectively, and the roads, signals, water, watering places, engines, and engine-sheds, and carriage-sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith.

To alter and amend, so far as may be necessary, for the purposes of the intended Act, the Kington and Eardisley Railway Act, 1862, and any other Act relating to the Company, the 5 and 6 William IV., cap. 107, and any other Act relating to the Great Western Railway Company; the 7 & 8 Vic., cap. 18, and any other Act relating to the Midland Railway Company; the 9 and 10 Vic., cap. 204, and any other Act relating to the London and North Western Railway Company; the 27 and 28 Vic., cap. 262, and any other Act relating to the Cambrian Railway Company, and the 17 and 18 Vic., cap. 144, and any other Act relating to the Leominster and Kington Railway Company, and the 22 and 23 Vic., cap. 63, and any other Act relating to the Mid-Wales Railway Company.

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; and the Railways Clauses Act, 1863.

On or before the 30th November instant, plans and sections of the intended railways and 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 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 Radnor, at his office at Rhayader, 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 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 as regards any of the before-mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk, if any, of the parish council of every such parish at his residence, and if in any such parish there be no clerk of such council, then with the chairman of the council 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, 1895.

F. C. MATHEWS, BROWNE, and Co.,  
151, Cannon-street, E.C., Solicitors.

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

In Parliament.—Session 1896.

London and South Wales Railway.

(Incorporation of Company; Construction of Railways from the Barry Railway at Cardiff to the Metropolitan Railway at Great Missenden and the Midland Railway at Hendon, and connecting lines with Railways of Manchester, Sheffield, and Lincolnshire, Taff Vale, Brecon and Merthyr Tydfil Junction, Great Western, Midland, and Midland and South Western Junction Railway Companies, and with Railways of Bute Docks Company, and Lord Tredegar's Park Mile Railway; Footbridge; Common Lands; Compulsory Purchase of Lands, and Easements, and Special Provisions in relation thereto; Stopping up Streets; Repair and Maintenance of Streets and Highways; Agreements between and Powers to Company, Barry, Metropolitan, Taff Vale, Rhymney, Brecon and Merthyr Tydfil Junction, Great Western, Midland, Midland and South Western Junction, Vale of Glamorgan, Pontypridd, Caerphilly and Newport, Rhondda, and Swansea Bay, Manchester, Sheffield, and Lincolnshire Railway Companies, Bute Docks Company, Alexandra (Newport and South Wales) Docks and Railway Company, Newport (Alexandra) Dock Company (Limited), Port Talbot Railway and Docks Company, and Swansea Harbour Trustees; Powers of Subscription, Guarantee, Raising and Application of Funds, Appointment of Directors and other Powers to the before-named Companies and Trustees; Running Powers and Facilities over Railways and Works of some of the above-named Companies, and of the said Trustees; Agreements with Welsh Railways Through Traffic Joint Committee; Payment of Interest out of Capital; other Powers; Amendment or Repeal of Acts.)

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

1. To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to make and maintain the railways and footbridge hereinafter described, or some or one of them, or some part or parts thereof, respectively, with all proper and necessary stations, sidings, junctions, bridges, viaducts, roads, approaches, communications, works, and conveniences connected therewith or incidental thereto, respectively (that is to say):—

**Railway No. 1.**—A railway commencing in the parish of Llandough-juxta-Cardiff, in the county of Glamorgan, by a junction with the Barry Railway at a point 48 yards, or thereabouts (measured in an easterly direction along such railway), from the eastern face of the Cogan Tunnel thereon, and terminating in the parish of Kingswood, in the county of Gloucester at the fence dividing the enclosures numbered respectively 87 and 173 upon the  $\frac{1}{2500}$  Ordnance map of that parish and at a point 30 yards or thereabouts measured in a south-westerly direction along such fence from the northern end thereof;

**Railway No. 2.**—A railway commencing by a junction with the intended Railway No. 1 at the termination thereof as above described and terminating in the parish of Saint Aldate in the city and county of Oxford at the eastern fence of Abingdon-road, at a point 60 yards, or thereabouts (measured in a southerly direction along such road), from the junction of that road with the White House-road;

**Railway No. 3.**—A railway commencing by a

junction with the intended Railway No. 2 at the termination thereof as above described, and terminating in the parish of Bledlow, in the county of Buckingham, in the enclosure numbered 201 upon the  $\frac{1}{2500}$  Ordnance map of that parish at a point 77 yards, or thereabouts, measured in a north-westerly direction from the south-eastern corner of such enclosure;

**Railway No. 4.**—A railway commencing by a junction with the intended Railway No. 3 at the termination thereof as above described, and terminating in the parish of Great Missenden, in the county of Buckingham by a junction with the Aylesbury Extension Railway of the Metropolitan Railway Company at a point thereon 327 yards, or thereabouts (measured along that railway in a northerly direction), from the northern end of the platform of the Great Missenden Station on that railway;

which said intended Railways Nos. 1, 2, 3, and 4 will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following or some of them (that is to say): Llandough-juxta-Cardiff, Penarth, Canton, Saint Mary the Virgin (Cardiff), Roath, Llanedeyrn, Llanfedwy, and Michaelston Fedwy, all in the county of Glamorgan, Saint Mellons, Michaelston, Fedwy, Bassaleg, Graig, Rogerstone, Saint Woollos, Christchurch, Newport, Llangstone, Llanmartin, Penhow, Magor, Saint Bride, Netherwent, Caldicott, Llanvaches, Llanvair Discoed, Llanvair Discoed (detached No. 6), Dinham, Caerwent, Saint Pierre and Runston, Mathern and Chepstow all in the county of Monmouth, Tidenham, Henbury Aust, Henbury with Aust, Littleton-upon-Severn, Oldbury-upon-Severn, Elberton, Thornbury, Falfield, Cromhall, Wickwar, Charfield, Kingswood, Hawkesbury, Didmarton, Shipton, Moyne, Kempford and Lechlade all in the county of Gloucester, Sopworth, Sherston Magna, Sherston Parva, Easton, Grey, Brokenborough (without), Westport, Saint Mary (without), Westport, Saint Mary (within), Saint Paul, Malmesbury (within), St. Paul, Malmesbury (without), Malmesbury, Garsdon, Charlton, Hankerton, Minety, Ashton, Keynes, Leigh, Cricklade, Saint Sampson, Cricklade, Saint Mary, Latton, Eisey, Castle Eaton, Hannington, Highworth and Inglesham all in the county of Wilts, Buscot, Appleton, Cumnor and North Hinksey all in the county of Berks, Kelmscot-cum-Broadwell, Grafton, Clanfield, Bampton, Aston, Yelford, Shifford, Brightampton, Ducklington, Standlake, Stanton, Harcourt, Saint Thomas, Saint Aldate, South Hinksey, Cowley Saint John, Iffley, Cowley, Littlemore, Saint Mary the Virgin, Oxford, Sandford, Garsington, Cuddesdon, Little Milton, Great Milton, Great Haseley, Stoke Talmage, Tetsworth, Attington, Lewknor, Aston Rowant, Sydenham, and Chinnor, all in the county of Oxford, Bledlow, Saunderton, Horsenden, Princes Risborough, Monks Risborough, Great and Little Hampden, and Great Missenden, all in the county of Buckingham and the county boroughs of Cardiff and Newport and the city of Oxford;

**Railway No. 5.**—A railway wholly situate in the said parish of Llandough-juxta-Cardiff, commencing by a junction with the intended Railway No. 1 at a point on the Penarth Moors 220 yards, or thereabouts, measured in an easterly direction from the bridge under the Penarth Branch of the Taff Vale Railway Company at the northern end of the Llandough sidings upon such branch, and terminating by a junction with the said branch at a point 66 yards, or thereabouts, measured along the said branch in a south-easterly direction from the

bridge over the said branch at the southern end of the said Llandough sidings:

Railway No. 6.—A railway, wholly situate in the said parish of Canton, and the county-borough of Cardiff, commencing by a junction with the intended Railway No. 1, at a point 44 yards, or thereabouts, measured in a south-easterly direction from the south-eastern end of Barl-street, Grangetown, and terminating by a junction with the Penarth Harbour Branch of the Taff Vale Railway Company, at a point 720 yards, or thereabouts, measured along that branch in a southerly direction from the bridge carrying such branch over the western end of York-street, Grangetown;

Railway No. 7.—A railway, wholly situate in the said parish of Roath, and the county-borough of Cardiff, commencing by a junction with the intended Railway No. 1, in the enclosure numbered 465 upon the  $\frac{1}{2500}$  Ordnance map of such parish at a point 100 yards, or thereabouts, measured in a north-westerly direction from the southernmost corner of the enclosure numbered 273 on the said Ordnance map of the said parish of Roath, and terminating by a junction with the railway of the Bute Docks Company at a point opposite the signal cabin and 84 yards, or thereabouts, measured in a southerly direction from the point where the Roath Branch of the Taff Vale Railway Company joins the railway of the Bute Docks Company;

Railway No. 8.—A railway wholly situate in the said parish of Roath and the county-borough of Cardiff commencing by a junction with the intended Railway No. 1 in the enclosure numbered 206 upon the  $\frac{1}{2500}$  Ordnance map of such parish at a point 44 yards, or thereabouts, measured in a south-westerly direction from the northern corner of such enclosure, and terminating by a junction with the Roath Branch of the Taff Vale Railway Company at a point 263 yards, or thereabouts (measured in a south-easterly direction along such branch), from the bridge over the said branch carrying the public road leading from Cardiff to Pen-y-lan, which road forms the eastern boundary of Roath Park;

Railway No. 9.—A railway wholly situate in the county of Monmouth, commencing in the township of Graig, in the parish of Bassaleg, by a junction with the intended Railway No. 1, at the southern boundary of the enclosure numbered 499 upon the  $\frac{1}{2500}$  Ordnance map of the said parish of Bassaleg, and terminating in the township of Machen Lower, in the parish of Machen, by a junction with the Brecon and Merthyr Tydfil Junction Railway, at or near the bridge near to Machen Fach farmhouse, carrying the said Brecon and Merthyr Tydfil Junction Railway over the public road leading from Machen to Newport, which intended Railway No. 9 will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Bassaleg, Graig, Machen Lower, and Machen;

Railway No. 10.—A railway wholly situate in the township of Graig, in the parish of Bassaleg, in the county of Monmouth, commencing by a junction with the intended Railway No. 1 at a point 80 yards or thereabouts, measured in a northerly direction from the northernmost corner of the School Board Schools near Rhiwderyn Station on the Brecon and Merthyr Tydfil Junction

Railway, and terminating by a junction with that railway at a point 680 yards or thereabouts, measured along such railway in a westerly direction from the western end of the said Rhiwderyn Station;

Railway No. 11.—A railway wholly situate in the township of Rogerstone, in the parish of Bassaleg, in the county of Monmouth, commencing by a junction with the intended Railway No. 1 in the enclosure numbered 617 upon the  $\frac{1}{2500}$  Ordnance map of the said parish of Bassaleg, and terminating by a junction with the Western Valleys Branch of the Great Western Railway Company at a point 20 yards or thereabouts, measured in a south-easterly direction from the southern end of the platform of the Tydu Station upon such branch;

Railway No. 12.—A railway wholly situate in the township of Rogerstone, in the parish of Bassaleg, in the county of Monmouth, commencing by a junction with the intended Railway No. 1 at a point 30 yards, or thereabouts, measured in a south-easterly direction, from the north-eastern end of James-street, Rogerstone, and terminating by a junction with the intended Railway No. 11 at a point 60 yards, or thereabouts, measured in a westerly direction, from Tregwilym Farmhouse, at Rogerstone;

Railway No. 13.—A railway wholly situate in the county of Monmouth, commencing in the township of Rogerstone, in the parish of Bassaleg, by a junction with Railway No. 1 in the enclosure numbered 670 upon the  $\frac{1}{2500}$  Ordnance map of the parish of Bassaleg, and terminating in the parish of St. Woollos by a junction with Lord Tredegar's Park Mile Railway at a point 480 yards, or thereabouts (measured in a southerly direction along such railway), from the point where that railway crosses the stream running from Nant Coch Farm to the River Ebbw, which intended Railway No. 13 will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Bassaleg, Rogerstone, and Saint Woollos;

Railway No. 14.—A railway, wholly situate in the county of Monmouth, commencing in the parish of Christchurch, by a junction with the intended Railway No. 1, at a point 147 yards, or thereabouts, measured in an easterly direction from the northern corner of the enclosure numbered 714 on the  $\frac{1}{2500}$  Ordnance map of that parish, and terminating in the said parish of Christchurch by a junction with the Newport, Abergavenny, and Hereford Branch of the Great Western Railway Company, at or near the southern end of the bridge carrying such branch over the River Usk, which intended Railway No. 14 will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some, or one of them (that is to say), Christchurch, Newport, and the county-borough of Newport;

Railway No. 15.—A railway wholly situate in the county of Monmouth, commencing in the parish of Christchurch, by a junction with the intended Railway No. 1 at or near the south-western corner of the enclosure numbered 713 upon the  $\frac{1}{2500}$  Ordnance map of that parish, and terminating in the said parish of Christchurch by a junction with the intended Railway No. 14 in the enclosure numbered 65 upon the said Ordnance map, which intended Railway No. 15 will be made or pass from,

- through, or into the several parishes, townships, extra-parochial and other places following, or some or one of them (that is to say), Christchurch, Newport, and the county borough of Newport;
- Railway No. 16.—A railway wholly situate in the parishes of Wickwar and Charfield, in the county of Gloucester, commencing in the parish of Wickwar by a junction with the intended Railway No. 1 at the eastern fence of the public road leading from Charfield to Wickwar at a point 70 yards, or thereabouts, measured in a southerly direction from the point where the entrance roadway to Townsend Farm joins such public road, and terminating in the parish of Wickwar by a junction with the Bristol and Gloucester branch of the Midland Railway Company, at a point 57 yards, or thereabouts, measured in a north-easterly direction from the northern face of the Wickwar Tunnel on such branch;
- Railway No. 17.—A railway wholly situate in the parishes of Wickwar and Charfield, in the county of Gloucester, commencing in the parish of Wickwar, by a junction with the intended Railway No. 1 at or near the point where the intended Railway No. 16 is intended to commence as above described, and terminating in the parish of Charfield by a junction with the Bristol and Gloucester branch of the Midland Railway Company at a point 80 yards or thereabouts, measured in a north-easterly direction from Charfield Hall farmhouse;
- Railway No. 18.—A railway wholly situate in the county of Gloucester, commencing by a junction with the intended Railway No. 1 at the termination thereof, as before described, and terminating in the parish of Charfield by a junction with the intended Railway No. 16 at the fence forming the southern boundary of the enclosure numbered 336 upon the  $\frac{1}{2500}$  Ordnance map of such parish, and at a point 100 yards, or thereabouts, measured in a westerly direction from the Wickwar Station of the Midland Railway Company, which intended Railway No. 18 will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some or one of them (that is to say) Kingswood, Charfield, and Wickwar;
- Railway No. 19.—A railway wholly situate in the parishes of Kingswood and Charfield, in the county of Gloucester, commencing by a junction with the intended Railway No. 1 at the termination thereof as before described, and terminating in the parish of Charfield by a junction with the intended Railway No. 17 in and near the northern boundary of the enclosure numbered 305 upon the  $\frac{1}{2500}$  Ordnance map of such parish;
- Railway No. 20.—A railway wholly situate in the parish of Cricklade, Saint Sampson, in the county of Wilts, commencing by a junction with the intended Railway No. 2, at the fence forming the western boundary of the enclosure numbered 52 upon the  $\frac{1}{2500}$  Ordnance map of such parish and terminating by a junction with the Midland and South Western Junction Railway at or near the bridge carrying Hailstone-lane, over such railway near the Cricklade Station on that railway;
- Railway No. 21.—A railway wholly situate in the parish of Cricklade, Saint Sampson, in the county of Wilts, commencing by a junction with the intended Railway No. 2, at the western side of the Wilts and Berks Canal at a point 34 yards, or thereabouts, measured in a northerly direction from the southern corner of the enclosure numbered 58 upon the  $\frac{1}{2500}$  Ordnance map of such parish and terminating by a junction with the Midland and South Western Junction Railway at a point 617 yards, or thereabouts, measured in a north-westerly direction from the bridge carrying Hailstone-lane over such railway near the Cricklade Station on that railway;
- Railway No. 22.—A railway commencing by a junction with the intended Railway No. 3 at the termination thereof as above described and terminating in the parish of Beaconsfield, in the county of Buckingham in and near the southern corner of the enclosure numbered 236 on the  $\frac{1}{2500}$  Ordnance map of that parish which said intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following or some of them (that is to say) Bledlow, Saunderton, Horsenden, Bradenham, West Wycombe, Chepping Wycombe, Wooburn, Penn, and Beaconsfield, all in the county of Buckingham;
- Railway No. 23.—A railway commencing by a junction with the intended Railway No. 22 at the termination thereof as above described, and terminating in the parish of Hendon, in the county of Middlesex, by a junction with the Midland Railway, at or near the south-eastern end of the viaduct carrying that railway over the Brent reservoir, at a point to the south of the Welsh Harp Station on such railway, which said intended Railway No. 23 will be made, or pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Beaconsfield, Chalfont Saint Peter, Iver, and Denham, in the county of Buckingham, and Harefield, Ruislip, Pinner, Harrow-on-the-Hill, Wealdstone, Harrow Weald, Wembley, Kingsbury, and Hendon, all in the county of Middlesex;
- Railway No. 24.—A railway, wholly situate in the said parish of Hendon, in the county of Middlesex, commencing by a junction with the intended Railway No. 23, on the eastern side of the Brent reservoir, at a point 100 yards, or thereabouts, measured in a southerly direction from the Silk Bridge, carrying the public road from Hendon to London, over such reservoir, and terminating by a junction with the Midland Railway, at a point 57 yards, or thereabouts, measured in a south-easterly direction from the signal-box on the south side of the Welsh Harp Station upon such railway;
- Railway No. 25.—A railway wholly situate in the parish of Saint Marylebone, in the county of London, commencing by a junction with the Railway No. 11, authorised by the Manchester, Sheffield, and Lincolnshire Railway (Extension to London, &c.) Act, 1893, at or near a point 110 yards, or thereabouts, measured along such railway from the commencement thereof, as shown on the plans of that railway deposited with the Clerk of the Peace for the county of London in respect of such Act, and terminating at the north-eastern side of Carlisle-street at or near the junction therewith of Little Carlisle-street;
- A footbridge wholly situate in the said parish of Saint Mary-the-Virgin, Cardiff, commencing on the platform of the Cardiff Station of the Great Western Railway Company at or near the south-western corner of the western abutment of the bridge carrying the Great

Western Railway over the road leading from Saint Mary-street, Cardiff, to Penarth, and terminating at a point 80 yards, or thereabouts, measured in a south-westerly direction from the western end of the bridge at Cardiff, carrying the Great Western Railway over the Glamorganshire Canal;

And it is intended to take for the purposes of

the said railways, certain lands being or reputed to be commons or commonable lands of which the following are particulars and the quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):--

Railways and Works for which the Lands will be taken.	Name by which the Lands are known.	Parish or Place in which the Lands are situate.	Quantities included within Limits of Deviation.	Estimated Quantities to be taken.
Railway No. 2 .. ..	North Meadow ..	Cricklade, St. Sampson	5 acres and 2 roods ..	2 roods
Railway No. 22 .. ..	Bradenham Green	Bradenham .. ..	6 acres and 32 perches	3 roods

and to provide for the application of the purchase-money and compensation for or in respect of any such common or commonable lands in such manner and to such purposes as shall be prescribed by or determined under the Bill.

2. To authorise the Company to—

(A) Cross, stop up, alter, remove, divert, and otherwise interfere with either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, places, railways, tramways, rivers, canals, bridges, wharves, quays, landing-places, market-places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances within or adjoining the aforesaid parishes, townships, extra-parochial, and other places, or any of them, and to appropriate and use the same, and the site, subsoil, and under-surface thereof for the purposes of the intended works and other the purposes of the Bill, and also to appropriate and use the under-surface of any lands, streets, roads, squares, footways, pavements, passages, or places under or along which any of the proposed works are intended to be made, and also to provide for the stopping up and discontinuance and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company of all roads, highways, and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill, and in particular to authorise the Company to stop up, and discontinue, and to extinguish all rights of way over the streets or roads hereinafter mentioned, and to appropriate and use the same, and the site, subsoil, and under-surface thereof (that is to say):—

Crichton-place, John-street, Pendoylan-street, Roland-street, North William-street, Ellen-street, Rosemary-street, the street lying to the south of the Great Western Railway at Cardiff, and between Pendoylan-street on the west and Ellen-street on the east, and the street at the south of Roland-street lying between Pendoylan-street on the west and North William-street on the east, all situate in the parish of Saint Mary-the-Virgin, in the county borough of Cardiff, Little Grove-street, so much of Exeter-street as lies between New Church-street and Earl-street East, Little Church-street, Little Exeter-street, so much of Salisbury-street as lies between New Church-street and Earl-street East, Little Carlisle-street, Nightingale-street, and Sarnford-street, all in the parish of Saint Marylebone, in the county of London;

(B) Deviate from the lines or situations of the

works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by, or determined under, the powers of the Bill;

(C) Underpin or otherwise secure or strengthen any houses and buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof;

(D) Purchase by compulsion and by agreement lands, houses, works, conveniences, easements, rights, powers, privileges, and other tenements, hereditaments and property for the purposes of the intended works or any or either of them, or any part or parts thereof, and other the purposes of the Bill;

(E) Purchase and acquire by compulsion or agreement part only of or any easement, right, or privilege in, over, under, or affecting any lands, houses, buildings, manufactories, or other property as they may require for the purposes of the Bill, and also any vaults, cellars, arches, or other construction or premises attached or belonging to any land, house, or other building or manufactory or premises without being subject to the liabilities imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845;

(F) Levy tolls, rates and duties for the use of the intended railways and works or any or either of them or any part or parts thereof respectively, and for other the purposes of the Bill to alter existing tolls, rates and duties and to grant exemptions from the payment of tolls, rates and duties.

3. To make provision for the repair and maintenance of all or any of the new or altered streets, roads, footpaths, or highways to be constructed or altered under the powers of the Bill, by and at the expense of the same parties and by the same means as other streets, roads, footpaths, or highways in the parishes, townships or places within which the new or altered streets, roads, footpaths, or highways respectively will be situate, are from time to time liable to be repaired or maintained or in such other manner as may be prescribed by the Bill, and to provide that the Company shall not be liable to maintain or repair the surface of any road or highway which shall be carried over any of the intended railways by a bridge or bridges or the immediate approaches thereto, except so far as the level of such road or highway or approaches is permanently altered.

4. To authorise the Company on the one hand and the Barry, Metropolitan, Taff Vale, Brecon, and Merthyr Tydfil Junction, Great Western,

Midland, Manchester, Sheffield, and Lincolnshire, and Midland and South Western Junction Railway Companies and the Bute Docks Company respectively on the other hand from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements for or with respect to the point at which the mode in which, and the terms and conditions upon which any junction or junctions between the railways of the contracting companies shall be made, the construction, use, management, and maintenance of stations, sidings, platforms, works, and conveniences upon the railways of the contracting companies, or either of them, and all incidental matters.

5. To authorise the Company on the one hand and the Bute Docks Company, the Barry, Brecon, and Merthyr Tydfil Junction, Taff Vale, Rhymney, Vale of Glamorgan, Pontypridd, Caerphilly and Newport, Rhondda and Swansea Bay, Midland and South Western Junction, Manchester, Sheffield, and Lincolnshire, Midland and Metropolitan Railway Companies, the Alexandra (Newport and South Wales) Docks and Railway Company, the Newport (Alexandra) Dock Company (Limited), the Port Talbot Railway and Docks Company, and the Swansea Harbour Trustees, or any or either of them on the other hand to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, running, over, use, management, and maintenance by any or either of the contracting parties of their respective railways and works or any or either of them, or any part or parts thereof respectively, and the conveyance of traffic thereon, the supply of rolling or working stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works; the payments to be made and the conditions to be performed with respect to such construction, working, running over, use, management, maintenance, and supply, the interchange, accommodation, conveyance and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting parties or any or either of them, the levying, fixing, division, apportionment and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting parties to the other, or others, of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made.

6. To authorise the said companies and trustees hereinbefore (in paragraph 5 of this Notice) mentioned, or any or either of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority or guarantee in payment of interest or

dividend or other special privileges, and by borrowing, and either as part of their general share and loan capital or wholly or partially as a separate share or loan capital, and to authorise the said companies and trustees or any or either of them to appoint directors of the Company.

7. To empower the Company and all companies and persons lawfully working, running over, or using the railways of the Company or any of them or any part or parts thereof, to run over and use with their engines and carriages, officers, and servants, and for the purposes of their traffic of every description upon such terms and conditions and upon payment of such tolls, rates, and charges as may be agreed upon or in default of agreement as may be settled by arbitration or defined by the Bill, the railways and portions of railways hereinafter mentioned, or some part or parts thereof, together with the stations, sidings, roads, watering places, water supply, booking, and other offices, warehouses, sheds, junctions, points, signals, landing places, depôts, works, conveniences and appliances on or connected therewith respectively (that is to say):—

The railways of the Barry Railway Company between the respective junctions therewith of the intended Railway No. 1 and of the Vale of Glamorgan Railway;

The railways of the Vale of Glamorgan Railway Company including any railways which that company may be authorised to make by any Act to be passed in the ensuing session;

The railways of the Port Talbot Railway and Docks Company including any railways which that Company may be authorised to make by any Act to be passed in the ensuing session;

The railways of the Rhondda and Swansea Bay Railway Company;

The railways of the Swansea Harbour Trustees;

The Bristol and Gloucester Branch, and the Bath and Mangotsfield Branch of the Midland Railway Company;

The joint station at Bristol of the Midland Railway Company and the Great Western Railway Company, and the lines of railway, works and conveniences of those Companies in and about such joint station;

The railways of the Midland and South Western Junction Railway Company, including any railways which that Company may be authorised to make by any Act to be passed in the ensuing Session;

The railways of the London and South Western Railway Company from the junction therewith of the railway of the Midland and South Western Junction Railway Company to Southampton and Southampton Docks;

The railways of the Manchester, Sheffield, and Lincolnshire Railway Company authorised by the Manchester, Sheffield, and Lincolnshire Railway (Extension to London, &c.) Act, 1893, and described in Section 5 of that Act as Railways Nos. 8, 9, 11, and 12; and the deviation of the said Railway No. 12 authorised by and described in Section 5 of the Manchester, Sheffield, and Lincolnshire Railway Act, 1895, and the Railway No. 8 authorised by the last-mentioned Act and described in Section 6 thereof, and the terminal stations in London of the Manchester, Sheffield, and Lincolnshire Railway Company;

The railways of the Midland Railway Company from the junction therewith of the intended Railway No. 23 to their terminal stations at Saint Pancras, including those stations;

The railways of the Metropolitan Railway Company from the junction therewith of the intended Railway No. 4 to the junctions of

the said authorised Railways Nos. 8, 9, and 12 of the Manchester, Sheffield and Lincolnshire Railway Company with the Metropolitan Railway, and the said Railway No. 8 authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1895 ;

and to require and compel the Companies or bodies owning, working, or using the said railways, and portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways respectively, or any part or parts thereof, under the powers of the Bill, and if need be to alter and restrict the tolls, rates, charges, and duties now leviable, and to fix and to determine the tolls, rates, charges, and duties to be hereafter taken upon or in respect of the said railways respectively, or any part or parts thereof, and the works and conveniences connected therewith.

8. To authorise the Company on the one hand, and the Barry Railway Company, the Vale of Glamorgan Railway Company, the Rhondda and Swansea Bay Railway Company, the Bute Docks Company, the Port Talbot Railway and Docks Company, the Metropolitan Railway Company, the Midland Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Swansea Harbour Trustees, or any or either of them, on the other hand to enter into and carry into effect agreements for or with respect to the running over and using by the Company of the railways or any part thereof, and the stations, sidings, booking and other offices, buildings, works, conveniences, and appliances connected therewith respectively of the other parties to the agreement, the conveyance of traffic thereon by the Company, the fixing and division of rates and fares for traffic carried by the Company over such railways, the facilities and accommodation exclusive and otherwise to be provided for the use and benefit of the Company by the other parties to the agreement, the terms, conditions and considerations on which such powers of running over and using shall be exercised by the Company, and such facilities and accommodation afforded, and, if need be, capital therefor provided by the Company or the other parties to the agreement, and all incidental matters, and to sanction and confirm any such agreement made or to be made prior to the passing of the Bill.

9. To enable the Company and the Welsh Railways Through Traffic Joint Committee appointed or to be appointed under the Welsh Railways Through Traffic Act, 1889, to enter into agreements for all or any of the purposes mentioned in Section 3 of that Act, and for the Company becoming one of the united companies under that Act, as if they had been named in the Schedule to that Act, and to make all necessary provisions for such purposes.

10. 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.

11. To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845 ; the Companies Clauses Act, 1863 ; the Companies Clauses Act, 1869 ; the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845 ; and the Railways Clauses Act, 1863, with such variations, modifications, and

exceptions (if any) as may be deemed expedient, or as may be contained in the Bill.

12. To alter, amend, extend, and enlarge or to repeal, so far as may be necessary, for the purposes of the Bill the provisions of the local and personal Acts of Parliament following or some of them (that is to say) 47 and 48 Vic. cap. 257, relating to the Barry Railway Company ; 7 and 8 Vic. cap. 18, relating to the Midland Railway Company ; 20 and 21 Vic. cap. 140, relating to the Rhymney Railway Company ; 5 and 6 William IV. cap. 107, relating to the Great Western Railway Company ; and 22 and 23 Vic. cap. 68, relating to the Brecon and Merthyr Tydvil Junction Railway Company ; 6 William IV. cap. 82, relating to the Taff Vale Railway Company ; the Bute Docks Acts, 1865 to 1895, relating to the Bute Docks Company ; 45 and 46 Vic. cap. 201, relating to the Rhondda and Swansea Bay Railway Company ; 52 and 53 Vic. cap. 188, relating to the Vale of Glamorgan Railway Company ; 47 and 48 Vic. cap. 64, relating to the Midland and South Western Junction Railway Company ; 4 and 5 William IV. cap. 88, 2 and 3 Vic. cap. 28, relating to the London and South Western Railway Company ; 12 and 13 Vic. cap. 81, 56 and 57 Vic. cap. 1, 58 and 59 Vic. cap. 148, relating to the Manchester, Sheffield, and Lincolnshire Railway Company ; 45 and 46 Vic. cap. 251, relating to the Alexandra (Newport and South Wales) Docks and Railway Company ; 16 and 17 Vic. cap. 186, relating to the Metropolitan Railway Company ; 57 and 58 Vic. cap. 141, relating to the Port Talbot Railway and Docks Company ; 41 and 42 Vic. cap. 215, relating to the Pontypridd, Caerphilly, and Newport Railway Company ; 17 and 18 Vic. cap. 126, relating to the Swansea Harbour Trustees, and the several other Acts relating to or affecting the companies and bodies named in this notice respectively or their respective undertakings, and all other Acts relating to or affected by the objects of the Bill, or any of them.

13. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will 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 the purposes thereof.

And notice is hereby further given that on or before the 30th day of November instant, plans and sections of the intended railways, footbridge and works, and plans of the lands to be compulsorily acquired under the Bill, together with books of reference to such plans, an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, with the Clerk of the Peace for the county of Monmouth, at his office at Newport, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, with the Clerk of the Peace for the county of Wilts, at his office at Marlborough, with the Clerk of the Peace for the county of Berks, at his office at Reading, with the Clerk of the Peace for the county of Oxford, at his office at Oxford, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Broad Sanctuary, Westminster, and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and that on or before the said 30th day of November instant, a copy of so much of the said

plans, sections, and books of reference, respectively, as relates to each parish, or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands intended to be compulsorily taken are situate, together with a copy of this Notice, published as aforesaid, will be deposited as follows (that is to say), in the case of the parish of Saint Marylebone, with the vestry clerk of that parish, at his office at the Court House, Marylebone-lane, in that parish, and in the case of each other parish with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence, and in the case of each rural parish, as defined by the Local Government Act, 1894, for which a parish council has been elected, with the clerk, or if there is none, with the chairman of the parish council; and

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

Dated this 14th day of November, 1895.

DOWNING and HANDCOCK, Cardiff, and  
15, Victoria-street, Westminster, Solicitors;

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1896.

Taff Vale Railway.

(New Railways, Subway, and other Works; Acquisition of Lands; Running Powers over portion of Pontypridd, Caerphilly, and Newport Railway; Amendment of Section 23 of Barry Dock and Railways Act, 1888, and Section 2 of Barry Dock and Railways Act, 1888 (Amendment) Act, 1894; Repeal or Alteration of Acts, Agreements, and Award imposing obligations on Taff Vale and Great Western Railway Companies as to Traffic at Bute Docks, Cardiff; Additional Capital; 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 Taff Vale Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

1. To empower the Company to make and maintain, with all necessary and convenient stations, sidings, bridges, approaches, roads, and other works and conveniences, the railways hereinafter mentioned, or some of them, or some part or parts thereof (that is to say):—

A Railway No. 1, commencing in the parish of Llanfabon by a junction with the Company's Llancaiach Branch Railway at a point 250 yards or thereabouts, measured in a north-easterly direction from the bridge carrying that railway over the River Taff, and terminating in the parish of Pontypridd (formerly part of the parish of Eglwysilan) by a junction with the Company's Pont-Shon-Norton Branch Railway at a point 60 yards or thereabouts, measured in a southerly direction along that railway from the gate across that railway between the termination thereof and the commencement of the Albion Colliery sidings;

A Railway No. 2 wholly in the parish of Llanfabon, commencing by a junction with the Company's branch railway or siding between the said Llancaiach Branch Railway and the sidings of the Dowlais Iron Company, at a point 90 yards or thereabouts, measured in a northerly direc-

tion from the bridge carrying the said branch railway or siding over the River Taff and terminating by a junction with the said intended Railway No. 1 at a point 285 yards or thereabouts, measured in a south-easterly direction from the same bridge.

A Railway No. 3 wholly in the said parish of Pontypridd, commencing by a junction with Railway No. 1 authorised by the Taff Vale Railway Act 1890, at a point on the eastern side of the old turnpike road leading from Pontypridd to Cilfynydd 285 yards or thereabouts measured along the said road in a southerly direction from the Royal Oak Inn and terminating by a junction with the Pontypridd, Caerphilly, and Newport Railway, at a point 35 yards or thereabouts, measured in a north-easterly direction from the bridge carrying that railway over the River Taff.

Which said intended railways will be situate in the said parishes of Llanfabon and Pontypridd or one of them, in the county of Glamorgan.

It is proposed to take for the purposes of the said intended railway No. 3 a portion of certain common or commonable lands known as Coedpenmaen Common, in the said parish of Pontypridd. The quantity of the said lands within the limits of deviation is estimated to be 10 acres, and the quantity required is estimated to be one acre and a half.

2. To empower the Company to make and maintain with all necessary approaches, works, and conveniences, a tunnel or subway, under the River Ely in the parishes of Penarth and Canton, in the county of Glamorgan, commencing in the said parish of Penarth, at or near the Penarth-Ferry toll house, and terminating in the said parish of Canton at a point 75 yards or thereabouts, measured in a north-westerly direction from the top of the river embankment immediately above the existing ferry stage on the northern side of the said river.

3. To empower the Company to acquire by compulsion or agreement, and to hold lands (in which term in this Notice houses and buildings are included) and easements in over and under lands in the parishes and places aforesaid for the purposes of the said intended railways and other works, and also the lands hereinafter mentioned, all in the county of Glamorgan, and to exercise the powers hereinafter mentioned (that is to say):

Certain lands in the parish of Whitchurch lying on the northern side of and adjoining the Company's main line of railway, and between a point 10 yards, or thereabouts, east of the road leading from Gwauntreoda Common to the College Iron Works and a point 460 yards, or thereabouts, west of the said road, with power to make additional archways or openings under the said road at the north end of the existing bridge by which the said road is carried over the said railway and to divert and carry along the northern side of the said lands the existing footpath which now crosses the said lands and the said railway near the cottage known as Little Mill, and also to divert the existing sewer which now crosses the said lands, and to stop up and extinguish all rights of way over the existing footpath.

Certain lands in the parish of Aberdare, lying on the west side of, and adjoining the Powell Duffryn Steam Coal Colliery Company's railway or siding to Treaman Colliery, at and near the junction of that siding with the Aberdare Railway at Aberaman Station.

4. To repeal, alter, and amend the proviso to Section 4 of the Taff Vale Railway Act, 1890, and to enable the Company to acquire by compulsion such of the lands referred to in that proviso as may be required for so much of the railway No. 1 by that Act authorised as lies between the intended railways No. 1 and No. 3.

5. To empower the Company to cross, stop up, alter, or divert either temporarily or permanently, any railways, tramways, roads, streets, highways, canals, watercourses, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic apparatus within the parishes aforesaid which it may be necessary or convenient to cross, stop-up, alter, or divert in executing the several purposes of the intended Act, and to deviate from the lines and levels of the intended works, and whether or not within the limits prescribed by the Railways Clauses Consolidation Act, 1845.

6. 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 the intended railways by a bridge, or the immediate approaches thereto, in cases where the levels of such road or approaches will not be permanently altered.

7. To empower the Company to purchase and acquire a part only of any property and any easement in, over, or under any property, and the right to use the subsoil under any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

8. To empower the Company to levy, demand, and recover tolls, rates, and charges in respect of the railways and works to be constructed or run over under the authority of the intended Act, and of the intended subway, and to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

9. To authorise the Company to run over and use with their engines and carriages, officers and servants, and for the purposes of traffic of every description so much of the Pontypridd, Caerphilly and Newport Railway as lies between the junction with that railway of the intended Railway No. 3, and the junction of that railway with the railway of the Company at or near Pontypridd Station, together with the roads, signals, water, watering-places, engines, sheds, warehouses, sidings, junctions, works, and conveniences connected with the said portion of railway upon payment of such tolls, rates, charges, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company and the Pontypridd Caerphilly and Newport Railway Company, or failing agreement as shall be settled by arbitration or otherwise prescribed or provided for by the intended Act.

10. To alter and amend Section 23 of the Barry Dock and Railways Act, 1888, and Section 2 of the Barry Dock and Railways Act, 1888, (Amendment) Act, 1894, with reference to the rates and other payments to be charged by and paid to the Company, and the facilities to be afforded by the Company under the said first mentioned section, and to make further and other provision with reference to such rates, payments, and facilities; and the obligations imposed upon the Company under the said sections respectively.

11. To repeal, cancel, determine, or alter in such respects and to such extent as may be provided or prescribed by the intended Act all or some of the provisions and covenants contained in any of the Acts relating to the Bute Docks, Cardiff, or in any agreements or award scheduled

to or confirmed by or entered into or made under any of those Acts or any Act relating to the Company or the Great Western Railway Company imposing upon the Company and the Great Western Railway Company or either of them any obligation to convey traffic to or from the Bute Docks over any railways or sidings of the Bute Docks Company or to provide any accommodation or render any services in connection with such traffic, and to make such other provision with reference to such conveyance, accommodation, and services as may be prescribed or provided for by the intended Act, and in particular, but not solely or exclusively, to repeal, cancel, determine or alter the several enactments, covenants, agreements, and award hereinafter mentioned or referred to or some of them or some part or parts thereof (that is to say) the award made in pursuance of Section 52 of the Bute Docks Act, 1866; Sections 38 to 46 inclusive of the Bute Docks Act, 1882, and the agreement set forth in Schedule A to that Act; Section 10 of the Taff Vale Railway Act, 1884, and the agreement set forth in the Schedule to that Act; Section 51 of the Bute Docks (Transfer) Act, 1886, and the agreement set forth in the Third Schedule to that Act; Sections 21 and 25 of the Bute Docks Act, 1888; Sections 18, 51, and 54 of the Bute Docks Act, 1894, and any other enactment, covenant, or agreement which it may be necessary or expedient to repeal, cancel, determine, or alter in consequence, or by reason of the repeal, cancellation, determination, or alteration of those hereinbefore specifically mentioned or otherwise in order to give effect to the objects aforesaid.

12. To empower the Company to increase their capital and raise further moneys for all or any of the purposes of the intended Act, and for other purposes connected with their undertaking 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 those purposes, or some of them, any capital or funds belonging to the Company.

13. 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.

14. To alter, amend, extend, or repeal, so far as may be necessary for the purposes of the intended Act, some or any of the provisions of the several Acts hereinbefore mentioned, and of the Act (local and personal) 6 William IV, cap. 82, and any other Act or Acts relating to the Company, 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 1 William IV, cap. 133, and 4 William IV, cap. 19, relating to the Bute Ship Canal Docks and Works at Cardiff in the county of Glamorgan, and the Bute Docks Acts, 1865 to 1895, and any other Act or Acts relating to the Bute Docks Company, and the Pontypridd, Caerphilly, and Newport Railway Act, 1878, and any other Act or Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company.

15. And notice is hereby given that on or before the 30th day of November, 1895, maps, plans and sections relating to the objects of the intended Act, and a Book of Reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and that on or before the

same day, a copy of so much of the said plans, sections, and Book of Reference as relates to each of the beforementioned parishes, together with a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of such parish at his residence, and as regards any rural parish for which there is a Parish Council with the clerk, or if there is no clerk with the chairman of such Council at his residence.

16. And notice is hereby given, that on or before the 21st day of December, 1895, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1895.

INGLEDEN and SONS, Cardiff, Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Chester-le-Street and Pelton Gas.

Parish Lighting Company, Limited.

(Application to the Board of Trade by the Parish Lighting Company, Limited, for a Provisional Order, under the Gas and Waterworks Facilities Act, 1870, for powers to maintain and continue existing and to construct New Gas Works, and to Manufacture and Supply Gas within the Townships of Chester-le-Street and Pelton, in the Parishes of Chester-le-Street and Pelton, in the County of Durham; Supply of Gas in bulk, and gas fittings and apparatus; Extension of Mains, &c.; Breaking up, &c., Streets, Roads, &c.; Patent Rights; Rates and Charges; Capital; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Parish Lighting Company, Limited (hereinafter called "the Company") for a Provisional Order, under the Gas and Waterworks Facilities Act, 1870, for the following, or some of the following, purposes (that is to say):—

To authorize the Company to continue and maintain, and from time to time to repair, improve, alter, enlarge, extend, pull down and re-erect their existing gasworks, retorts, gasholders, receivers, purifiers, meters, apparatus and works for the manufacture, distribution and storage of gas and of coke and other residual products obtained in the manufacture of gas and matters producible therefrom, on the lands now belonging to or in the occupation of the Company whereon their existing gasworks are constructed, situate at South Burns, Chester-le-Street, in the parish and township of Chester-le-Street, in the county of Durham, of which the following is a description:—

Land situate in the South Burns, at Chester-le-Street, in the parish and township of Chester-le-Street, in the county of Durham, in the occupation of the Parish Lighting Company, Limited, and upon which the works of the Company are erected, which said land is bounded on the north by a road leading from Chester-le-Street to Pelton Fell, and on the south, east, and west by land belonging to the Earl of Durham, and contains in the whole about 19 square poles and 24 square yards.

To authorize the Company to extend their existing works, and to construct and maintain, alter, enlarge, and extend, new gasworks, retorts, gasholders, receivers, purifiers, meters, apparatus, and other works for the purposes before mentioned, on the following lands, or

some part thereof, now belonging to or in the occupation of the Company, of which the following is a description:—

Land in the South Burns, at Chester-le-Street, in the parish and township of Chester-le-Street, in the county of Durham, in the occupation of the Parish Lighting Company, Limited, which said land adjoins the aforesaid land and premises and is bounded on the north partly by a road leading from the Fine Banks to the aforesaid road from Chester-le-Street to Pelton Fell and partly by land belonging to the Earl of Durham, and on the east by land belonging to the Rector of Chester-le-Street for the time being, on the south by land belonging to Mr. J. Carruthers, and on the west by land belonging to the Earl of Durham, and contains in the whole 4 acres, 4 poles, and 20 yards.

To empower the Company to make and store gas in and upon the said lands, and to supply and sell gas within the townships of Chester-le-Street and Pelton, in the county of Durham, or some part or parts of such townships, and to manufacture coal tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to sell and dispose of the same at the said works or elsewhere.

To authorize the Company to enter into and fulfil contracts and agreements with all companies, corporations, local boards, sanitary authorities, and all persons whomsoever, for the supply of gas in bulk or otherwise, upon such terms and conditions as they shall think fit, and to confirm any such contract or agreement already made, or which prior to the obtaining of the said Provisional Order by the Company may be made, with respect to the matters aforesaid, or any of them.

To make from time to time such extension of their mains, pipes, and works, within the proposed limits of supply, as may in the opinion of the Company be necessary, and for that purpose and other the purposes of the Company to open and break up any streets, roads, highways, sewers, mains, pipes, canals, watercourses, railways, tramways, bridges, or other passages or places within the limits of supply, and to interfere with electric and other wires, tubes, and apparatus.

To authorize the Company to acquire and hold patent rights and licences in relation to the manufacture or distribution of gas and the utilization of the residual products obtainable therefrom, or the production by any means of artificial light.

To incorporate with the Provisional Order and extend and apply, as well to the main pipes and works of the Company laid down or constructed before the passing of the Act confirming such Provisional Order, as to all mains, pipes, and works which may be laid down or constructed under the authority of such Order, the powers and provisions of the Gas Works Clauses Act, 1847, and of the Gas Works Clauses Act, 1871, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal or extend all or some of the provisions of those Acts, or either of them, and to alter, amend, and repeal any Acts or Orders that may interfere with the objects of the proposed Order.

To define and fix the amount of the capital of the Company applicable to the purposes of

the intended Order, and to enable the Company to apply to the purposes of the intended Order their existing funds, and for those purposes and for the general purposes of their undertaking to raise additional capital by shares or stock, or by borrowing, or by any of those means.

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, sell, or deal in, and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of motive power for domestic, agricultural, manufacturing, and other purposes by means of gas, and all articles and things in any way connected with gas works, or with the supply of gas.

To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

To purchase by agreement, or to take on lease or otherwise acquire for the general purposes of the undertaking, other than the manufacturing and storing of gas, such other lands as may hereafter be required, subject to such regulations and conditions as may be defined by the said Order.

To incorporate with the intended Order, so far as the same are applicable, all or some of the provisions of the Companies Clauses Act, 1845, 1863, and 1869, and the Lands Clauses Act, except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement.

To vary and extinguish all existing rights and privileges which would interfere with the objects or purposes of the intended Order, and confer other rights and privileges, and generally to confer all such further or other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

On or before the 30th day of November instant, a map of the lands at present in use for the existing gasworks and proposed to be used for the manufacture and storage of gas, and of residual products arising in the manufacture of gas, and of the land proposed to be used for the extension of the existing works, and for new works for the purposes aforesaid, together with a copy of this advertisement, will be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office, Exchequer-buildings, in the city of Durham, and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December, 1895, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade aforesaid, and on and after that date printed copies will be furnished to all persons applying for the same, at the offices of the undersigned, on payment of one shilling for each copy.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the said Clerk of the Peace, at his office at Exchequer-buildings, in the city of Durham aforesaid, and copies will be supplied to all persons applying for the same, at the offices of the undersigned, on payment of one shilling for each copy.

And notice is hereby further given that every Company, Corporation, or person desirous of

making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1896, and that copies of such objections must at the same time be sent to the promoters, at the offices of either of the undersigned, and that in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of the same has been forwarded to the Promoters or their Agents.

Dated this 13th day of November, 1895.

FREDERICK HARLE, Chester-le-Street, Solicitor for the Order.

DIX and WARLOW, 16, Serjeants'-inn, Fleet-street, London, Parliamentary Agents.

In Parliament, Session 1896.

Basingstoke and Wokingham Railway. (New Railway between Basingstoke and Wokingham; Agreements with London and South Western and South Eastern Railway Companies; Subscriptions, etc., by those Companies; Running Powers over London and South Western Railway to Basingstoke, and South Eastern Railway to Wokingham and Reading; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes:—

To incorporate a Company (herein referred to as the "Company") and to enable them to make and maintain in the counties of Hants and Berks, the railway hereinafter mentioned or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing in the parish of Basing in the county of Hants, by a junction with the main line of the London and South Western Railway at a point 19 chains or thereabouts east of the bridge, carrying the main road from Basingstoke to Reading over that railway and terminating in the parish of Wokingham in the county of Berks, by a junction with the Reading and Reigate branch of the South Eastern Railway, at a point 13 chains or thereabouts south of the bridge, carrying the main road from Wokingham to Reading over that railway.

Which said intended railway will be made or pass in or through the parishes and places following, or some of them, that is to say:—Basing, Monk Sherborne, Sherfield-upon-Loddon, Hartley Wespall, Heckfield, Mattingley, Bramshill, and Eversley, in the county of Hants, and Finchampstead, Barkham, and Wokingham, in the county of Berks.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845, and to enable the Company to cross, alter, stop up, or divert, whether temporarily or permanently, roads, footpaths, towing paths, railways, tramways, rivers, navigations, streams, sewers, and other works, and to alter or remove any telephonic, electric, or telegraphic wires, posts, tubes, or apparatus, gas, and water pipes as may be necessary or convenient in constructing or maintaining the said intended railways and works, and to divert or stop up and appropriate the soil of any streets or public roads and footpaths within the limits of deviation marked on the deposited plans, and to extinguish all rights of

way over the same, and to authorise deviations laterally and vertically from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the intended Act.

To enable the Company to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railway and works, and of any railways which may be run over and used under any powers to be conferred by the intended Act.

To authorise the Company to purchase and take by compulsion and by agreement lands, houses, tenements, and hereditaments, and to empower the Company, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion a part or parts of any house, building, manufactory, or premises without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorise the purchase and taking of a piece of land in the parishes of Sherfield-upon-Loddon and Hartley Wespall, known as Hartley Mill Meadow, which is reputed to be lammas or commonable land, of which  $6\frac{1}{2}$  acres or thereabouts will be within the limits of deviation, and of which it is estimated that not more than 1 acre will be actually required to be taken.

To empower the Company on the one hand, and the London and South-Western Railway Company, or the South-Eastern Railway Company on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railway, and to the costs, charges, and expenses of such construction, working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the railways of the contracting companies, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To authorise and empower the London and South-Western and South-Eastern Railway Companies to subscribe for and hold shares in the capital of the Company.

To empower the Company on such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed on, or may be settled by arbitration, or be provided by the Bill to run over and use with their engines, carriages, and wagons, and clerks, officers, and servants whether in charge of or accompanying any engines or trains or for other purposes, and for the purposes of their traffic of every description the railways or portions of railway hereinafter mentioned, or any part or parts thereof, viz. :—

(a) So much of the main line of the London and South-Western Railway as lies between the commencement of the proposed railway and the Basingstoke Station of the London and South-Western Railway, including that station.

(b) So much of the Reading and Reigate Branch of the South-Eastern Railway as lies between the Junction therewith of the Staines, Wokingham, and Reading Branch of the London and South-Western Railway and Reading.

Together with the Reading Station of the South-Eastern Railway, and all other stations on the said portions of railways, and all roads, platforms, points, signals,

water, watering-places, engine sheds, standing room for engines, carriages, and wagons, booking and other offices, warehouses, sidings, loading and unloading places, turntables, junctions, machinery, works, and conveniences of or connected with the said railways and stations.

To enable the Company to fix, demand, take, and recover tolls, rates, and charges upon or in respect of the portions of railways stations and works to be run over and used as hereinbefore mentioned, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate with or without exemptions and modifications the Lands Clauses Acts; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, and it may amend or alter so far as required for any of the purposes of the intended Act, the 4 and 5 William IV., cap. 88, and any other Act or Acts relating to the London and South-Western Railway Company, and the 6 William IV., cap. 75, and any other Act or Acts relating to the South-Eastern Railway Company.

On or before the 30th November instant plans and sections of the intended railway and 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 or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and also an ordnance map with the lines of the said intended railway delineated thereon; and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Hants, at his office, at Winchester; and with the Clerk of the Peace for the county of Berks, at his office, at Reading; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended railway is 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 as regards any of the before-mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish, and if in any such parish there be no clerk of such council, then with the chairman of that council at his residence.

And notice is hereby 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 15th day of November, 1895.

F. C. MATHEWS, BROWNE, and Co., 151, Cannon-street, E.C., Solicitors.  
DYSON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Vale of Glamorgan Railway.

(Extensions to Porthcawl Rhondda and Swansea Bay Railway and Port Talbot; Compulsory purchase of lands and easements and special provisions in relation thereto; Agreements with and powers of subscription guarantee raising, and application of funds appointment of Directors and other powers to Barry Railway Company and Port Talbot Railway and Docks Company; Running powers and facilities over Railways of Port Talbot Railway and Docks and Rhondda and Swansea Bay Railway Companies and Swansea Harbour Trustees; Applying existing Acts of Company and agreements with Barry Railway Company to new Railways; Application of funds; Additional capital and applying thereto provisions of Section 52 of Barry Railway Act 1893 and agreements with Barry Railway Company; Payment of interest out of capital; Other powers; Amendment or repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Vale of Glamorgan Railway Company (hereinafter called the Company) for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To authorise the Company to make and maintain the railways hereinafter described or some or one of them or some part or parts thereof respectively with all proper sidings, stations, roads, approaches, junctions, works, and conveniences connected therewith or incidental thereto to be wholly situate in the county of Glamorgan (that is to say):—

Railway No. 1. A railway commencing in the parish of Ewenny by a junction with the Railway No. 1 of the Company authorised by the Vale of Glamorgan Railway Act, 1889, at or near the point on the plans of that railway deposited for the purposes of the said Act with the Clerk of the Peace for the county of Glamorgan, indicating the distance of 3 miles and 1 furlong from the commencement of that railway, and terminating in the parish of Kenfig, in the enclosure numbered 302 upon the  $\frac{1}{2500}$  Ord-

nance map of that parish, at a point 100 yards or thereabouts, measured in a westerly direction, from the easternmost corner of such enclosure;

which said intended railway will be made or pass through or into the several parishes; townships, extra-parochial, and other places following, or some of them, namely, Ewenny, Saint Brides Major, Merthyr-Mawr, Newton, Nottage, Porthcawl, Pyle, and Kenfig;

Railway No. 2. A railway commencing by a junction with the intended Railway No. 1 at the termination thereof as above described, and terminating in the parish of Aberavan by a junction with the Rhondda and Swansea Bay Railway, at or near a point 35 yards or thereabouts, measured in a westerly direction, from the south-western corner of the enclosure numbered 85 upon the  $\frac{1}{2500}$  Ordnance map of that parish;

which said intended Railway No. 2 will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following or some of them, namely, Kenfig, Margam, Taibach, Port Talbot, and Aberavan;

Railway No. 3. A railway wholly situate in the said parish of Margam, commencing by a junction with the intended Railway No. 2 at or near the southern boundary of the enclosure numbered 1122 upon the  $\frac{1}{2500}$  Ordnance map of that parish at a point 100 yards or thereabouts, measured in a north-easterly direction from the southern corner of such enclosure; and terminating by a junction with the Railway No. 1 authorised by and described in Section 34 of the Port Talbot Railway and Docks Act, 1894 (and now in course of construction), at a point (measured upon such railway in a north-easterly direction) 120 yards or thereabouts, from the bridge carrying such railway over the High-street at Taibach.

And it is intended to take for the purposes of the said railways certain lands being, or reputed to be, commons or commonable lands, of which the following are particulars and the quantities included within the limits of deviation shown upon the plans intended to be deposited as hereinafter mentioned, and the estimated quantities proposed to be taken (that is to say):—

Railways and works for which the lands will be taken.	Name by which the lands are known.	Parish or place in which the lands are situate.	Quantities included within limits of deviation.	Estimated quantities to be taken.
Railway No. 1 ..	Ogmore Down ..	Saint Brides Major ..	1 acre and 1 rood ..	1 rood
Railway No. 2 ..	Kenfig Common or Down	Kenfig .. ..	50 acres .. ..	10 acres

and to provide for the application of the purchase money and compensation for or in respect of any such common or commonable lands in such manner and to such purposes as shall be prescribed by or determined under the Bill.

2. To authorise the Company to—

(A) Cross, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, places, railways, tramways, rivers, canals, bridges, wharves, quays, landing places, market places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works, conveniences, and appliances within or adjoining the aforesaid parishes, townships, extra-parochial and other places or any of them, and to appropriate and use the same

and the site, subsoil, and under-surface thereof, for the purposes of the intended works, and also to appropriate and use the under-surface of any lands, streets, roads, squares, footways, pavements, passages, or places under, or along which any of the proposed works are intended to be made, and also to provide for the stopping up and discontinuance and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company of all roads, highways, and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill;

(B) Deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the

levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill;

(c) Underpin or otherwise secure or strengthen any houses and buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof;

(d) Purchase by compulsion and by agreement lands, houses, works, conveniences, easements, rights, powers, and privileges, and other tenements, hereditaments, and property for the purposes of the intended works or any or either of them, or any part or parts thereof and other the purposes of the Bill;

(e) Purchase and acquire by compulsion or agreement part only of, or easements, rights, or privileges in, over, under, or affecting any lands, houses, buildings, manufactories, or other property which may be required for any of the purposes of the Bill, and also any vaults, cellars, arches, or other construction or premises attached or belonging to any land, house, or other building or manufactory, or premises without being subject to the liabilities imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845;

(f) Levy tolls, rates, charges, and duties for the use of the intended railways and works, or either of them, or any part or parts thereof respectively, alter existing tolls, rates, charges, and duties, and grant exemptions from the payment of tolls, rates, charges, and duties.

3. To authorise the Company on the one hand, and the Barry Railway Company and the Port Talbot Railway and Docks Company, or either of those Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of their respective railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling or working stock and machinery, and of officers and servants for the purposes of the traffic of such railways and works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, maintenance, and supply; the interchange, accommodation, conveyance, and delivery of traffic upon, or coming from, or destined for, the respective undertakings of the contracting Companies or any or either of them; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic; the sums or considerations (whether annual or in gross), and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for, or on account of, any of the matters to which the respective contract, agreement, or arrangement relates; the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid or any of them; and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made.

4. To authorise the Barry Railway Company and the Port Talbot Railway and Docks Company to subscribe and contribute funds towards the making and maintaining of the intended railways

and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill, to apply their funds and revenues, and to raise more money by the creation of new shares or stock in their Undertaking, either with or without preference, priority, or guarantee, in payment of interest or dividend or other special privileges, and by borrowing, and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, and to authorise the said Barry Railway Company and the Port Talbot Railway and Docks Company to appoint directors of the Company.

5. To empower the Company and all Companies and persons lawfully working or using the railways of the Company, or any of them, or any part or parts thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or in default of agreement as may be settled by arbitration, or defined by the Bill, the railways hereinafter mentioned, or some part or parts thereof, together with the stations, sidings, roads, watering-places, water supply, booking and other offices, warehouses, sheds, junctions, points, signals, landing-places, works, conveniences, and appliances on or connected therewith respectively (that is to say):—

The railways of the Port Talbot Railway and Docks Company, including any railways which that Company may be authorised to make by any Act to be passed in the ensuing Session;

The railways of the Rhondda and Swansea Bay Railway Company;

The railways of the Swansea Harbour Trustees;

and to require and compel the Companies or bodies owning or working the said railways respectively to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways respectively, or any part or parts thereof under the powers of the Bill, and if need be to alter and restrict the tolls, rates, charges, and duties now leviable, and to fix and to determine the tolls, rates, charges, and duties to be hereafter taken upon or in respect of the said railways respectively, or any part or parts thereof, and the works and conveniences connected therewith.

6. To provide that, subject to the provisions of the Bill, the intended railways shall for the purposes of tolls, rates, and charges, and for the purposes of the subsisting agreements between the Company and the Barry Railway Company, including the agreement set forth in the Second Schedule to and confirmed by the Vale of Glamorgan Railway Act, 1889, and for all other purposes whatsoever, form part of the Vale of Glamorgan Railway authorised by that Act, and of the Undertaking of the Company, and to extend and apply the provisions of the said agreements, and such other provisions of the said Act as may be deemed expedient to the said intended railways.

7. To authorise the Company for all or any of the purposes of the Bill to apply their funds and revenues, and for such purposes and for the general purposes of their Undertaking to raise

more money by the creation of new shares or stock, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and by the creation and issue of debenture stock, and to extend and apply the provisions of Section 52 of the Barry Railway Act, 1893, and any agreements between the Company and the Barry Railway Company entered into or modified in pursuance of such provisions to any additional share or loan capital raised under the Bill.

8. 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 from time to time be paid on the shares allotted to them in the capital raised under the powers of the Bill, anything in the Companies Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

9. To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be contained in the Bill.

10. To alter, amend, extend, and enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the provisions of the local and personal Acts of Parliament following, or some of them (that is to say), 52 and 53 Vic., cap. 188, relating to the Company; 47 and 48 Vic., cap. 257, relating to the Barry Railway Company; 45 and 46 Vic., cap. 201, relating to the Rhondda and Swansea Bay Railway Company; 57 and 58 Vic., cap. 141, relating to the Port Talbot Railway and Docks Company; 17 and 18 Vic., cap. 126, relating to the Swansea Harbour Trustees, and the several other Acts relating to or affecting the said Companies and Trustees respectively or their respective undertakings, and all other Acts relating to or affected by the objects of the Bill or any of them.

11. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, charges, tolls, and duties, will confer, vary, and extinguish exemptions from rates, charges, tolls, and duties, and will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to the purposes thereof.

And notice is hereby further given that—

On or before the 30th day of November instant, plans and sections of the intended railways and works, and plans of the lands to be compulsorily acquired under the Bill, together with Books of Reference to such plans, an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff; and that on before the said 30th day of November instant a copy of so much of the said plans, sections, and Books of Reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands intended to be compulsorily taken are situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and in case of

any extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto at his residence, and in case of each rural parish as defined by the Local Government Act, 1894, for which a parish council has been elected, with the Clerk, or if there is none, with the Chairman of the parish council; and

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

Dated this 15th day of November, 1895.

DOWNING and HANDCOCK, Cardiff, and 15, Victoria-street, Westminster, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1896.

Preston Corporation (Ribble Navigation).

(Additional Training Walls; Abandonment and Removal of Part of South Training Wall; Short Branch Railway in the Borough; Purchase of Lands Compulsorily and by Agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Extinguishing Public Rights of Way over Part of Strand-road; Amending Definition of Ribble Sea Line; Defining Boundary between Ports of Liverpool and Preston; Mooring Dues; Grain Elevators; Lightships; Steam Tenders; Compulsory Licensing of Pleasure Vessels, Steam Launches, and Masters of Tug Boats; Sale and Exchange of Dredging Plant and Application of Money Proceeds; Borrowing Powers; Agreements; By-laws; Tolls, Rates, and Charges; Incorporation of Acts; Repeal and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the County Borough of Preston (hereinafter called "the Corporation") 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 Corporation to construct and maintain the following works, all in the township of Lytham, in the parish of Lytham, in the County Palatine of Lancaster, or on the estuary of the River Ribble adjoining that township (that is to say):—

- (1) A training wall or embankment (No. 1), in continuation seaward of the existing south wall in the estuary of the River Ribble, commencing at a point in that wall about 57 chains southward of the building known as the Old Custom House at Lytham, and 65 chains south-eastward of Lytham Windmill, and terminating in the estuary of the River Ribble at a point about 1 mile 5 furlongs and 7 chains south-westward of St. Cuthbert's Church, at Lytham, and 1 mile 4 furlongs 5 chains south-south-east of Lytham Lighthouse.
- (2) A training wall or embankment (No. 2), in continuation seaward of the existing north wall in the estuary of the River Ribble, commencing at the western termination of that wall and terminating in the said estuary at a point about 10 chains south-west from Lytham Pier Head.
- (3) A training wall or embankment (No. 3), commencing at the western termination of the training wall (No. 2), and terminating in a creek of the said River Ribble known as

Lytham Pool at a point about 10 chains due south of the said Old Custom House.

(4) A training wall or embankment (No. 4), commencing at a point about 8 chains west of a point 37 chains due south of St. Cuthbert's Church aforesaid, and terminating in the said estuary at a point about 5 furlongs 2 chains west of a point 1 mile 2 furlongs 8 chains due south from Lytham Lighthouse.

(5) A training wall or embankment (No. 5), commencing at the eastern end of the said training wall (No. 4), and continuing thence in a westerly direction for about 1,000 yards, and terminating in the said estuary in a creek known as the North Hollow, at a point about 5 furlongs 8 chains south-west from St. Cuthbert's Church aforesaid.

Also the following branch railway, wholly in the township and parish of Preston, with all necessary and convenient sidings, rails, turntables, and junctions (that is to say):—

A branch railway, commencing by a junction with the Ribble Branch Railway, at a point in Strand-road 9 chains north-west from the corner of the Regatta Inn at the junction there of Broadgate and Strand-road, and terminating by a junction with the southernmost siding of the West Lancashire Railway, at the western termination of that siding.

To empower the Corporation to deviate from the lines and levels of the proposed works as shown on the plans and sections to be deposited as hereinafter mentioned, to any extent defined in the Bill or prescribed by Parliament.

To empower the Corporation to purchase lands and foreshore compulsorily or by agreement for the purposes of the said railway and works and for any of the purposes of the Bill.

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.

To abandon and if thought fit to remove so much of the south training wall or embankment as is west of the said commencement of training wall No. 1.

To authorise the Corporation to stop up and extinguish all public rights of way over so much of Strand-road as is situate between the junction of Hartington-road therewith and Fishergate-hill.

To repeal Section 8 of the Ribble Navigation and Preston Dock Act, 1883, and to define the Ribble Sea Line to be an imaginary line commencing at the Lytham Lighthouse, and proceeding thence due west to the point where it would intersect an imaginary line drawn due south from Cross Slack, and proceeding from that point to a point 6 miles 1 furlong 2 chains due south of Cross Slack, and proceeding from that point in a straight line in an east-north-east-half-east direction to and terminating at the place called "Hundred End."

To define the boundary between the port of Liverpool and the port and harbour of Preston, to be a line drawn in a due west-north-west direction from the inner north-west sea-mark, shown in the Admiralty chart of the Survey of the west coast of England from Formby Point to Kirkcudbright, published the 23rd day of October, 1893, and to authorise the Mersey Docks and Harbour Board and the Corporation to enter into and fulfil agreements for and in relation to the foregoing matter and to confirm,

with or without alteration, any such agreement as may have been or which during the progress of the Bill may be entered into.

To empower the Corporation to levy and recover dues or tolls from and in respect of vessels mooring at buoys of or placed by the Corporation.

To enable the Corporation to provide and maintain grain elevators, and to provide, place, and maintain a lightship or lightships for the guidance of vessels entering or leaving the port and harbour of Preston, and to provide and maintain steam tenders for the use of the dock undertaking of the Corporation.

To authorise the Corporation from time to time to exchange all or any part of their dredging plant for dredging plant of other description, and to give or receive money for equality of exchange, or to sell such plant, or any of it, and to apply the whole or any portion of the proceeds of such sale, and of any money received on exchange to or towards the purchase of other dredging plant.

To make provision with respect to the licensing by the Corporation of the masters and other persons having command of tugboats towing within the port of Preston, and the prohibition of any tugboat not being in command of a person so licensed from towing any vessel within the said port.

To provide that no pleasure boats, steam launches, or other vessels shall ply for hire in that part of the harbour of Preston which lies to the eastward of the western boundary of the borough unless such boats, launches, and vessels, and the owners thereof, be licensed by the Corporation in that behalf.

To empower the Corporation to make and enforce by-laws for and in relation to any of the objects of the Bill.

To alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of the purposes of, and for the exercise of all or any of the powers contained in, and for the execution of any works authorised by the Ribble Navigation Acts, 1853 to 1892, or any one or more of those Acts, and for all or any of the purposes of the Bill, and for the equipment of their dock undertaking, and for the general purposes thereof, and for the payment of interest on loans raised for the purposes of those Acts other than the Act of 1853, or any of them, and of the Bill, and for the payment of the costs and expenses of and incident to the obtaining of the intended Act to borrow further moneys by mortgage, and by the creation and issue of Corporation stock and annuities, or by any one or more of those modes, and to apply to all or any of the foregoing purposes any moneys they are authorised to raise under the said Acts, or any of them, and to charge such further moneys on all or any one or more of the following securities, namely:—The harbour revenue, the borough fund, borough rate, general district, and other rates, tolls, rates, rents, charges and revenues, lands, undertakings, and properties of the Corporation, and to provide for the repayment of borrowed moneys, and, if thought fit, to alter existing provisions relating thereto.

To authorise the Corporation and all other corporations, bodies, and persons, for all or any of the purposes mentioned, and the exercise of all or any of the powers contained in and the execution of any works authorised by the said several Acts, and for the general purposes of the Bill, to enter into and fulfil contracts and agreements, and to confirm any such

agreements as already have been, or which during the progress of the Bill may be so entered into.

To enable the Corporation, so far as may be deemed necessary for the purposes of the Bill, to levy new or additional, and to alter and confer exemptions from the payment of existing tolls, rates, and charges.

The Bill will vary or extinguish all rights and privileges, which will interfere with any of its objects, and confer other rights and privileges, and will or may incorporate with itself by reference or in extenso such of the provisions as may be deemed expedient of the said Acts, or one or more of them, and of the Commissioners Clauses Act, 1847, the Harbours, Docks, and Piers Clauses Act, 1847, and the Lands Clauses Acts, with such modifications as may be contained in the Bill, and will or may, so far as is deemed necessary or expedient, alter, amend, and repeal the provisions of the said several Acts mentioned in this Notice, and of every other Act directly or indirectly relating to or affecting the Corporation, or their said undertaking, or the county borough of Preston.

Duplicate plans and sections showing the line, situation, and level of the said works, and the lands, houses, and property in or through which they will be made, and 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, also an Ordnance map with the line of railway delineated thereon so as to show its general course and direction, 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 Palatine of Lancaster, at his office at Preston, and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, and a copy of this Notice will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 18th day of November, 1895.

HENRY HAMER, Town Clerk, Preston.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Ystrad Gas and Water (Additional Waterworks).

(New Waterworks; Impounding of Streams and Waters; Purchase of Lands Compulsorily and by Agreement; Rates, Rents, and Charges; Regulations for Preventing Waste, &c.; Additional Capital; Agreements with Local Authorities and others; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Ystrad Gas and Water Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

1. To authorise the Company to make and

maintain the additional reservoir and other waterworks hereinafter described, or some of them, or some part or parts thereof respectively, viz. :—

- (1) A Reservoir (No. 1) to be situate on the Hepste River in the parish of Ystradfellte in the county of Brecknock, to be formed by an embankment crossing the said river at a point  $36\frac{1}{2}$  chains, or thereabouts, measured up the course of the said river in a northerly direction from the point where the brook called Nant-y-Cwrier joins the said river in the aforesaid parish of Ystradfellte. The said embankment will extend 17 chains, or thereabouts, partly in an easterly and partly in a northerly direction measured from the centre of the Hepste River, and for a distance of 20 chains measured partly in a westerly and partly in a north-westerly direction from the centre of the said Hepste River, which intended reservoir will extend a distance of  $32\frac{1}{2}$  chains or thereabouts, measured in a straight line in a northerly direction from the point at which the said embankment will cross the said river as aforesaid.
- (2) An aqueduct, conduit, or line of pipes (No. 1), commencing at the southern end of the reservoir above described, thence passing from, in, through, or into the parishes of Ystradfellte, Cantref and Penderyn, in the county of Brecknock, and in, through, or into the township of Rhigos, in the parish of Ystrad-y-fodwg, and the parish of Ystrad-y-fodwg, in the county of Glamorgan, and terminating in the Intake Well belonging to the Ystrad Gas and Water Company, situate on the eastern side of the Rhondda Fawr River, at or near the weir belonging to the said Company, in the said Rhondda Fawr River, at or near Blaen Rhondda.
- (3) A reservoir (No. 2), to be situate in the township of Rhigos, in the parish of Ystrad-y-fodwg, in the county of Glamorgan, to be formed by utilising the lake known as Llynfawr, number 584 on the Ordnance map scale  $\frac{1}{25000}$  of the township of Rhigos aforesaid. The water of the said lake to be raised by means of an embankment, extending in a south-easterly direction 72 yards or thereabouts, from a point 36 yards or thereabouts, measured from the said lake in a northerly direction down the course of the stream known as the Nantgwer-Elech Brook, and extending in a westerly direction 74 yards or thereabouts from the said point on the above-named brook.
- (4) A conduit (No. 2), to be situate wholly in the township of Rhigos aforesaid, commencing in the south-eastern corner of the Llynfawr Lake above mentioned, and terminating by a junction with conduit (No. 1) above mentioned, at a point 9 miles  $7\frac{1}{2}$  furlongs, measured along that conduit from its commencement.
- (5) A pumping-station and tank, to be situate on the northern side of Jones-street, immediately at the back of Mount Zion English Wesleyan Chapel, facing Blaen Clydach-road, at Blaen Clydach, in the parish of Ystrad-y-fodwg, in the county of Glamorgan.
- (6) An aqueduct, conduit, or line of pipes (No. 3), situate wholly in the parish of Ystrad-y-fodwg, commencing in the aforesaid pumping-station and tank, and terminating in the service-tank next hereinafter described.
- (7) A service tank to be situate in the enclosure numbered 1168 on the Ordnance

map scale  $\frac{1}{2500}$  of the parish of Ystrad-y-fodwg aforesaid, at a point  $18\frac{1}{2}$  chains or thereabouts, measured from the south-eastern corner of the said enclosure in a northerly direction along the eastern boundary of that enclosure.

(8) A new road commencing at the southern end of the Reservoir No. 1 before described, in the parish of Ystradfellte in the county of Brecon, thence following the course of the said aqueduct, conduit or line of pipes No. 1 and conduit No. 2, and passing over or by the side of those conduits, in and through the said parishes of Ystradfellte, Cantref, and Penderyn, in the county of Brecon, and the township or parish of Rhigos, and the parish of Ystrad-y-fodwg, in the county of Glamorgan, and terminating at the termination of the said conduits respectively. Where any portions of the said intended conduits or line of pipes No. 1 and No. 2 will pass under or along public roads the corresponding portion of the intended new road will not be required or made.

2. To empower the Company from time to time to make and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, bye-washes, weirs, gauges, reservoirs, filter-beds, wells, tanks, banks, walls, roads, embankments approaches, engines, pumps, machinery and appliances as may be necessary or expedient in connection with the beforementioned works or for enabling the Company to impound, collect, and utilise the waters hereinafter referred to as to be taken under the powers of the Bill or for any purposes of the undertaking.

3. To enable the Company to collect, impound, take, use, divert and appropriate for the purposes of the proposed new works, and of their undertaking, all such springs, streams, and waters as will or may be intercepted by the proposed works, or as may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they have or may acquire easements, and especially the following streams and waters (that is to say): the Hepste River, the Llynfawr Lake, and the Nant-gwer-Eleeh Brook.

4. To enable the Company to deviate from the lines and levels of the proposed works shown on the plans and sections to be deposited as hereinafter mentioned to any extent to be defined by the Bill or prescribed by Parliament.

5. To authorise the Company to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere permanently or temporarily with public and private street, roads, lanes, footways, thoroughfares, rivers, watercourses, streams, railways, tramways, sewers, drains, pipes, tubes, and telegraph, telephone, and other electric apparatus.

6. To enable the Company to purchase and acquire compulsorily and by agreement, and to hold lands, buildings, easements, waters, and property for the purposes of the Bill and of their undertaking, and to extinguish all rights over any such lands and property, and to sell and dispose of surplus lands and buildings, and to exempt the Company from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and from the liability imposed by Section 92 of that Act with respect to the purchase of a part of any house, building, or manufactory.

7. To purchase and take for or in connection with the purposes aforesaid certain lands being, or reputed to be, commons or commonable lands, of which the following are the particulars:—

Name by which the Lands are known.	Parish in which the Lands are Situate.	Estimated Quantity within the Limits of Lateral Deviation.	Estimated Quantity required to be taken.
		A. r. p.	A. r. p.
Fforest-fawr	Ystradfellte, Cantref, Penderyn	127 0 0	120 0 0
Hirwain	Rhigos, Ystrad-y-fodwg	10 0 0	7 0 0

8. To constitute the proposed works for all purposes a part of the waterworks undertaking of the Company.

9. To enable the Company to increase, alter, or modify existing rates and charges, and to alter and define the basis on which they shall in future be made, and to confer, vary, and extinguish exemptions from rates, rents, 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 ascertaining the supply or consumption of water.

10. To extend the powers of the Company for the prevention of fouling or contamination of any streams, springs, or waters forming directly or indirectly any portion of their water supply, and, if thought fit, to confer on the Company the powers of a sanitary authority to make and enforce bye-laws and regulations to prevent the fouling, misuse, and waste of the water supplied by them.

11. To enable the Company to apply their existing funds and any money which they have power to raise to the purposes or any of the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking, to raise additional capital by shares or stock, and by borrowing, and the creation and issue of debenture stock, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

12. To enable the Company on the one hand and any corporation, parish, or district council, sanitary or other local authority, or any company, person, or persons, whether within or beyond the Company's limits of supply, on the other hand, to enter into and fulfil contracts and agreements for the supply by the Company of water in bulk or otherwise, to such corporations, district councils, sanitary or other local authorities, companies, or persons, and to confer upon them respectively, all necessary powers for the purposes aforesaid, and to enable such corporations, district councils, sanitary and public authorities as are subject to the provisions of the Public Health Act, to borrow money with the sanction of the Local Government Board, and to levy rates for those purposes.

13. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and will enable the Company and any local authorities, bodies, companies, or persons to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, or repeal the powers and provisions of the Ystrad Gas and Water Acts, 1868, 1874, and 1890, and the Ystrad Gas and Water Orders, 1872, 1879, and

1883, and any other Act or Order relating directly or indirectly to the Company.

14. The Bill will incorporate with itself, with or without variation all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

15. Duplicate plans and sections showing the lines, situation, and levels of the proposed works, and the lands and property which may be taken 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 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 Brecon at his office at Brecon, and 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 book of reference as relates to each parish from or into which the intended new works will be made or pass with a copy of this Notice will be deposited as regards any parish in respect of which a parish council has been elected with the clerk, or if there is none with the chairman of the parish council and as regards other parishes with the parish clerk at his residence, and in the case of any extra-parochial place with the clerk or chairman of the parish council or parish clerk, as the case may be, of some adjoining parish at his residence.

16. 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 12th day of November, 1895.

FRANK JAMES and SONS, 123, Queen-street, Cardiff, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

London Sea Water Supply.

(Incorporation of Company. Construction of Conduits, Reservoirs, Pumping Stations, and other Works between Lancing, in Sussex, and London; Power to Take and Supply Sea Water; Compulsory Purchase of Lands; Meters; Rates; Protection of Works, &c., of Company; Sale or Lease of Lands; Incorporation of certain Provisions of General Acts; Agreements with and Money Powers to County Councils, Sanitary and other Authorities and Bodies; Amendment of Acts, &c.)

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

1. To incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the waterworks and other works and conveniences following, or some of them, that is to say:

A conduit or work, No. 1, wholly in the parish of Lancing, in the county of Sussex, commencing at a point 250 yards or thereabouts, measured due south from the seventh mile post from Brighton, in the road lead-

No. 26682.

M

ing from New Shoreham to South Lancing, which mile post is 260 yards or thereabouts eastward of the point where Shops' Dam abuts upon the said road, and terminating in an old gravel pit numbered 213 on the 2500 Ordnance map of that parish belonging or reputed to belong to the London, Brighton, and South Coast Railway Company.

A reservoir and pumping station or work, No. 2, situated within the said gravel pit.

A conduit or work, No. 3, commencing in the said parish of Lancing, in and out of the said reservoir or work, No. 2, and terminating in a field numbered 322 on the 2500 Ordnance map of the parish of Epsom, county of Surrey, and now belonging or reputed to belong to Harry Reid Cempriere.

A reservoir or work, No. 4, wholly in the parish of Bramber and county of Sussex, situated on or near to the west side of the Steyning Bostal-road, the north-east corner of which intended reservoir will be about 50 yards distant in a south-easterly direction from the Hill Barn in the said parish of Bramber.

A conduit or work, No. 5, wholly in the said parish of Bramber, commencing in the said Steyning and Bostal-road by a junction with conduit, No. 3, at a point distant 110 yards or thereabouts in south-easterly direction from the before-mentioned Hill Barn and terminating in the said reservoir or work, No. 4.

A reservoir or work, No. 6, wholly situated in the said parish of Epsom, within the said field numbered 322.

A conduit or work, No. 7, commencing in the said parish of Epsom, in and out of the last mentioned reservoir or work, No. 6, and terminating at or near the north-east end of Cambridge-road, opposite the south-west entrance to Battersea-park, in the parish of St. Mary, Battersea, and county of London.

A conduit or work, No. 8, commencing by a junction with the said conduit or work, No. 7, in Battersea Bridge-road, opposite the south-west end of Cambridge-road aforesaid, passing along Battersea Bridge-road, and thence under the River Thames, and terminating at or near the intersection of Cromwell-road with Queen's-gate, in the parish of St. Mary Abbott, Kensington, in the county of London.

A conduit or work, No. 9, commencing at the termination of said conduit or work, No. 8, and terminating at a point in the Holland Park-avenue (late Uxbridge-road), opposite the southern end of Addison-road north, in the said parish of St. Mary Abbott, Kensington.

A conduit or work, No. 10, commencing at the termination of said conduit or work, No. 8, and terminating at or near the intersection of Park-street with Mount-street, in the parish of St. George, Hanover-square, and county of London.

A conduit or work, No. 11, commencing at the termination of the said conduit or work, No. 10, and terminating in Farringdon-street, at a point opposite the western end of Snow-hill, in the parish of St. Sepulchre, in the city and county of London.

A conduit or work, No. 12, commencing at the termination of the said conduit or work, No. 11, and terminating at the north-east end of the Approach-road opposite the

Bonnor Hall-bridge entrance to Victoria-park, in the parish of St. Matthew, Bethnal-green, in the county of London.

A conduit or work, No. 13, commencing at the termination of the said conduit or work, No. 9, and terminating at the south-west corner of Portman-square, in the parish of St. Marylebone and county of London.

A conduit or work, No. 14, commencing at the termination of the said conduit or work, No. 13, and terminating by a junction with the said conduits or works, Nos. 11 and 12, in Farringdon street aforesaid.

A conduit or work, No. 15, commencing at the termination of the said conduit or work, No. 8, and terminating at the northern end of Queen's-gate at or near its junction with Kensington-road, in the said parish of St. Mary Abbott, Kensington.

A conduit or work, No. 16, commencing at the termination of the said conduit or work, No. 13, and terminating by a junction with the said conduits or works, Nos. 10 and 11, at or near the intersection of Park-street with Mount-street, in the said parish of St. George, Hanover-square.

A conduit or work, No. 17, commencing in or out of the said conduit or work, No. 11, at or near the intersection of Northumberland-avenue with Charing-cross, in the parish of St. Martin-in-the-Fields, and terminating at the junction of Great College-street with Abingdon-street, in the parish of St. Margaret, Westminster, and county of London.

2. Which said aqueducts, conduits, or lines of pipes, reservoirs, pumping station, and other works will be made or pass from, in, through, or into the parishes, townships, or extra-parochial and other places following, or some of them, that is to say:—Lancing, Sompington, Coombes, Botolph's, Bramber, Steyning, Ashurst, West Grinstead, Shipley, Horsham, and Rusper, all in the county of Sussex; Newgate, Capel, Dorking, Mickleham, Leatherhead, Ashted, Epsom, Ewell, Cuddington, Cheam, Morden, Sutton, Merton, Wimbledon, and Mitcham, all in the county of Surrey; Tooting Graveney, Streatham, Clapham, St. Mary, Battersea, St. Lukes, Chelsea, St. Mary Abbott, Kensington, St. George, Hanover Square, St. Martin-in-the-Fields, St. James, Westminster, St. Margaret and St. John, Westminster, St. Clement Danes, the precinct of the Savoy, St. Mary-le-Strand, the Temple, precinct of Whitefriars, St. Bride, precinct of Bridewell, St. Anne, St. Sepulchre, St. Bartholomew the Great, St. Botolph-without-Aldersgate, St. Giles-without-Cripplegate, St. Luke, St. Leonard, Shoreditch, St. Matthew, Bethnal-green, Paddington, St. Marylebone, St. Pancras, St. Giles-in-the-Fields, St. George, Bloomsbury, St. George-the-Martyr, St. Andrew, Holborn, Gray's-inn, Hatton-garden Saffron-hill, and St. John, Clerkenwell, and the Shore and bed of the River Thames, in the county of London.

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

4. To enable the Company to supply sea water for public and private purposes to and within the parishes, townships, extra-parochial and

other places hereinbefore mentioned, and also to sell and supply sea water generally.

5. To enable the Company to connect by branch pipes such property as they may acquire for the purposes of sale and distribution, and public and private use of sea water along or adjacent to the said lines of conduits, and also to erect stand-pipes or other apparatus in the roads or streets along which the said intended conduits are situated, and to supply therefrom sea water for public and private purposes, and to lay a private telegraph wire or wires along the route of the works for the Company's use.

6. To authorise the Company to make and maintain, and from time to time renew in the parishes, townships, extra-parochial and other places aforesaid, and every or any of them in connection with the intended works, or any of them, all necessary and convenient approaches, embankments, roads, ways, wells, tanks, settling beds, and tunnels, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, gauges, works, and conveniences for collecting, filtering, storing, and distributing sea water.

7. To empower the Company to take, collect, and divert into the intended reservoirs and works aforesaid, and therein impound and thence distribute the water from the sea at or near the point of commencement of the intended aqueduct, conduit, or line of pipes (No. 1) hereinbefore described.

8. To empower the Company for the purposes of the Bill, or any of them, to break up, cross, divert, alter, or stop up or otherwise interfere with, whether temporarily or permanently, all such public and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, tramways, and electric mains within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to break up, cross, divert, alter, or stop up for the said purposes.

9. To enable the Company to purchase and take by compulsion and otherwise, and to hold and take leases or grants of, or to take by compulsion and otherwise easements over lands, houses, and other property and hereditaments in the parishes, townships, extra-parochial and other places aforesaid for the purposes of the intended conduits, reservoirs, and other works, or any of them, or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, and hereditaments.

10. To authorise the Company to supply sea water by meter or otherwise, and to sell meters or let meters on hire.

11. To authorise and empower the Company to demand and take and recover rates, rents, and charges for the supply of sea water, and for the hire of meters, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

12. To make special provision for the protection of the works, property, and sea-water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses thereof, and for imposing penalties in respect of all or any such matters.

13. To empower the Company to acquire by agreement, and to hold any lands and buildings, waterworks, reservoirs, mains, or pipes needful or convenient for the purposes of the intended undertaking.

14. To authorise the Company to sell and dispose of, or to let on lease or on fee farm rent or

otherwise from time to time any works, lands, houses, and property for the time being belonging to the Company.

15. To enable the Company to enter into and carry into effect contracts and arrangements for the supply of sea water in bulk or otherwise, and with reference to the objects of the Bill with the London County Council and other county councils, corporations, Local Boards of Health, urban or rural sanitary authorities, or other local authorities, and the trustees or other bodies having the control 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 the Bill will confer all necessary powers in that behalf upon the London County Council, other county councils and all corporations, boards, local authorities, 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.

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

17. To amend or repeal the provisions of, or some of the provisions of the Thames Conservancy Acts, 1857, 1864, and 1878, and any other Acts relating to the River Thames.

18. To incorporate with the Bill and apply to the Company and the intended works, the provisions of the Companies Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and some of the provisions (with or without modifications) of the Waterworks Clauses Act, 1847, the Waterworks Clauses Act, 1863, the Harbours, Docks, and Piers Clauses Act, 1847, the Railways Clauses Act, 1863, and the Companies Clauses Act, 1863, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the proposed works during the construction thereof.

19. And Notice is hereby also given, that on or before the 30th day of November, 1895, plans and sections of the works proposed to be authorised by the Bill showing the situation, lines, and levels thereof, the plans showing also the lands to be taken compulsorily under the powers of the Bill, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands so to be taken, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in that county, and with the Clerk of the Peace for the county of Surrey, at his office at Kingston-upon-Thames, in that county, and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell-green, and that on or before the 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works or any part thereof are or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the Bill are situate, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows: As relates to the parishes of Tooting Graveney,

Streatham, and Clapham, with the clerk to the Wandsworth District Board of Works, at his office at East-hill, Wandsworth, and with respect to the following parishes with the respective vestry clerks of each such parish, at their respective offices, viz., St. Mary, Battersea, St. Luke, Chelsea, St. Mary Abbott, Kensington, Paddington, St. Marylebone, St. Pancras, St. James and St. John, Clerkenwell, St. George, Hanover-square, St. Martin-in-the-Fields, St. James, Westminster, St. Margaret and St. John, Westminster, St. Luke's, Middlesex, St. Leonard, Shoreditch, St. Matthew, Bethnal-green; and as regards the parishes of St. Giles-in-the-Fields, and St. George, Bloomsbury, with the clerk to St. Giles District Board of Works; as regards the Liberty of Saffron-hill and the parishes of St. Andrew, Holborn, St. George-the-Martyr and St. Sepulchre, Middlesex, with the clerk to the Holborn District Board of Works; and as to the parishes of St. Clement Danes, St. Mary-le-Strand, and the Precinct of the Savoy, with the clerk to the Strand District Board of Works; and as to the following parishes in the City of London, namely:—St. Anne, Blackfriars, Precinct of Whitefriars, Precinct of Bridewell, St. Sepulchre, St. Bartholomew - the - Great, St. Botolph-without-Aldersgate, and St. Giles-without-Cripple-gate, with the clerk to the Commissioners of Sewers, at his office at Guildhall, E.C.; and in the case of each of the other parishes in the counties of Sussex and Surrey, with the respective parish clerks and clerks to Parish Councils at their residences.

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

Dated this 18th day of November, 1895.

BURCHELL and Co., 5, the Sanctuary,  
Westminster, Solicitors and Parli-  
amentary Agents for the Bill.

In Parliament.—Session 1896.

King's Lynn Corporation.

(Covering Over, Narrowing, and Extinguishing Rights in and over part of Mill Fleet and vesting such part in Corporation; Construction of Two Overflow Sewers communicating respectively with the Middleton Strop Drain and the Gaywood and Bawsey Drain, and User of those Drains as Overflows for Sewers; Stopping and Breaking-up Roads; Acquisition of Lands and Easements Compulsorily and by Agreement; Underpinning; Agreements with Norfolk Court of Sewers; Power to Prohibit Cellars and Basements in New Buildings; Borrowing Powers; Consolidation of Debts; Corporation Stock; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the borough of King's Lynn (hereinafter called "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 (that is to say):—

1. To empower the Corporation, wholly or partially in the parish of St. Margaret, in the said borough, to arch or otherwise cover over and to extinguish all rights, whether public or private, in, on, and over the portion so arched or covered over, and to narrow and fill in so much of the stream known as the Mill Fleet as lies between the eastern side of the bridge carrying the London-road thereover, and the western side of the bridge known as the Lady-

bridge, and to extinguish all rights, whether public or private, in, on, and over the portion so arched or covered over, and to vest in the Corporation the bed and soil thereof in so far as the same does not already belong to them.

2. To empower the Corporation to make and maintain, wholly within the borough, the two following short lengths of sewer, to connect their sewers with the Gaywood and Bawsey Drain, and with the Middleton Stop Drain respectively:—

An overflow sewer (No. 1) wholly in the parish of St. Margaret commencing at the existing sluice chamber in the branch of the dock culvert through which the water of the Bawsey and Gaywood Drain is passed (which sluice chamber is about 56 feet south-west of Estuary-road) and extending in a south-easterly direction for a distance of about 1 chain, and terminating by a junction with the said dock culvert.

An overflow sewer (No. 2) wholly in the parish of All Saints, South Lynn, commencing at an intended overflow chamber of the Corporation main sewer about to be constructed in London-road at the junction therewith of Southgate-street, and terminating in the Middleton Stop Drain at a point therein about 5 yards south-east of the south-eastern corner of South-gate.

3. To authorise the Corporation to use the said Middleton Stop Drain and the said Gaywood and Bawsey Drain as storm overflows for their sewers.

4. To empower the Corporation to construct, place, and maintain all such walls, piers, abutments, piling, arches, girders, culverts, sewers, drains, sluices, tidal flaps, valves, mains, pipes, appliances, and conveniences as may be necessary or expedient, and to vest in the Corporation and authorise them to appropriate and use the site created by the work firstly hereinbefore described, and to deviate in the construction of the said works, laterally and vertically, from the lines and levels thereof, as shown on the plans to be deposited as hereinafter mentioned, to any extent shown on those plans or prescribed by the intended Act.

5. To break up and also to stop up, alter, divert, and interfere with, either temporarily or permanently, and if permanently, to appropriate the site of and extinguish all right of way over and to cross, over, under, or upon all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, streams, brooks, watercourses, sewers, drains, gas and water pipes, and telegraph and other electric apparatus, as it may be necessary or convenient to break up, stop up, alter, divert, interfere with or cross for any of the purposes of the Bill, and to extinguish all rights of way and other rights in, over, or upon any lands to be acquired under the powers of the Bill.

6. To authorise the Corporation for any of the purposes of the Bill to purchase or acquire compulsorily or by agreement, and to hold lands (including in that word houses, buildings, and other property), or any easements in, over, or under the same, and to sell, demise, or let any lands so purchased or acquired and not required for the purposes of the Bill.

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 and buildings may not be required to be taken for the purposes thereof.

8. To empower the Corporation and the Norfolk Court of Sewers as to the works affecting the drains vested in the said court or over which they have any jurisdiction, and the Corporation and any other body of persons as to any purposes of the Bill affecting such body or persons, to enter into and fulfil agreements for or in relation to the execution of any of the said works, the acquisition of lands or the exercise of any of the powers of the Bill, and to confirm with or without alteration any such agreements which already have been, or which during the progress of the Bill may be, entered into, and to authorise the contracting parties to apply their funds accordingly.

9. To empower the Corporation to fix the level of the ground floor of any new building in the borough, and to prohibit the construction of any cellar or basement storey in any such building, and to make and enforce bye-laws with respect thereto.

10. To extend the borrowing powers of the Corporation, and to authorise them for all or any of the purposes of the Bill to borrow additional moneys on the security of the borough fund, borough rate, district fund, and general district rate, tolls, dues, rates, rents, and property of the Corporation, or on any one or more of such securities, by mortgage, debenture stock, or annuities, and to levy additional rates, to alter existing rates, and to confer, vary, and extinguish exemptions from existing or additional rates.

11. To consolidate or provide for the consolidation of all or some of the debts of the Corporation, and to alter the provisions with respect to the repayment of the debts so consolidated.

12. To empower the Corporation to exercise any authorised borrowing powers for the time being existing by the creation and issue of Corporation redeemable stock and by agreement with the holders of any mortgages or annuities of the Corporation to convert the same into Corporation stock.

13. The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will or may incorporate with or without alteration such provisions as may be deemed expedient of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Local Loans Acts, 1875 and 1885, and will, so far as may be necessary for the purposes of the Bill, repeal, alter, and amend such of the provisions of the charters of the Corporation and of the Act 10 Geo. IV, cap. 5, the King's Lynn Waterworks and Borough Improvement Act, 1859, the King's Lynn Corporation Act, 1880, the King's Lynn Corporation Act, 1894, and any other Acts and of any Provisional Orders relating directly or indirectly to the Corporation, any Acts directly or indirectly affecting the said Norfolk Court of Sewers, and any other Acts which would interfere with any of its objects.

Duplicate plans and sections showing the lines, situation, and levels of the said intended works, and the lands and property in or through which they will be made, 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 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 Norfolk, at his office at

Norwich, and with the parish clerks of the said parishes of St. Margaret and All Saints, South Lynn, at their respective residences.

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

Dated this 14th day of November, 1895.

T. G. ARCHER, Town Clerk, King's Lynn.  
DYSON and Co., 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Staines Reservoirs, &c.

(Constitution or Appointment of Joint Committee of Representatives of the West Middlesex Waterworks Company, Grand Junction Waterworks Company, and the New River Company; Provisions as to Nomination, Appointment, &c., and Remuneration of Members of Joint Committee; Definition of Powers of Joint Committee and Members and Sub-Committees thereof; Powers to the three Companies above-mentioned and the Joint Committee or some or one of them (in this Notice referred to as "the Undertakers") to exercise the powers and carry into effect the objects of the Bill; Powers to Undertakers to make and maintain Reservoirs in the Parishes of Stanwell and Hampton, Middlesex; Pumping Station in Parish of Stanwell, Aqueducts, Conduits, and Lines of Pipes in Counties of Bucks, Middlesex, and Surrey, with Intake from River Thames in Parish of Wyrardisbury, Bucks, above Bell Weir; Diversions of Roads in Parishes of Stanwell, Littleton, and Sunbury, Middlesex; Alterations of Levels of Roads in Parishes of Wytardisbury, Bucks, Staines, Laleham, Ashford, Sunbury, and Hanworth, Middlesex; Diversions and Alterations of Lines and Levels of Roads and Streets; Diversion, Alteration, and Removal of Sewers, Steps, &c.; Power to Take and Distribute Waters of River Thames, Colne River, Wraysbury River, the Colne Brook, and the Mill Stream and Mill Head of Hythe End Mills; Incidental Works; Common or Commonable Lands; Incorporation of certain Provisions of Railways Clauses Consolidation Act, 1845; Alteration and Stopping-up of Roads, Footpaths, Pipes, &c.; Compulsory Purchase of Lands, &c., and Easements over Lands, &c.; Sale, Lease, &c., of Superfluous Lands; Exemption from Provisions of Lands Clauses Consolidation Act, 1845, as to Sale of Superfluous Lands; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Compulsory Purchase of and Power to Hold, Demise, &c., Lands and Buildings in Parishes of Stanwell, Staines, Laleham, and Littleton; Power to or Obligation upon West Middlesex, Grand Junction, and Chelsea Waterworks Companies to Convey Water to Mains and Pipes of the New River Company; Agreements between the Companies; Special Provisions as to Raising of Money and as to Guarantees, &c., by the West Middlesex and Grand Junction Waterworks Companies and New River Company; Apportionment between the Three Companies of Maintenance and Management Expenses; Appointment of Standing Arbitrator to Determine Differences between Companies or Representatives on Joint Committee; Sale of Water to other

Water Companies, Sanitary Authorities, &c.; Amendment of Acts, &c., &c.)

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

1. To provide for the constitution or appointment of a Joint Committee (in this Notice referred to as "the Joint Committee"), to consist of persons to be nominated by or on behalf of the Companies next hereinafter mentioned (in this Notice referred to collectively as "the three Companies"), or some of them (that is to say), the Company of Proprietors of the West Middlesex Waterworks (in this Notice called "the West Middlesex Company"), the Grand Junction Waterworks Company (in this Notice called "the Grand Junction Company"), and the Governor and Company of the New River brought from Chadwell and Amwell to London (commonly called, and in this Notice referred to as, "the New River Company").

2. To prescribe or regulate the nomination, appointment, election, retirement, rotation, removal, and remuneration of members of the Joint Committee, and to define the powers, duties, and privileges of the Joint Committee, or the members, or any of the members thereof, or any sub-committee or sub-committees thereof, and if thought necessary or expedient, to incorporate, or provide for the incorporation of, the Joint Committee.

3. To confer upon the West Middlesex Company, the Grand Junction Company, and the New River Company, and the Joint Committee, or some or one of them the powers or some of the powers, and to enable them, or some or one of them, to carry into effect the objects and purposes, or some of the objects and purposes, hereinafter expressed. The body or bodies so to be empowered by the Bill are hereinafter referred to as "the Undertakers."

4. To empower the Undertakers to make and maintain the works hereinafter described, or some or one of them, or some part or parts thereof respectively (that is to say):—

(a) A reservoir (No. 1), and a reservoir (No. 1A), to be respectively situate wholly in the parish of Stanwell, in the county of Middlesex, the said reservoir (No. 1) to be situate on lands immediately adjoining, and upon the east side of, the Stanwell New-road, and lying between the road leading from Stanwell past Stanwell-place to Stanwell Moor on the north and the main road leading from Staines to East Bedfont on the south, being 46 chains or thereabouts in its greatest length from north to south, and extending in its greatest width from east to west 50 chains or thereabouts, measuring eastwardly from the Stanwell New-road, and the said reservoir (No. 1A) to be situate on lands immediately to the south of and adjoining the lands on which the reservoir (No. 1) will be situate as aforesaid, and to be 50 chains or thereabouts in its greatest length from north to south, and 50 chains or thereabouts in its greatest width from east to west.

(b) A reservoir (No. 2), wholly in the parish of Hampton, in the county of Middlesex, and situate in the field numbered 185 upon the Ordnance map of that parish, scale 1:25,000, which said reservoir will occupy an area of 7 acres or thereabouts in the southern end of that field.

(c) A pumping station in the parish of Stan-

well aforesaid, situate in a field numbered 535 upon the Ordnance map of that parish, scale  $\frac{1}{2500}$ , immediately to the south of the garden to the farmhouse known as Hammond's Farm.

(d) An aqueduct or conduit (No. 1), commencing in the parish of Wyrardisbury, in the county of Bucks, by an intake from the River Thames at a point upon its northern bank, 250 yards or thereabouts westward from the northern end of the weir known as Bell Weir, and terminating in the parish of Hampton, in the county of Middlesex, in the south-western corner of the intended reservoir (No. 2) above described, which intended aqueduct or conduit (No. 1) will be made or pass from, in, through, or into the following parishes, townships, or places, or some of them, viz.:—Wyrardisbury, in the county of Bucks, Staines, Stanwell, Ashford, Laleham, Littleton, Sunbury, Hanworth, and Hampton, in the county of Middlesex.

(e) An aqueduct, conduit, and lines of pipes (No. 2), wholly in the parish of Stanwell aforesaid, commencing in the south-western corner of the intended reservoir (No. 1) above described, and terminating by a junction with the intended aqueduct or conduit (No. 1) above described, at a point 20 yards or thereabouts north from the bridge known as Billet Bridge, upon the main road leading from Staines to East Bedfont, together with a short line of pipes (No. 2A) to connect the intended aqueduct, conduit, and line of pipes (No. 2) at or near its commencement with the intended reservoir (No. 1A) at or near the north-western corner thereof.

(f) An aqueduct or line or lines of pipes (No. 3), wholly in the parish of Stanwell aforesaid, commencing by a junction with the intended aqueduct or conduit (No. 1) above described, at a point near and to the southward of the intended pumping station above described, and terminating in the south-western corner of the intended reservoir (No. 1) above described, together with a short line of pipes (No. 3A) to connect the intended conduit, or line or lines of pipes (No. 3) at or near its termination with the intended reservoir (No. 1A), at or near the north-western corner thereof.

(g) An aqueduct or line or lines of pipes (No. 4), wholly in the parish of Hampton aforesaid, commencing in the north-eastern corner of the intended reservoir (No. 2) above described, and terminating in the pumping well of the West Middlesex Waterworks in the enclosure numbered 273 upon the Ordnance map of the said parish of Hampton, scale  $\frac{1}{2500}$ .

(h) An aqueduct or line or lines of pipes (No. 5), wholly in the parish of Hampton aforesaid, commencing in the intended reservoir (No. 2) above described, at or near the south-eastern corner thereof, and terminating in the property of the Grand Junction Waterworks Company, in the enclosure numbered 261 upon the Ordnance map of the said parish, scale  $\frac{1}{2500}$ .

(i) An aqueduct or line or lines of pipes (No. 6), commencing in the parish of Hampton aforesaid, in the intended reservoir (No. 2) above described, at the south-western corner thereof, passing into

and through the parish of Sunbury, in the said county, and terminating in the parish of West Molesey, in the county of Surrey, in the north-easternmost subsiding reservoir of the Chelsea Waterworks Company, in the property numbered 22 upon the Ordnance map, scale  $\frac{1}{2500}$ .

(j) An aqueduct, conduit, or line of pipes (No. 7), wholly in the parish of Wyrardisbury, in the county of Bucks, commencing in the Colne Brook, upon the eastern bank thereof, at a point immediately opposite the north-eastern corner of the Hythe End Mills, and terminating by a junction with the intended aqueduct or conduit (No. 1) above described, at or near the eastern boundary of the enclosure numbered 256 upon the Ordnance map, scale  $\frac{1}{2500}$ , of that parish, at a point about 4 chains from the northern end of the said enclosure.

(k) An aqueduct or conduit (No. 8), wholly in the parish of Staines, in the county of Middlesex, commencing by a junction with the Wyrardisbury River, upon the western bank thereof, at or near the bridge by which the Staines branch of the Great Western Railway is carried over that river, and about 47 chains, measured along the said branch, from the terminal station at Staines of the said branch, and terminating by a junction with the intended aqueduct or conduit (No. 1) above described, at a point about 11 chains south-eastward from the point of commencement, as above described, of the said intended aqueduct or conduit (No. 8).

(l) The alterations hereinafter described of public carriage roads, that is to say:—

(1) A diversion, in the parish of Stanwell, in the county of Middlesex, of the road known as Water-lane, between a point opposite the south-westernmost corner of the field numbered 536 on the  $\frac{1}{2500}$  Ordnance map of the said parish and the southernmost corner of the enclosure numbered 491 on that map.

(2) A diversion of the road leading from Littleton to Ashford Common, commencing in the parish of Littleton, in the county of Middlesex, at or near the junction of that road with Charlton-road leading from Charlton to Ashford Common, and terminating in the same parish at a point about 200 yards south-westward from that junction, and a diversion in the parishes of Littleton and Sunbury, both in the county of Middlesex, or one of them, of Charlton-road aforesaid, for a distance of 130 yards southward from its junction with the said road leading from Littleton to Ashford Common, and an alteration in the parish of Ashford, in the same county, of the levels of the roads leading from the said junction north-eastwardly and north-westwardly respectively to the road leading from Staines past Ashford Common to Hampton.

(3) A diversion, in the parish of Sunbury aforesaid, of the road leading from Feltham-hill to the road leading from Staines to Hampton aforesaid, and joining that road opposite or nearly opposite the north-western end of the approach road to Sunbury Station, such diversion to commence at a point in the first-mentioned road about 9 chains from its junction with the said road from Staines to Hampton and to terminate by a junction with the said road from Staines to Hampton at a point about

80 yards westward from the junction aforesaid of the first-mentioned road with the said road from Staines to Hampton, together with an alteration of the levels of the said road from Staines to Hampton for a distance of about 100 yards eastwardly and westwardly respectively from the termination of the road diversion first described in this paragraph.

- (4) An alteration, in the parish of Wyrardisbury, in the county of Bucks, of the levels of the road leading from Hythe End Bridge to Staines, such alteration to commence at a point about 220 yards north-westward from the easternmost corner of the field numbered 273 on the  $\frac{1}{2500}$  Ordnance map of the said parish, and to terminate opposite or nearly opposite the said easternmost corner of the said field.
- (5) An alteration, in the parish of Staines, in the county of Middlesex, of the levels of the road leading from Staines past Yeoveney Farm to Colnbrook, such alteration to commence at a point in the said road about 23 chains measured in a north-westwardly direction along the said road from a point therein opposite the north-eastern corner of the property numbered 66 on the  $\frac{1}{2500}$  Ordnance map of the said parish, and to extend thence south-eastwardly for a distance of about 12 chains along the said road.
- (6) An alteration, in the parish of Staines aforesaid, of the levels of the road leading from Staines to East Bedfont, such alteration to commence at or near the junction of that road with Stanwell New-road, and to extend thence in a south-westwardly direction for a distance of about 250 yards.
- (7) An alteration, in the parish of Laleham, in the county of Middlesex, of the road leading from Staines to Ford Bridge, such alteration to commence at or near a point opposite the north-western corner of the field numbered 16 on the  $\frac{1}{2500}$  Ordnance map of the said parish, and to extend thence in an eastwardly direction for a distance of about 500 yards, together with an alteration of the levels of the road joining the first-mentioned road between the commencement and termination of the intended alterations of levels thereof, from the junction of the two roads in the said parish of Laleham to a point in the parish of Ashford, in the county of Middlesex, about 80 yards north from the said junction.
- (8) An alteration, in the parish of Laleham aforesaid, of the levels of the road leading from the village of Laleham to Ford Bridge, such alteration to commence at or near the junction at White House of the said road with the road leading from Staines to Ford Bridge, and to extend thence in a south-westwardly direction for about 320 yards.
- (9) An alteration, in the parish of Ashford aforesaid, of the road leading from Ford Bridge to Ashford Common for a distance of 100 yards eastward and westward respectively, from its intersection by the road next hereinafter described, of which the levels are also proposed to be altered, and an alteration in the said parish of Ashford and the parish of Littleton aforesaid, of the levels of the road leading from Littleton to Ashford, for a distance of about 100 yards northward from its inter-

section of the road first above described in this paragraph, the levels of which are intended to be altered, and for a distance of about 200 yards southward from the said point of intersection.

- (10) An alteration in the levels of Windmill-road, to commence in the parishes of Ashford and Sunbury aforesaid, or one of them, at a point about 230 yards northward from the north-eastern corner of the enclosure numbered 74 on the  $\frac{1}{2500}$  Ordnance map of the said parish of Sunbury, and to terminate in the said parish of Sunbury, opposite or nearly opposite the said north-eastern corner of the said enclosure.
- (11) An alteration, in the parish of Hanworth, in the county of Middlesex, of the levels of the road leading from Hanworth past the East London Waterworks, to Ashford Common, such alteration to commence opposite, or nearly opposite, the north-western corner of the field numbered 193 on the  $\frac{1}{2500}$  Ordnance map of the said parish, and to terminate at or near the point at which the boundary between the parishes of Hanworth and Sunbury crosses the said road.
- (12) An alteration, in the parish of Sunbury aforesaid, of the levels of the road leading from Low Farm to Kempton Park, between Low Farm and the point at which the said road crosses the Thames Valley line of the London and South Western Railway.

5. To enable the Undertakers in connection with the proposed works to make junctions with roads and streets, and diversions and alterations of roads and streets, both as regards line and level, and to divert, alter, and remove sewers, steps, areas, drains, tubes, wires, and pipes.

6. To empower the Undertakers by means of the works proposed to be authorised by the Bill, or some of them, to collect, divert, impound, and distribute the waters of the River Thames, the Colne River, the Wraysbury River, the Colne Brook, and the Mill Stream and Mill Head of Hythe End Mills above-mentioned (the waters of which rivers, brooks, and mill stream and mill head flow into the River Thames), and their respective tributaries, and of any other streams and waters shown on the plans hereinafter mentioned, and of any streams and springs on and near the intended works. But the Bill will provide that the Undertakers shall not by means of the intake by which the aqueduct or conduit (No. 1) above described is intended to commence, take the waters of the River Thames so as thereby to reduce the flow of water over Bell Weir to a less quantity in any one day of 24 hours than Parliament shall think right to prescribe in that behalf.

7. To authorise the Undertakers in connection with and for the purposes of the works proposed to be authorised as aforesaid, to make and maintain in any of the parishes, townships, and places mentioned in this Notice all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, gauges, wells, pipes, railways, tramways, approaches, buildings, engines, machinery, and appliances as may be necessary or convenient.

8. It is proposed for the purpose of the intended works to take certain lands, being common or commonable lands, which are situate as hereinafter-mentioned, and of which it is estimated that the quantities specified in each instance will be taken (that is to say) :—

Work.	Names by which lands are known.	Township, parish, and county in which lands are situated.	Quantities within limits of deviation.	Estimated quantity to be taken.
Aqueduct or conduit, No. 1	Church Lammas Lands ..	Parish of Staines, in the County of Middlesex	acres. 25	acres. 8
Aqueducts or conduits, Nos. 1 and 8 ..	Staines Moor .. ..	Same.	37½	6½
Aqueduct or conduit, No. 1	Shortwood Common ..	Same.	29½	6

9. To incorporate with the intended Act and to apply to the aforesaid works, or any of them, the provisions or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

10. To authorise the Undertakers to make lateral and vertical deviations from the lines and levels shown on the plans and sections hereinafter mentioned, and to divert, alter, or stop up, whether temporarily or permanently, roads, footpaths, pipes, sewers, streams, and water-courses within the parishes and places above mentioned so far as necessary or convenient for the purposes of the intended works, or any of them, and to purchase, take, and acquire by compulsion or agreement for the purposes of the intended works, lands, houses, tenements, and hereditaments or easements or rights of way or other rights, in, through, over, or affecting the same, and to vary or extinguish all rights, easements, and privileges in any manner connected with such lands, houses, tenements, or hereditaments.

11. To empower the Undertakers to open, break up, cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, footpaths, highways, streets, pipes, sewers, canals, navigations, rivers, streams, 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 proposed works or of the Bill.

12. To authorise the Undertakers to sell and dispose of, or let on lease or otherwise, from time to time, any land, houses, and property for the time being belonging to them, and to exempt such lands, houses, and property, and the Undertakers in respect thereof, from the provisions or some of the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

13. 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, notwithstanding anything contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845.

14. To empower the Undertakers to purchase and acquire by compulsion or otherwise, and to hold and to demise or otherwise deal with:

- (1) Certain lands and buildings in the parishes of Stanwell and Staines aforesaid, lying to the west of the Stanwell New-road, and between that road and the River Colne. The said lands include part of the common known as Staines Moor, in the parish of Staines, in the county of Middlesex, of which 110 acres or thereabouts are included within the limits shown on the plans to be deposited as hereinafter mentioned of lands to be acquired under the powers of the Bill, but the whole of the said 110 acres will remain after the same

have been acquired by the Undertakers subject to the rights of commoners now existing over the same; and

- (2) Certain lands and buildings in the parishes of Laleham and Littleton, in the county of Middlesex, bounded on the north by the road leading from Staines, past Ford Bridge to Ashford Common; on the west by the road leading from the village of Laleham to Ford Bridge; on the east by the road leading from Littleton village to Ashford Common, and on the south by the villages of Laleham and Littleton;

and if thought necessary or expedient to define and prescribe the purposes for or to which such lands and buildings shall be held and applied by the Undertakers.

15. To empower and if need be to require the West Middlesex Company and the Grand Junction Company, and the Governor and Company of Chelsea Waterworks, upon such terms (pecuniary and other) and conditions as may be agreed or determined by arbitration or prescribed by the Bill, to carry and convey water from any of the works proposed to be authorised by the Bill by means of any of their existing or future mains or pipes to the mains and pipes of the New River Company, and to enable all or any of the Companies mentioned in this Notice, to enter into and carry into effect agreements with reference to any of the objects or purposes of the Bill.

16. To provide for the raising of money for the purposes of the Bill by means of debentures or debenture stock; and to empower the three Companies, or any of them, jointly or severally, to guarantee the principal of any such debentures or debenture stock, and also to advance money to or for the undertaking and guarantee any debts, liabilities, or engagements of the Undertakers.

17. To make provision with respect to the apportionment between the three Companies, or some of them, of the expenses of or connected with the maintenance and management of the proposed works, including the payment of interest on such debentures or debenture stock as aforesaid, the employment of officers and servants, and any incidental matters.

18. To provide for the settlement of questions in difference between the Companies mentioned in this Notice, or any of them, or between the nominees or representatives of the three Companies on the Joint Committee, by a standing arbitrator, and to make provision with respect to the appointment, removal, retirement, and remuneration of such arbitrator.

19. To empower the three Companies and the Joint Committee, or any of them, to supply water to any other water company or companies, or to any sanitary or other authority or body, upon such terms and conditions as may be agreed or determined by arbitration or prescribed by the Bill.

20. To vary or extinguish all 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.

21. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to amend, extend, or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament, and to amend and enlarge the Charter following (that is to say):—

46 Geo. III, cap. 119; 50 Geo. III, cap. 132; 53 Geo. III, cap. 36; 15 & 16 Vict., cap. 159; 23 & 24 Vict., cap. 1; 29 & 30 Vict., cap. 6; 32 & 33 Vict., cap. 1; 57 & 58 Vict., cap. 165, and any other Act or Acts relating to the West Middlesex Company or their undertaking; 51 Geo. III, cap. 169; 56 Geo. III, cap. 4; 59 Geo. III, cap. 111; 7 Geo. IV, cap. 140; 5 & 6 Will. IV, cap. 95; 7 & 8 Vict., cap. 30; 15 & 16 Vict., cap. 157; 18 Vict., cap. 21; 19 & 20 Vict., cap. 116; 24 & 25 Vict., cap. 151; 31 Vict., cap. 5; 36 Vict., cap. 45; 41 & 42 Vict., cap. 134; 42 Vict., cap. 6, and any other Act or Acts relating to the Grand Junction Company or their undertaking; the Charter granted to the New River Company by King James the First in the 17th year of his reign; 13 Eliz., cap. 18; 3 James I, cap. 18; 4 James I, cap. 12; 11 Geo. II, cap. 58; 45 Geo. III, cap. 69; 3 Geo. IV, cap. 109; 13 & 14 Vict., cap. 109; 15 & 16 Vict., cap. 160; 17 Vict., caps. 39 and 72; 18 & 19 Vict., cap. 196; 20 & 21 Vict., cap. 42; 29 and 30 Vict., cap. 230; 42 Vict., cap. 10, and any other Act or Acts relating to the New River Company or their undertaking; 15 & 16 Vict., cap. 156; 27 & 28 Vict., cap. 39; 38 & 39 Vict., cap. 108; and 50 & 51 Vict., cap. 94, and any other Act or Acts relating to the Governor and Company of Chelsea Waterworks or their undertaking; and the Thames Conservancy Act, 1894, 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.

Plans and sections showing the lines, situations, and levels of the works proposed to be authorised by the Bill so far as it is a Bill of the second class specified in the Standing Orders of either House of Parliament, and the lands and other property in or through which the same will be made or pass, and plans also of the other lands and property intended to be compulsorily taken, together with a book of reference to such plans respectively, containing the names of the owners and lessces 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 with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster; with the Clerk of the Peace for the county of Surrey, at his office at the County Hall, Kingston-upon-Thames, and with the Clerk of the Peace for the county of Bucks, at his office at Aylesbury; 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 works proposed to be authorised by the Bill as aforesaid 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 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 also where a Parish Council has been constituted for, or including any such parish, with the clerk to such Parish Council at his residence, or, if there is no such clerk, with the chairman of such Council at his residence, and in the case of any extra-parochial place, with the clerk of some adjoining parish at his residence.

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

Dated this 14th day of November, 1895.

HOLLAMS, SONS, COWARD, and HAWKESLEY,  
Mincing-lane, E.C., Solicitors for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Eastbourne Water.

(Extension of Limits of Supply; Construction of New Works; Incidental Provisions; Compulsory Purchase of Lands, Waters, and Easements; Agreements with and Powers of raising and applying Moneys to Local Authorities and other bodies; Additional Capital; Application of Funds; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Eastbourne Waterworks Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes, that is to say:—

1. To define, and extend the limits of the Eastbourne Waterworks Act, 1859, and the Eastbourne Waterworks Act, 1881, for the supply of water and within which the Company may supply water, and exercise the other powers conferred upon them by the said Acts, and the Eastbourne Waterworks Act, 1875, and the Eastbourne Waterworks Act, 1889, and which may be conferred upon them by the intended Act so as to comprise and include within such limits the whole or any part of the parishes and portions of parishes following, namely, the parishes of Eastbourne, Willington, Jevington, West Ham, Pevensay, East Dean, Friston, West Dean, Litlington, Lullington, Wilmington, Alfriston, Folkington, Berwick, Alceston, and Selmeston, so much of the parish of Hailsham as lies within three-quarters of a mile and so much thereof as lies beyond five miles, measured in every direction from the level crossing over the London, Brighton, and South Coast Railway, adjoining the old station at Polegate, and so much of the parish of Arlington as lies to the south of the Brighton and Hastings branch of the London, Brighton, and South Coast Railway, all in the county of Sussex, and to authorise the Company within and throughout such limits to supply water for domestic, trading, sanitary, and all other purposes whatsoever, and to have and exercise all the powers, rights, privileges, and authorities conferred upon them by the said Acts, and which may be conferred upon them by the intended Act, whether with reference to the supply of water, the levying, charging, and recovering of rates, rents, and charges, or otherwise, howsoever.

2. To authorise the Company to make and maintain the works following, or some or one

of them, or some part or parts thereof respectively, to be wholly situate in the said county of Sussex, that is to say:—

- (1.) A pumping station (No. 1) with a well or wells, shafts, borings, and other works and conveniences connected therewith, to be situate in the parish of Jevington, in a field numbered 55 on the  $\frac{1}{2500}$  Ordnance map of that parish, and belonging, or reputed to belong, to Carew Davies Gilbert, Esquire, and in the occupation of Henry Broad Marchant.
- (2.) A line or lines of pipes (No. 1), commencing at or in the intended pumping station (No. 1), and terminating at or in the intended tank (No. 1) next hereinafter described, which said intended line of pipes (No. 1) will be made, or pass from, in, through, or into the parishes, townships, and places of Jevington, Folkington, Willingdon, and Eastbourne, or some of them.
- (3.) A tank (No. 1), to be situate in the parish of Eastbourne, on land belonging to the Company, at or near their Bedford Well pumping station.
- (4.) A line or lines of pipes (No. 2), to be situate in the said parish of Eastbourne, commencing by a junction with the intended line of pipes (No. 1) at or near to Tuttbarn, and terminating in an existing service reservoir of the Company at Mill Gap.
- (5.) A pumping station (No. 2) with a well or wells, shafts, borings, and other works and conveniences connected therewith, to be situate in the parish of Friston, in a field numbered 22 on the  $\frac{1}{2500}$  Ordnance map of that parish, at or near a point 25 chains, or thereabouts, measured in a south-westerly direction from the house known as Friston Place, and belonging to and in the occupation of the Duke of Devonshire.
- (6.) A line or lines of pipes (No. 3), situate in the said parish of Friston, commencing at or in the intended pumping station No. 2, and terminating in the intended tank (No. 2) next hereinafter described.
- (7.) A tank (No. 2), to be situate in the said parish of Friston, in a field known as The Warren, and numbered 30 on the  $\frac{1}{2500}$  Ordnance map of that parish, belonging to and in the occupation of the Duke of Devonshire, at or near a point 10 chains, or thereabouts, measured in a northerly direction from Friston Church.
- (8.) A line or lines of pipes (No. 4) commencing at or in the intended tank (No. 2), lastly described, and terminating in the parish of Eastbourne, at or in an existing service reservoir of the Company at Mead's Hill, which said intended line or lines of pipes (No. 4) will be made or pass from, in, through, or into the parishes, townships, and places of Friston, East Dean, and Eastbourne, or some of them.
- (9.) A tramroad on the gauge of 4 feet 8½ inches to be worked by animal power only, commencing at or in the intended pumping station (No. 1), and terminating in the parish of Willingdon, in land belonging to and in the occupation of the London, Brighton, and South Coast Railway Company, at or near a point 10 chains or thereabouts from and to the eastward of the eastern end of the platforms at the Polegate Station on that railway, which said intended tramroad will be made

or pass from, in, through, or into the parishes, townships, and places of Jevington, Folkington, and Willingdon, or some of them.

- (10.) All such pumping engines, tanks, wells, adits, channels, cuts, drifts, standages, aqueducts, culverts, tunnels, bores, drains, sluices, overflows, waste water channels, weirs, stand-pipes, water towers, banks, roads, junctions, approaches, communications, buildings, conduits, pipes, machinery, softening apparatus, appliances, telegraphs, telephones, and other works and conveniences as may be necessary or convenient in connection with or incident to the before-mentioned works, or any of them, or for the obtaining, raising, taking, distributing, and supplying water, which said intended works will be made or pass from, through, or into the several parishes, townships, extra-parochial, and other places following, that is to say:—Jevington, Folkington, Willingdon, Friston, East Dean, and Eastbourne, or some or one of them.

3. To confer on the Company all or some of the powers hereinafter mentioned:—

- (a) To deviate from the lines and levels of the intended works to any extent defined by the Bill or prescribed by Parliament;
- (b) To purchase and acquire by compulsion or agreement lands, houses, waters, and other hereditaments and property; and also easements, rights, or privileges in, over, or affecting lands, waters, hereditaments, and property requisite or desirable for the purposes of the intended works or any of them, or any part or parts thereof respectively, and other the purposes of the intended Act, or for the purposes of their undertaking;
- (c) To take, raise, collect, divert, impound, distribute, and use all or any of the underground springs, streams, or waters which can or may be taken or collected by means of the intended works, or as may be found in, on, or under any lands for the time being belonging to the Company, or in, on, under, or over which they may acquire any estate or interest;
- (d) To lay down, construct, maintain, take up, alter, and repair mains, pipes, apparatus, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere with (either temporarily or permanently) any public or other roads, highways, footways, streets, public places, bridges, works, pipes, sewers, drains, rivers, streams, brooks, watercourses, and other works and conveniences in any of the parishes, townships, and places mentioned in this Notice, so far as may be necessary or convenient for all or any of the purposes of the Bill.
- (e) To levy, receive, and recover rates, rents, and charges for or in respect of the supply of water, and for the sale and hire of meters, fittings, apparatus, and appliances, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

4. To enable the Company on the one hand and any county, local, urban, rural, or sanitary authority, company, corporation, public body, officers, or persons, or any or either of them on the other hand, to enter into and carry into effect and to rescind contracts, agreements, and

arrangements for or with respect to the supply by the Company to any such county, local urban, rural, or sanitary authority, company, corporation, public body, officers, or persons, of water in bulk or otherwise for any public, sanitary, trading, domestic, or other purposes; and to authorise any of the contracting authorities, bodies, officers, or persons respectively, to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement, or arrangement, and to sanction and confirm any such contract, agreement, or arrangement, already made, or which prior to the passing of the Bill may be made, with respect to the matters aforesaid.

5. To authorise the Company to raise further moneys for the purposes of the Bill, and for the general purposes of their undertaking, by the creation of new shares or stock, with or without a preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any of those means, and to apply to any of the purposes of the Bill any moneys now belonging to the Company or which they have power to raise.

6. To incorporate with the Bill (with such variations, modifications, and exceptions as may be deemed expedient) all, or some, of the provisions of the Companies' Clauses Consolidation Act, 1845, the Companies' Clauses Act, 1863, the Companies' Clauses Act, 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and to the temporary occupation of lands.

7. To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several Acts relating to the Company hereinbefore mentioned, and all other Acts (if any) which may relate to, or be affected by, any of the objects of the Bill.

8. The Bill will confer on the Company all powers, rights, authorities, and privileges which are, or may become, necessary for carrying it into execution, will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, and will confer other exemptions, rights, and privileges, and will contain all such provisions as may be necessary or incidental to the purposes thereof.

And notice is hereby further given, that—

On or before the 30th day of November instant plans and sections of the intended works, together with books of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Sussex at his office at Lewes, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place in or through which the intended works are proposed to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this Notice, published, as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of each rural parish for which a Parish Council has been elected, with the

clerk, or, if there is none, with the chairman of the Parish Council, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto at his residence, and

On or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1895.

CURREY, HOLLAND, and CURREY, 14, Great George-street, Westminster, Solicitors.  
JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1896.

Swansea Harbour.

(New Works; Power to enter into agreements with reference to construction of works and other matters; Powers to raise further money; Power to provide, use, let, or hire Boats; Power to issue Dock Warrants; Power to levy additional rates and to vary existing rates, &c.; Powers to Great Western and London and North Western Railway Companies to contribute towards cost of New Lock; Confirmation of agreements with Great Western and Rhondda and Swansea Bay Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given, that the Swansea Harbour Trustees (hereinafter called "the Trustees") intend to apply to Parliament in the next Session for an Act for all or some of the following purposes (that is to say):

To empower the Trustees to make and maintain the following works (that is to say):

1. New entrances to the existing half-tide basin at the south-eastern end of the Town Float or North Dock, with all necessary gates, jetties, piers, quays, entrance channels, works, and conveniences connected therewith.
2. A lock to form a new entrance to the half-tide basin of the South Dock, with all necessary gates, jetties, piers, quays, entrance channel, works, and conveniences connected therewith, and to stop up the existing entrance to the said basin.
3. A railway commencing at or near a point 12 chains, or thereabouts, measured in an easterly direction from the south-east corner of the Prince of Wales Dock, and terminating by a junction with the existing railway of the trustees at or near a point 4 chains, or thereabouts, measured in an easterly direction from the centre of the trustees' Dan-y-graig Railway Bridge.

The said intended works will be situate within the county borough of Swansea, the parish of Swansea, and hamlet of St. Thomas, or some of them, in the county of Glamorgan.

To authorise the trustees to deviate laterally and vertically from the lines and levels of the intended works.

To excavate and deepen the existing entrance to the said half-tide basin of the Town Float or North Dock, and the bed of the said basin and the entrance channel leading thereto.

To stop up and discontinue the new entrances to the said Town Float or North Dock when and so soon as the said deepening and excavation of the existing entrance to the said Float or Dock has been completed.

To remove a portion of the existing pier between the new cut and the said existing entrance of the said basin.

To empower the trustees to enter into agreements with owners of quays, docks, wharves, and lands with reference to the construction of such intended new entrances and works in connection therewith.

To empower the trustees to construct such piers, jetties, quays, wharves, and other works, and such temporary staging, coffer dams, and works as may be necessary for the purposes of the intended Act.

To authorise the trustees to purchase by compulsion or agreement, and to acquire easements in and over lands, tenements, and hereditaments for the purposes of works to be authorised by the intended Act, or for the general purposes of their undertaking, or any of them.

To exempt the trustees from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase by compulsion parts only of any properties.

To empower the trustees to alter, remove and divert, whether temporarily or permanently, all streets, roads, footpaths, railways, tram-roads, tramlines, sewers, drains, culverts, gas and water mains, electric cables, wires, telegraph or telephone poles, and other works, so far as may be necessary in constructing the said works.

To authorise the trustees to build, purchase, or hire, or contribute towards, or join in the cost or expense of building, purchasing, or hiring a boat or boats, and to use, hire, or let, or join in using, hiring, or letting the same for pilotage, towage, or such purposes, and at such rates and charges, and on such terms and conditions as they think fit.

To empower the trustees to issue and deliver to persons warehousing, storing, or depositing goods with them, warrants for the delivery of such goods, and to provide that such warrants shall be deemed to be a document of title to the goods specified therein, and that such warrants shall be transferable by endorsement.

To enable the trustees to apply any funds belonging to them or under their control to the purposes of the intended Act and to raise further money by the creation and issue of Swansea Harbour Stock, to rank either *pari passu* with the existing stock of the trustees, or in such manner as may be prescribed by the intended Act, or by borrowing on mortgage or otherwise.

To empower the trustees to demand and recover additional harbour, dock, shipping, wharfage, and other rates, rents, charges, and dues, and to vary existing rates, rents, charges, and dues.

To authorise the trustees when and so soon as the new entrances, or either of them, to the Half Tide Basin of the Town Float or North Dock proposed to be constructed under the powers of the intended Act are or is completed to demand and take, in respect of all vessels entering or using and in respect of all goods shipped or unshipped, received or delivered into or from vessels entering or using the Town Float or North Dock and the basins thereof, in addition to the rates authorised by the Swansea Harbour Act, 1854, the several dock rates which by the Swansea Harbour Act, 1874, the trustees may demand and take in respect of the docks and works by that Act authorised.

To authorise and empower the Great Western Railway Company and the London and North Western Railway Company, or either of those Companies, to subscribe or contribute towards the cost of constructing the intended new lock to the half-tide basin of the south dock.

To confirm and give effect to any agreement or agreements which has or have or may be entered into between the trustees and the Great Western Railway Company and the Rhondda and Swansea Bay Railway Company, for the leasing to those Companies, or either of them, of quay space, or land, situate at or near the dock authorised by the Swansea Harbour Act, 1894, or the leasing or granting of railway or other accommodation, or as to the construction of the intended new Railway.

To vary or extinguish all rights and privileges which would or might interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, repeal, amend, extend, and enlarge some or any of the powers and provisions of the several Acts hereinafter mentioned, that is to say, the Swansea Harbour Act, 1854, the Swansea Harbour Act, 1857, the Swansea Harbour Act, 1859, the Swansea Harbour Act, 1860, the Swansea Harbour Act, 1861, the Swansea Harbour Act, 1862, the Swansea Harbour Act, 1864, the Swansea Harbour Act 1866, the Swansea Harbour Act, 1873, the Swansea Harbour Act, 1874, the Swansea Harbour Act, 1876, the Swansea Harbour Act, 1880, the Swansea Harbour Act, 1883, the Swansea Harbour Act, 1886, the Swansea Harbour Act, 1894, and the Swansea Harbour Act, 1895.

On or before the 30th day of November instant, plans and sections of the intended works, together with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, with the Town Clerk of the county borough of Swansea, at the Guildhall, Swansea, and with the Parish Clerk of the town and franchise of Swansea, at his place of abode.

On or before the 21st day of December next, printed copies of the Bill for effecting the objects specified in this Notice will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1895.

TALFOURD STRICK, Harbour Offices, Swansea, Solicitor.

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

In Parliament.--Session 1896.

Southwark and Vauxhall Water.

(New Reservoirs and other Works; Purchase of Lands and Easements by agreement, and, if necessary, by compulsion for those purposes; Powers for enabling Company to connect various portions of their Works and acquisition by agreement of Lands and Easements therefor; Lateral and Vertical Deviation; Additional Lands by Compulsion or Agreement; Incorporation of some of the provisions of the Railways Clauses Consolidation Act, 1845; Power to Sell, Demise, Exchange, &c., Lands; Power to purchase or otherwise acquire Water in bulk; Repeal and Amendment of Acts; Application of Capital; Additional Share and Loan Capital, and special provisions as to manner of raising same; 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 Southwark and Vauxhall Water 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 make and maintain the following works, or such of them, or such part or parts thereof respectively as the Bill may define, that is to say:—

A well, adits, and pumping station (Springwell pumping station), wholly in the parish of Harefield, in the county of Middlesex, to be situate in certain fields and streams numbered 13, 15, 16, 17, 19, 20, 21, 22, 40 and 41 on the  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, which fields contain a superficial area of 40 acres, or thereabouts, and are bounded on the east by the Grand Junction Canal towing path, on the west and south by the River Colne, and on the north in part by a field numbered 23 on the said  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, and in other part by a road leading from Springwell to Drayton Ford.

A well, adits, and pumping station (Harefield Moor pumping station), wholly in the said parish of Harefield, in the said county of Middlesex, to be situate in a certain field numbered 474 on the  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, which field contains a superficial area of 5 acres 1 rood 13 poles, or thereabouts, and is bounded on the west by the Grand Junction Canal embankment numbered 473 and 475 on the said  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, on the south by a public highway numbered 477 on the said  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, and on the east by a field numbered 431 on the said  $\frac{1}{25000}$  ordnance map of the said parish of Harefield.

A conduit or line of pipes (line of pipes No. 1), commencing at a point in the field numbered 16, in the said parish of Harefield, on the  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, distant 200 feet, or thereabouts, in a westerly direction, from and at right angles to the Grand Junction Canal towing path, from a point on the western boundary of the said towing path, distant 1,300 feet, or thereabouts, measured in a southerly direction along the said towing path, from the southern face of the western abutment of the bridge spanning the canal at Springwell Lock, and terminating in the parish of Twickenham, in the said county of Middlesex, by a junction, with the Company's existing trunk main, at a point in the field numbered 138 on the  $\frac{1}{25000}$  ordnance map of the said parish of Twickenham, such point of termination being distant 6 feet, or thereabouts, in a north-westerly direction from and at right angles to the south-eastern boundary wall of the said last mentioned field, from a point in the said boundary wall, distant 80 feet, or thereabouts, measured in a south-westerly direction from the terminal pier at the River Thames end of the said boundary wall.

A conduit or line of pipes (line of pipes No. 2), wholly in the said parish of Harefield, commencing at a point in the field numbered 474 in the said parish of Harefield on the  $\frac{1}{25000}$  ordnance map of the said parish of Harefield, distant 100 feet, or thereabouts, measured in a north-westerly direction from and at right angles to the south-eastern boundary of the said last mentioned field from a point in the said south-eastern boundary distant 300 feet, or thereabouts, measured in a north-easterly direction from the centre of the bridge spanning the Grand Junction Canal at Harefield Moor Lock adjoining Harefield Moor Wharf, and terminating by a junction with the line of pipes No. 1, hereinbefore described, at a point in the centre of the road leading from Harefield to Highway Farm and Newyears-green, distant 75 feet, or thereabouts, measured in a south-easterly direction from the

guide post at the junction of the Denham and Harefield roads near Moorhall Farm.

A storage reservoir (storage reservoir No. 1), wholly in the parish of Walton-upon-Thames, in the county of Surrey, which storage reservoir will have a superficial water area of 250,000 square yards, or thereabouts, and will be situate on certain fields numbered 52, 53 and 77, on the  $\frac{1}{25000}$  ordnance map of the said parish of Walton-upon-Thames, those fields containing a superficial area of 66 acres, or thereabouts. The said storage reservoir No. 1 will be formed partly by excavation and partly by the construction of an embankment, and will be bounded on the north-western side thereof by Hurst-road, on the north-eastern side thereof by the residential property known as Apps Court, and on the southern, south-eastern, and south-western sides thereof by Walton-road.

Three storage reservoirs (reservoir No. 2, reservoir No. 3, and reservoir No. 4), to be connected together, but separately constructed, wholly in the parish of Walton-upon-Thames, in the county of Surrey (each reservoir having a superficial water area of 250,000 square yards, or thereabouts), to be situate on certain fields, numbered 51, 80, 81, 82, 83, 302, 303, 304, 307, 308, 309, 310, 311, 355, 356 and 358 on the  $\frac{1}{25000}$  ordnance map of the said parish of Walton-upon-Thames, those fields containing a superficial area of 234 acres, or thereabouts.

The said storage reservoirs No. 2, No. 3 and No. 4 will be formed partly by excavation and partly by the construction of embankments, and will be bounded on the northern and north-western sides thereof by Walton-road and Terrace-road, on the eastern side thereof by Broad-lane, on the southern side thereof partly by Broad-lane and partly by fields and hereditaments numbered 312, 314, 354 and 357 in the parish of Walton-upon-Thames on the  $\frac{1}{25000}$  ordnance map of that parish, and on the south-western side thereof partly by a footpath and partly by Sandy-lane.

A conduit or line of pipes (line of pipes No. 3), commencing in the field numbered 51, in the parish of Walton-upon-Thames, on the  $\frac{1}{25000}$  ordnance map of that parish, at a point distant 400 feet, or thereabouts, due south from the southern corner of Apps Court Tavern, and terminating at a point in the parish of Hampton, in the county of Middlesex, distant 350 feet, or thereabouts, measured in a northerly direction from the Company's intake in the south-western corner of the field numbered 266, in the said parish of Hampton, on the  $\frac{1}{25000}$  ordnance map of that parish, and distant also 90 feet, or thereabouts, measured in an easterly direction from the centre of the valve shaft on the eastern bank of the Company's Sunnyside reservoir.

A conduit or line of pipes (line of pipes No. 4), commencing in the field numbered 52, in the parish of Walton-upon-Thames, on the  $\frac{1}{25000}$  ordnance map of that parish, at a point distant 250 feet, or thereabouts, in a south-easterly direction from and at right angles to the north-western boundary wall of the said last mentioned field, from a point in that wall distant 1,800 feet, or thereabouts, measured in a north-easterly direction along Hurst-road from the western corner of the boundary wall of Apps Court at the junction of Hurst-road and Walton-road, and terminating in the parish of Walton-upon-Thames, in the county of Surrey, by a junction with line of pipes No. 3, at a point in the centre of the Hurst-road, distant 2,000 feet, or thereabouts, measured in a north-easterly direction from the western corner of the boundary wall of Apps Court aforesaid.

A conduit or line of pipes, (line of pipes No. 5), commencing at a point in the boundary hedge dividing the fields numbered 51 and 82, in the parish of Walton-upon-Thames; on the 1850 ordnance map of that parish, distant 1,800 feet, or thereabouts, measured in a straight line in a south-easterly direction from the western corner of the boundary wall of Apps Court aforesaid, and terminating in the said parish of Walton-upon-Thames by a junction with line of pipes No. 3, in the centre of Hurst-road, at a point distant 13 feet, or thereabouts, from the western corner of the boundary wall of Apps Court aforesaid, measured in a northerly direction.

A conduit or line of pipes (line of pipes No. 6), commencing in the field numbered 82, in the parish of Walton-upon-Thames, on the 1850 ordnance map of that parish, at a point distant 945 feet, or thereabouts, from the south-western corner of the said field numbered 82, measured in a northerly direction, and distant also 300 feet from the hedge on the western boundary of the said field, measured in an easterly direction and terminating in the said parish of Walton-upon-Thames by a junction with line of pipes No. 5, at a point distant 180 feet, or thereabouts, from the commencement of line of pipes No. 6 measured in a south-westerly direction.

A conduit or line of pipes (line of pipes No. 7), commencing in the field numbered 82, in the parish of Walton-upon-Thames, in the county of Surrey, on the 1850 ordnance map of that parish, at a point distant 250 feet, or thereabouts, in a southerly direction from and at right angles to the southern boundary of Walton-road, from a point in the said southern boundary distant 1,600 feet, or thereabouts, from the western corner of Apps Court aforesaid, measured along the Walton-road, at first in a southerly and then in an easterly direction, and terminating in the piece of land numbered 52, in the parish of Walton-upon-Thames, in the county of Surrey, on the 1850 ordnance map of that parish, at a point distant 550 feet, or thereabouts, from the point of commencement of line of pipes No. 7, measured in a northerly direction, crossing the Walton-road at right angles.

The said reservoirs, lines of pipes, and other works will pass from, in, through, or into the parishes, townships, and extra-parochial places following (that is to say):—

Harefield, Hillingdon, East Hillingdon otherwise Hillingdon East, West Hillingdon otherwise Hillingdon West, Uxbridge, Southall, Hayes, Norwood, Heston, Isleworth, Twickenham, Hampton, and Hayes End, all in the county of Middlesex, and Walton-upon-Thames and West Molesey, both in the county of Surrey.

All such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, gauges, wells, filter-beds, tanks, banks, walls,

approaches, engines, machinery, and appliances, as may be necessary or convenient in connection with the before-mentioned works, or any of them.

2. To enable the Company to deviate laterally and vertically from the lines and levels of the proposed works to any extent defined by the Bill.

3. To incorporate with the Bill and make applicable to the objects and purposes thereof the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

4. To authorize and empower the Company to stop up and extinguish all rights through and over a certain footpath in the parish of Walton-upon-Thames, in the county of Surrey, leading from Sandy-lane to Broad-lane.

5. To authorize the Company to lay down, maintain, take up, alter and repair mains, pipes, culverts, and other works for the distribution of water within their limits of supply, and for that purpose, and for other purposes of the Bill, from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing paths, streams, watercourses, sewers, drains, railways, tramways, telegraph, telephone, and other electric apparatus.

6. To enable the Company to acquire by agreement, and, if necessary, by compulsion, and to hold lands, buildings, easements, waters, and property for the purposes of the reservoirs and other works to be authorized by the Bill, and of their Undertaking, and to extinguish all manorial, commonable, and other rights, if any, over any such lands, buildings, and property.

7. To enable the Company to enter into and carry into effect contracts or agreements for the purchase or acquisition of water in bulk or otherwise with any county council, urban or rural district council or other local authority, company, body, or person in such manner and subject to such conditions as may be prescribed by the Bill, and to confirm any such contract or agreement already entered into or hereafter to be entered into prior to the passing of the Bill; and the Bill will or may confer all necessary and proper powers in that behalf upon all such county councils, urban or rural district councils, companies, bodies, or persons, and will enable them to carry into effect the said contracts or agreements, and to raise or apply for the purposes of such contracts or agreements the necessary funds and rates.

8. The Bill will or may authorize the Company to take for or in connection with the proposed works, certain lands being or reputed to be common or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken:—

Name, if any, by which lands are known.	Where lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Wyke-green .. ..	Pasture numbered 21 on the 1850 ordnance map of the parish of Isleworth, in the county of Middlesex	37 perches .. ..	Nil. Easement only.

9. To authorize the Company to sell, exchange, demise, and otherwise dispose of any lands not required for the purposes of their Undertaking, and to confer upon the Company all such special

or other powers or authorities as may be found necessary or expedient for that purpose.

10. To enable the Company to apply their existing funds and any moneys which they have still power to raise for the purposes, or any of the purposes, of the Bill; and for the same purposes, and for the general purposes of their Undertaking, to raise additional capital by shares or by stock, or by borrowing, and to make and enact such special provisions as to the raising and issue of such additional capital as the Bill may define, and to attach to such shares or stock any preference or priority dividend, and any other advantage which the Bill may define.

11. 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.

12. To incorporate, extend, and make applicable to the purpose of the Bill all or some of the powers and provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863.

13. 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:—The Southwark and Vauxhall Water Act, 1852, 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 the Bill will, or may further alter, amend, and, if need be, repeal for the purposes of the Bill, the Metropolis Water Act 1852, and the Metropolis Water Act, 1871, or certain of the provisions of those respective Acts.

14. Duplicate plans and sections describing the lines, situation, and levels of the proposed reservoirs, and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the additional lands, houses, and property intended to 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, 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 Surrey, at his office, at Kingston-upon-Thames, in that county, and with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster, in the county of London, 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 the several parishes, extra-parochial or other places in or through which the intended works, or any part of them, are, or is intended to be made, or in which any lands or houses 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 with the parish clerk of each such parish 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; and as regards any of the before mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish, and if in any such parish there be no clerk of such council, then with the chairman of that council at his residence.

Printed copies of the Bill, will, on or before

the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1895.

BIRCHAM and Co., 46, Parliament-street,  
Westminster, Solicitors for the Bill.

WYATT and Co., 28, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Newcastle-upon-Tyne Tramways and Improvement.

(New Tramways and Doubling of Certain Existing Single Tramways in the City, to be Worked by Animal, Steam, Oil, Mechanical, Cable, or other Power; Running Carriages thereon and taking Tolls and Charges for the use thereof; Power to Work New and (subject to Rights of Lessees) Existing and Authorised Tramways by means of Ropes, Cables, or Wires, and by Electricity, Oil, or other Motive Power, and to Levy Tolls; Agreements as to Lease of Corporation Tramways; Widening of Byker Bridge; Acquisition, Compulsorily or by Agreement of Lands, Buildings, and Easements, and of Parts only of Lands, Houses, and Buildings; Sale and Lease of Lands and Hereditaments; Breaking up Roads; Extension of Time for Tramways Authorised in 1892; Levying of Rates; Extension of Borrowing Powers; Repayment of Borrowed Moneys; Incorporation, Repeal, and Amendment of Acts and Provisional Orders.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the City and county of Newcastle-upon-Tyne (hereinafter referred to as "the City"), as the Municipal and Sanitary Authority for the City (in both which characters they are hereinafter included under the expression "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 (that is to say):—

1. To enable the Corporation wholly within the parish of St. Nicholas in the City, to form, lay down, and maintain all or some of the tramways hereinafter described, and for that purpose and for the purposes of their existing and authorised tramways, to form, lay down, and maintain all necessary and proper rails, plates, sleepers, channels (including in that word where used in this Notice channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, engine, boiler, and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets, and continued would intersect each other, and a point described as being opposite a street, is to be taken (unless otherwise stated) as opposite the centre of the street.

The said proposed tramways are the following (that is to say):—

Tramway No. 1.—A single line about 963 chains in length, wholly in the township of Westgate, in the parish or parochial chapelry of St. John, and wholly in Westgate-road, commencing by a junction with the existing tramway, at a point about 55 links eastward of the junction of Beaconsfield-street with Westgate-road, and terminating at the

junction of Worley-street with Westgate-road.

**Tramway No. 2.**—A double line about 2·49 chains in length, wholly in the township of Westgate, in the parish or parochial chapelry of St. John, and wholly in Westgate-road, commencing as to the northern line by a junction with the said Tramway No. 1 at its termination, and as to the southern line by a junction with the existing tramway at the junction of Worley-street with Westgate-road, and terminating as to both the said lines by a junction with the existing tramway at a point about 35 links eastward of the junction of West-street with Westgate-road.

**Tramway No. 3.**—A double line, about 2 furlongs 6·56 chains in length, wholly in the township of Byker, in the parish or parochial chapelry of All Saints, commencing by a junction with the existing tramway in New Bridge-street, at a point about 20 links westward of the junction of Register-street with New Bridge-street, and passing thence into and along the western approach to Byker Bridge, Byker Bridge, and Shields-road West, and terminating by a junction with the existing tramway in Shields-road West at a point about 1 chain 55 links eastward of the junction of Stephen-street with Shields-road West.

All of the said tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on such tramways, carriages, or trucks adapted to run on railways, and it is not proposed to lay any tramway, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described (that is to say):—

**Tramway No. 1, north side of Westgate-road.**—From a point 75 links westward from the south-west corner of Northcote-street to that corner; from the south-east corner of Northcote-street to the south-west corner of Prospect-place; from the south-east corner of Prospect-place to the south-west corner of Mary-street; from the south-east corner of Mary-street to the south-west corner of Worley-street.

**Tramway No. 2, north side of Westgate-road.**—From the south-east corner of Worley-street to the south-west corner of West-street; and from the south-east corner of West-street to the termination of the said tramway.

**Tramway No. 2, south side of Westgate-road.**—From the north-east corner of Elswick-road to the north-west corner of Elswick-row.

**Tramway No. 3, south side of the western approach to Byker Bridge, and south side of Byker Bridge.**—From the east side of Register-street to the north-west corner of Stephen-street.

**North side of Shield's-road West.**—From a point about 40 links eastward from the south-east corner of Elizabeth-street to the termination of the said tramway.

The motive power to be used on the intended tramways is animal, steam, compressed air, gas, oil and any other mechanical power including wire or rope cables worked by stationary engines, and it is intended to apply for power to use the said motive power on all or some of the

existing and authorised tramways of the Corporation, and it is also intended to apply for power to work certain of the existing and authorised tramways of the Corporation by electric energy applied by means of motors in the engines or carriages or trucks, and generated at stations and communicated by means of electric lines, either in or under the ground or overhead.

2. To authorise the Corporation for the purposes of Tramway No. 2 to take up, remove and dispose of, or, if thought fit, to appropriate and use in the construction of that tramway so much of the existing tramway situate in Westgate-road as lies between the commencement and termination of Tramway No. 2, and for the purpose of Tramway No. 3 to take up, remove, and dispose of, or, if thought fit, to appropriate and use in the construction of that tramway so much of the existing tramway in New Bridge-street, the western approach to Byker Bridge, Byker Bridge, and Shields-road West as lies between the commencement and termination of Tramway No. 3.

3. To empower the Corporation to make, from time to time, such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein, as may be necessary or convenient, to the efficient working of the tramways or any of them or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Corporation or their lessees or for effecting junctions with the system of any other corporation, company, or person with their consent.

4. To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove or discontinue all or any part of such tramway, channel, or electric line, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway, channel, or electric line or substituted tramways or channels or electric lines.

5. To confer on and reserve to the Corporation and their lessees the exclusive right of using on any of the tramways carriages drawn or propelled by any motive power hereinbefore mentioned, or other power, and having wheels adapted to run on, or in, an edged, grooved, or other rail on such tramways.

6. To provide for the repair by the Corporation, or their lessees, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway, channel or electric line may for the time being be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways, or channels, or electric lines.

7. To empower the Corporation and their lessees to place and run carriages on the said intended tramways and (but subject to the rights of the lessees under any contracts or agreements already made or hereafter to be made) on their existing and authorised tramways, and to demand and take tolls in respect of the use of such carriages, and to provide horses, harness, engines, motors, machinery, apparatus, and plant (fixed and moveable), necessary or convenient for working the tramways by any motive power hereinbefore mentioned.

8. To authorise the Corporation and their lessees, or other, the person or persons working the said tramways to levy tolls, rates and charges for

the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

9. To authorise the Corporation and any corporation, person, company, or body from time to time to enter into and fulfil contracts and agreements for and in relation to the working and lease of the whole or any part of the tramways of the Corporation in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define, and to confirm any such contracts and agreements which may have been or which during the progress of the Bill may be entered into.

10. To empower the Corporation wholly within the township of Byker, in the parish or parochial chapelry of All Saints, in the parish of St. Nicholas in the City, to widen Byker Bridge and the western approach thereto, on the north side thereof, such widening commencing at a point about 4·32 chains north-eastwards of the junction of Register-street with New Bridge-street, and terminating at the junction of Byker Bridge with Elizabeth-street.

11. To authorise the Corporation in connection with the said proposed tramways and widening to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, girders, cantilevers, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

12. To authorise the Corporation to deviate in the construction of the said widening, both vertically and laterally, to the extent shown on the deposited plans and sections or to be defined by the Bill or prescribed by Parliament.

13. To enable the Corporation for all or any of the purposes of their existing Acts and of the Bill to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire, compulsorily or by agreement, lands (including in that expression where used in this Notice, houses, buildings, easements and other property), and the Bill will or may seek power to enable the Corporation to purchase compulsorily such easements as may be requisite for the widening of the said bridge without purchasing the land over which the same will be constructed.

14. To exempt the Corporation from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845, in respect of all or some of the properties to be acquired by the Corporation under the powers and for the purposes of the Bill.

15. To extend all or any of the existing powers of the Corporation as to the sale, lease, exchange and disposal of lands to the lands to be acquired under the powers of the intended Act.

16. To extend the time for the completion of the several tramways authorised by the Newcastle-upon-Tyne Improvement Act, 1892.

17. To empower the Corporation to make all such alterations of levels, in any streets, roads, footways, and thoroughfares as may be expedient for making convenient accesses from or junctions with the proposed widened bridge, and to stop up, alter, divert, and interfere with, either permanently or temporarily (and if permanently to appropriate the site and soil of and to extinguish all rights of way over), and to cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water, and

other pipes, and telegraphic, telephonic, and electric apparatus, as it may be necessary or convenient to stop up, alter, divert, interfere with, or cross, for any of the purposes of the Bill, and to extinguish all rights of way, manorial, commonable, and other rights, in, over, or upon any lands to be acquired under or by virtue of the powers of the Bill.

18. To authorise the Corporation from time to time to make and levy additional or increased rates for all or any of the purposes of the Bill, and to confer, vary and extinguish exemptions from the payment of any existing or future rates.

19. To alter and enlarge the present borrowing powers of the Corporation, and to enable them for all or any of the purposes of the Bill to apply their corporate funds and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage, stock, or annuities, and to charge such moneys upon all or any one or more of the following securities (that is to say):—The city fund, the general rate, the improvement rate, the district fund and general district rate, lands, tenements, hereditaments, market, and other undertakings and property, and the rates, rents, tolls, and revenue of the Corporation, whether as a municipal corporation, or urban sanitary authority, and to alter the provisions now in force for paying off moneys now owing or to be borrowed by the Corporation.

20. To authorise the Corporation and the various authorities, bodies, and persons hereinbefore referred to, or any of them, for all or any of the purposes of or incidental to the objects of the Bill, to enter into and fulfil agreements and contracts, and the Bill will or may confirm any such agreements and contracts which may have been, or which, during the progress of the Bill, may be entered into.

21. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with all or any of the powers of the Public Health and Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce by-laws and regulations for all or any of the purposes of the Bill to which by-laws and regulations may be considered to be applicable.

22. The Bill will, so far as it may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate the provisions of among other local and personal Acts the following, that is to say:—The Newcastle-upon-Tyne Improvement Acts passed in the years 1837, 1841, 1846, 1850, 1853, 1855, 1865, 1870, and 1871; the Newcastle-upon-Tyne Tramways and Improvement Act, 1877; the Newcastle-upon-Tyne Improvement Act, 1882; the Newcastle-upon-Tyne (Loans) Act, 1882; the Newcastle-upon-Tyne Tramways Order, 1879; the Newcastle-upon-Tyne Provisional Order, 1887; the Newcastle-upon-Tyne Improvement Act, 1892; the Newcastle-upon-Tyne (Byker Bridge) Act, 1894; and the Newcastle-upon-Tyne Tramways Order, 1895; and all Acts, Orders, and Resolutions, directly or indirectly relating to or affecting the Corporation, or the City, and will or may incorporate with itself, *in extenso*, or by reference, and with or without alteration, the provisions, or some of the provisions of the various Acts in this Notice referred to, and of the Local Loans Act, 1875; the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845; and the Tramways Act, 1870; and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

Duplicate plans and sections showing the line, situation, and level of the said tramways and bridge widening, and the lands in, through, or over which they will be made, 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, and a copy of this Notice will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace, for the County of Northumberland, at his office at the Moot Hall, Newcastle-upon-Tyne, and with the Clerk of the Peace for the City, at his office, at Newcastle-upon-Tyne, and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, and a copy of this Notice will be deposited for public inspection, in the case of the parish of St. Nicholas, with the Parish Clerk thereof at his residence, and in the case of the township of Westgate, in the parish or parochial chapel of St. John, with the vergier of the parish church of the parish of St. John, and in the case of the township of Byker in the parish or parochial chapel of All Saints, with the vergier of the parish church of the parish of All Saints.

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, 1895.

HILL MOTUM, Town Clerk, Newcastle-upon-Tyne.

DIXON and Co., 24, Parliament-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

Devonport Corporation Electric Lighting. (The Production, Storage, and Supply of Electricity by the Corporation of Devonport; The Acquisition and Appropriation of Lands and Construction of Works; The Breaking up and Interference with Streets, Railways, and Tramways; The Laying down and Erection of Electric Lines, Pipes, Wires, and Apparatus; The Taking and Recovery of Rates and Charges; The Entry into Houses and Lands; The Making of Contracts and the Transfer of Undertaking; The Borrowing of Money; and other matters.)

NOTICE is hereby given, that the mayor, aldermen, and burgesses of the county borough of Devonport (hereinafter called "the Corporation," and whose address is the Guildhall, Devonport) intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Provisional Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following, amongst other purposes, that is to say:—

1. To authorise the Corporation to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts, within the county borough of Devonport (hereinafter called "the area of supply").

2. To enable the Corporation to purchase, take on lease, and hold lands and interests and easements in or over lands, or to appropriate for the purposes of the Provisional Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, buildings, and appliances for generating, producing, storing,

supplying, and distributing electricity, or for other purposes of the undertaking, and to empower the Corporation to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorise the Corporation to open, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, navigable rivers, towing paths, bridges, culverts, sewers, drains, and gas and water mains and pipes, and telegraph and telephone and other wires within the area of supply, and to lay down, erect, maintain, renew, and remove either above or underground, or otherwise, electric lines, conductors, mains, pipes, tubes, wires, posts, street or distributing boxes, meters, apparatus, and other works or things required for the purpose of enabling the Corporation to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Corporation as may be necessary for effecting the objects of the proposed undertaking.

4. To authorise the Corporation to manufacture, purchase, hire, sell, and let lamps, accumulators, meters, dynamos, fittings, plant, machinery, and other matters or things required for the purposes of the Provisional Order, and to acquire, work, and use patent rights for the producing, storing, controlling, distributing and measuring, or otherwise, relating to the supply of electricity.

5. To authorise the Corporation to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machine, lamps, meters, fittings, or apparatus connected therewith.

6. To authorise the Corporation to break up, pass, or cross over or under the following streets not repairable by a Local Authority:—Rectory-road First Avenue, Rectory-road Second Avenue, Nelson Villas-road, Penlee Villas-road, Lorrimore-avenue, Camperdown-street, St. Vincent-street, Somerset Cottages, and Auckland-road, and all streets and parts of streets carried over or under any railway, and to break up or interfere with the following railways and tramways so far as they are situate within the area of supply, namely:—

The Great Western Railway.

The London and South Western Railway.

The Plymouth, Devonport, and South Western Junction Railway.

The Plymouth, Stonehouse, and Devonport Tramways.

7. To make provision for the inspection and testing of mains, conductors, and works, for the appointment and remuneration of electric inspectors, and for the supply, use, inspection, testing, and certifying of meters, fittings, and instruments.

8. To authorise the Corporation to enter upon any houses, buildings, or lands supplied, or proposed to be supplied, with electricity for any purposes relating to such supply.

9. To authorise the Corporation to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity and to relieve the Corporation from the consequences of any acts or defaults of any such companies or persons, and to empower the Corporation to transfer to companies or persons all or some of their powers, duties, liabilities, and works for such period and upon such terms and conditions as may be agreed upon.

10. To confer upon the Corporation all or

some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Provisional Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

11. To empower the Corporation to borrow money for all or any of the purposes of the Provisional Order, and to charge the moneys so borrowed and interest on the security of the rates and sums leviable by the Corporation under the powers of a Local Act passed in the 54th year of the reign of His Majesty King George the 3rd, cap. 172, intituled "An Act to repeal an Act passed in the twenty-first year of His present Majesty, for better maintaining and regulating the poor within the town of Plymouth Dock and parish of Stoke Damerel, in the county of Devon, and for other purposes, and granting further powers in lieu thereof for lighting, watching, and otherwise improving the said town and parish and regulating porters and watermen therein" (which Act, as amended by a Provisional Order confirmed in the year 1867, is in this Order referred to as "the Local Act"), and to empower the Corporation to provide for the disposal or application of the revenue arising from the undertaking.

12. To incorporate with the Provisional Order Sections 264 and 265 of the Public Health Act, 1875 (relating to actions against Local Authorities, their officers and servants, and their protection from personal liability), and to extend those sections to matters arising under the Provisional Order.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—

Fore-street, Tavistock-street, and Marlborough-street.

And notice is hereby given, that the draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the undermentioned Town Clerk and Parliamentary Agents.

And notice is hereby further given, that a map, showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant for public inspection at the office of the Clerk of the Peace for the county of Devon, at Exeter, in the said county; and at the Town Clerk's office in the county borough of Devonport.

And notice is hereby further given, that every Local or other Public Authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1896, and a copy of such objection must also at the same time be sent to the undermentioned Town Clerk or Parliamentary Agents.

Dated this 11th day of November, 1895.

J. J. E. VENNING, Town Clerk, Devonport.

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

In Parliament.—Session 1896.

Windsor Dock, Cardiff.

(Incorporation of Company; Power to make Sea Walls, Dock, Railways, and other Works on Penarth Flats; Powers for Diverting Water, and Dredging, Acquisition and Reclamation of Lands; General Dock and other Powers; Provisions as to Warehousing of Goods, Issue of Dock Warrants, Supply of Water, Gas, and Electric Light, and other matters; Bye-laws and Regulations; Agreements and Arrangements with Taff Vale Railway and Penarth Harbour Dock and Railway Companies; Subscriptions and Guarantees by those Companies and Additional Capital and Application of Funds; Power to Pay Interest out of Capital; Exercise of powers of Act by Penarth Harbour Dock and Railway Company instead of by new Company; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that applications 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):—

1. To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain the sea-walls or embankments, dock, railways, and other works hereinafter mentioned, or some of them, or some part or parts thereof, all in the parish of Canton, in the county of Glamorgan, or on the foreshore adjoining that parish (that is to say):—

(1) Two sea-walls or embankments for reclaiming portions of the foreshore, bed or mudflats of the Rivers Ely and Taff or the Bristol Channel (known and hereinafter referred to as the Penarth Flats), or adjoining thereto as part of or in connection with the dock railways and other works hereinafter described (that is to say):—

(a) A sea wall or embankment No. 1, commencing at a point 60 yards or thereabouts in a north-westerly direction from the south-west corner of the Windsor slipway yard of Messrs. Mordey, Caruey, and Company, Limited, running thence to and over the Penarth Flats in a south-easterly direction to and terminating at a point 370 yards or thereabouts north of the north-west corner of the basin of Penarth Dock and 330 yards or thereabouts in a north-easterly direction from a point on the top of the existing river wall or embankment on the northern side of the River Ely immediately above the ferry stage.

(b) A sea wall or embankment No. 2 on the Penarth Flats, commencing at or near the said last-mentioned point, running thence in an easterly direction to and terminating at a point 45 yards or thereabouts in a south-westerly direction from the termination of the said intended sea wall or embankment No. 1 as hereinbefore described.

(2) A dock with a lock entrance at its south-eastern end from the River Ely, to be situate on the Penarth Flats between the said intended sea-walls or embankments, and the existing sea-wall or embankment on the west side of the Penarth Flats, such dock commencing 230 yards or thereabouts in a south-easterly direction from the said south-west corner of the Windsor slipway yard and running thence in a south-easterly direction, and having a length on its western side of 770 yards or thereabouts, and on its eastern side of 580 yards or thereabouts, and having a width at its north-western end of 85 yards or thereabouts, and at its widest part of 290 yards or thereabouts.

(3) A pier or jetty No. 1, commencing at or near the termination of the said intended sea wall or embankment No. 1, as hereinbefore described, and extending therefrom for a distance of 135 yards or thereabouts in an easterly direction.

(4) A pier or jetty No. 2, commencing at or near the termination of the said intended sea wall or embankment No. 2, as hereinbefore described, and extending therefrom for a distance of 85 yards or thereabouts in a southerly direction.

(5) A Railway No. 1 commencing by a junction with the railway of the Penarth Harbour Dock and Railway Company at or near the bridge on that railway at York-street, Lower Grange Town, and terminating at or near the termination of the said intended sea wall or embankment No. 1, as hereinbefore described.

(6) A Railway No. 2, commencing by a junction with the said intended Railway No. 1 at a point 80 yards, or thereabouts, in a north-westerly direction from the said south-west corner of the Windsor slipway yard, and terminating at or near the termination of the said intended sea wall or embankment No. 2 as hereinbefore described.

2. To confer upon the Company the following powers, or some of them, and to enable them to carry into effect the following objects, or some of them (that is to say):—

(1) To take and divert, from time to time, into and to use for the purposes of the said intended dock and lock entrance and works connected therewith the waters of the Rivers Ely and Taff and of the Bristol Channel.

(2) To deepen, dredge, scour, cleanse, widen, alter, and improve from time to time the entrance and approaches to the said intended dock and works and the bed, channels, and foreshores of the Rivers Ely and Taff and of the Bristol Channel, and to remove any shingle, rocks, and shoals which may interfere with the access to the docks and works, and to use and appropriate any materials so dredged or removed.

(3) To make and maintain from time to time all necessary and convenient railways, sidings, junctions, turntables, stations, bridges, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf-walls, retaining walls, river walls, embankments, gasworks, electric lighting, telegraphic and telephonic works, waterworks, wells, pumps, reservoirs, pipes, culverts, sluices, jetties, groynes, shipping places, staiths, stairs, stages, gantries, coal and other tips, tramways, machinery, grid-irons, graving docks, dock entrances, timber ponds, cranes, hydraulic and other lifts, hoists, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the said intended dock and lock entrance, sea walls or embankments, railways, and other works.

3. To empower the Company to purchase or acquire by compulsion or agreement and to hold, use, and appropriate lands (which term in this Notice includes houses and buildings and easements in or over lands), in the parish aforesaid, and on the foreshore adjacent thereto, for the purposes of the intended Act and of the works to be thereby authorised, and also certain lands in the same parish lying on the eastern side of and adjoining the railway of the Penarth Harbour, Dock, and Railway Company between York-street

aforesaid and the south-west corner of the said Windsor slipway yard.

4. To empower the Company to purchase a part only of any property, or any easement in or over or under any property, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

5. To alter, vary, or extinguish all existing rights of way and other rights, easements, privileges, and exemptions in, over, or connected with any lands, foreshores, and waters 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, easements, privileges, and exemptions.

6. To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all highways and other roads, footpaths, rivers, streams, canals, navigations, waterways, railways, waggonways, tramways, bridges, and other works within or adjoining to the before-mentioned parish, 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.

7. 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, or the Harbours, Docks, and Piers Clauses Act, 1847.

8. To empower the Company to levy tolls, rates, and charges in respect of the said intended railways and other works, and also to demand and recover tolls, rates, tonnage and other dues, wharfage, ballast, and other charges for and in respect of the said intended dock and works connected therewith, and of the shipping and traffic of any description resorting to and using the same or coming within such limits as the intended Act may define, and also dues, rates, or charges in respect of goods, wares, merchandise, cattle, articles, and things shipped or unshipped, or warehoused at the intended dock and works; for the hire or use of any pilot or tug vessels or boats of the Company, and in respect of watching, lighting, and any services to be rendered or performed, or conveniences provided, or accommodation afforded by the Company, 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.

9. To make provision for the management, use, regulation, and protection of the intended dock and works, the regulation and control of vessels resorting thereto and the pilots in charge thereof, the pilotage and towage of shipping, the passage and navigation, anchorage, and lying of vessels, ships, and craft along, at, or near to the said intended dock and works, and the placing, altering, and removing of existing and new buoys, lights, beacons, chains, posts, and other conveniences; and for appointing and dismissing and regulating the duties of harbourmasters, dockmasters, piermasters, meters, weighers, constables, and other officers, and to define the limits within which such provisions shall be in force, and the powers of such harbour and dockmasters and other officers shall be exercised.

10. To enable the Company to manage and regulate warehouses and goods and things ware-

housed, to sell perishable goods, to issue dock warrants and freight warrants, to build, purchase, hire, let, and charge for steamers, tug boats, and lighters, to undertake the warehousing of goods, the discharging of goods and ballast from vessels, the supply of water, gas, and electric light for ships' use, and for other purposes, and to make and recover charges therefor, and to exercise all such powers as are usual in the case of dock companies.

11. To empower the Company to make and enforce bye-laws, rules, and regulations for the government, control and management of the said intended dock and works, or with respect to any of the objects of the intended Act, and to impose and enforce penalties for the breach of such bye-laws, rules, and regulations.

12. To incorporate with the intended Act and make applicable to the Company and to the said intended dock and works the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and any Acts amending the same, with such exceptions and modifications as may be provided by the intended Act, and to empower the Company, notwithstanding anything contained in the said Acts, and for such considerations, at such rents, and upon such terms and conditions, and for such periods as may be provided for by the intended Act, from time to time to demise or lease, or grant the use of any of their wharves or warehouses, buildings, yards, cranes, machines, shipping staiths, tips, or other conveniences, and to make charges in respect thereof.

13. To empower the Company or any person or persons on their behalf and the Taff Vale Railway Company (hereinafter called the Taff Vale Company) and the Penarth Harbour, Dock and Railway Company (hereinafter called the Penarth Company), or any of them to enter into and carry into effect agreements with respect to the working, use, management, and maintenance, of the said intended dock, lock entrance, sea-walls or embankments, railways, and other works, or any part or parts thereof and the traffic thereat, and the ships and vessels using the same, and the cargoes in such ships or vessels and the tolls, rates, or dues chargeable or payable in respect thereof; the management, regulation, interchange, collection, transmission, and delivery of traffic; the supply and maintenance of engines, stock, machinery, and plant; the construction and erection of sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof; the disposal of spoil and ballast; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, dues, charges, income, and profits arising from the respective undertakings of the contracting companies, and generally with respect to the working, user, and management of the undertaking of the Company, or any part thereof, by the Taff Vale Company and the Penarth Company, or either of them, and to confirm and give effect to any such agreement which may be made or entered into prior to the passing of the intended Act.

14. To authorise the Taff Vale Company and the Penarth Company, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended dock, sea-walls or embankments, railways, and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on any such shares or stock, and the principal and interest of any loan of the

Company, and to authorise the Taff Vale Company and the Penarth Company, or either of them, to appoint directors of the Company.

15. To empower the Taff Vale Company and the Penarth Company respectively for all or any of the purposes of the intended Act to increase their capital and raise a further sum of money by the creation of new shares or stock in their undertakings, either 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 on mortgage or bond either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended dock, sea-walls or embankments, railways and works, or any or either of them, or any part or parts thereof, and the tolls, rates, dues, and charges received upon or in respect thereof, or by any of such means, and to apply to those purposes or some of them any capital, funds, or moneys belonging to the said Companies respectively.

16. To enable the Company out of the moneys to be raised by them under the powers of the intended Act, 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 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 other rights and privileges.

18. The powers by the intended Act proposed to be conferred upon the Company may (if thought fit) be conferred upon or transferred to the Penarth Company instead of the Company, and, if so, the expression "the Company," when used in this Notice as meaning the Company proposed to be incorporated by the intended Act shall be held and construed to mean the Penarth Company, and in the event of the powers of the intended Act being conferred upon the Penarth Company, the intended Act will or may enact or provide that the intended works shall be deemed to be part of the undertaking of the Penarth Company, and will or may extend or make applicable to such works, and to the powers and provisions of the intended Act relating thereto or connected therewith, all or some of the provisions of the existing lease or leases to the Taff Vale Company of the undertaking of the Penarth Company made under the authority of the Penarth Harbour, Dock and Railway (Leasing) Act, 1863, with such alterations and modifications as may be agreed upon between the said two companies, or as may be prescribed or provided by the intended Act, and will authorise agreements between the said two companies with reference to all or any of the matters aforesaid, and will or may confirm or give effect to any such agreement, and will empower the Taff Vale Company to guarantee the payment of the dividends and interest upon all or part of the moneys to be raised by the Penarth Company for the purposes of the intended Act, either in shares or by borrowing and the repayment of any moneys to be borrowed for those purposes.

19. The intended Act will or may alter, amend, extend, or repeal, so far as may be necessary for the purposes thereof, all or some of the provisions of the Act (local and personal), 6 William IV, cap. 82, and of any other Act or Acts relating to the Taff Vale Company and the

Acts (local and personal) 19 and 20 Vict., cap. 122, and 20 and 21 Vict., cap. 69, and of any other Act or Acts relating to the Penarth Company.

20. And notice is hereby given, that on or before the 30th day of November, 1895, maps, plans, and sections relating to the objects of the intended Act, and a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff, and that on or before the same day a copy of the said plans, sections, and book of reference, together with a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of the parish of Canton, at his residence.

21. And notice is hereby further given, that on or before the 21st day of December, 1895, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 19th day of November, 1895.

INGLEDEW and SONS, Cardiff, Solicitors for the Bill.

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

In Parliament.—Session 1896.

Buenos Ayres and Ensenada Port Railway Company, Limited.

(Provision as to Arrears of Dividends on Preference Stock; Conversion of Preference Stock, Reduction of Dividends thereon, and Portion thereof to be Entitled to Cumulative Dividend; Creation and Vesting of Converted Stock, &c., in Holders of Existing Stock; Surrender and Cancellation of Existing Certificates, and Issue of New Certificates in Exchange; Further Money Powers; Powers for Re-arranging, Reducing, Declaring, Dividing, and Varying Ranking Priorities, &c., of Capital; Cancellation of the Exchange Suspense Account, and Application of Moneys included therein; Amendment, Alteration, or Repeal of Memorandum and Articles of Association and Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Buenos Ayres and Ensenada Port Railway Company, Limited (in this Notice called "the Company"), for leave to bring in a Bill for the purposes, or some of the purposes, following (that is to say):—

1. To make provision with reference to the arrears of dividend on the preference stock in the capital of the Company, and, if necessary, to extinguish, or provide for the extinguishment or postponement, in whole or in part, of the arrears of dividend and dividend hereafter to accrue due thereon up to such date as may be defined by the Bill.

2. To divide or convert or to authorise and provide for the division or conversion, and if necessary, for the reduction of the dividends payable thereon of the preference stock of the Company into preference stock of the Company of two classes, one of which classes only shall receive or shall be entitled to receive a cumulative preferential dividend out of the net receipts or profits of the Company from time to time, and the other of such classes shall receive or be entitled to receive a non-cumulative preferential dividend out of the net receipts or profits of the year only which are applicable to dividend, and to provide that such net receipts or profits of the Company respectively shall be applied in such manner as to the amount of dividend payable or to be payable on each class of preference stock

of the Company as aforesaid or otherwise in such manner as may be prescribed by the Bill.

3. To create and vest in or to provide for the creation and issue by the Company, and the vesting in and acceptance by the holders of the preference stock of the Company to be divided or converted under the powers of the Bill of preference stock in substitution therefor, together with ordinary shares or stock of such amount or amounts respectively, and upon such terms and conditions as may be considered necessary or desirable with reference thereto, and to provide for the surrender and cancellation of the existing preference stock of the Company, and for the calling in, surrender, and cancellation of the certificates therefor and for the issue of new certificates in exchange for the certificates to be called in, surrendered and cancelled, and to make such other provision with reference to the matters aforesaid, or any of them, as may be necessary or expedient, or as may be defined by the Bill.

4. To authorise the Company for the general purposes of their undertaking, and for the purposes of the Bill 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.

5. To re-arrange, fix, regulate, reduce, or otherwise declare the capital of the Company, and to provide for the division or conversion thereof into shares or stocks of different classes and denominations, and to attach thereto respectively, or to some or one of such classes such priority, rate of dividend, or such privilege or privileges, advantage or advantages, in lieu of dividend, or otherwise, as may be prescribed or provided for by the Bill, and so far as may be necessary or expedient to vary the respective ranking priorities, preferences, privileges, and rights *inter se* of the holders of any of the ordinary or preference shares or stock of the Company existing or authorised, or to be authorised, by the Bill.

6. To authorise the Company, or the directors of the Company, to cancel, write off, and expunge in and from the balance sheets and statements of account of the Company the sum of money now standing therein respectively to the debit of the revenue account of the Company under the description or name of "the Exchange Suspense Account," and to provide for the division and application of the moneys included therein, or to make such other provision for the cancellation or extinction of the said Exchange Suspense Account as may be prescribed by the Bill.

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

8. To amend, alter, or repeal so far as may be necessary or expedient for the purposes of the Bill, the Memorandum, and Articles of Association of the Company, and the provisions, or some of the provisions of the several local and personal Acts of Parliament following (that is to say):—47 and 48 Vic., cap. 89; 51 and 52 Vic., cap. 18; and any other Act or Acts relating to or affecting the Company or their undertaking.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1895.

Dated this 12th day of November, 1895.

BIRCHAM and Co., 46, Parliament-street, Westminster, and 50, Old Broad-street, London, Solicitors and Parliamentary Agents.

In Parliament.—Session 1896.

Llanelly Harbour and Burry Navigation  
Commissioners.

(Defining the Port and Harbour of Llanelly; Commissioners to be Pilotage Authority; Licensing Pilots; Training Walls; New Cut for River Lliedi; New Dock and Entrance at Llanelly Bridge over River Lliedi; Diversion of Waters; Prohibiting Deposit of Slag and other matters below certain limits; the Planting of Grass and Construction of Works on Foreshore; Vesting Reclaimed Foreshore in Commissioners; Railways at Llanelly, and Diversion there of Llanelly and Mynydd Mawr Railway; Acquisition of Lands, Foreshore, and Buildings Compulsorily and by Agreement; Sale of Lands; Exempting Commissioners from Section 92 of Lands Clauses Consolidation Act, 1845; Bonded Warehouses; Power to Commissioners to perform Services; Tugboats; Power to Levy New and Alteration of existing Tolls, Rates, and Charges and Exemptions therefrom; By-laws for regulation of Harbour and Navigation therein; Agreements; Borrowing by Commissioners on Harbour Revenue, and as Collateral Security on Public Estates and General District Rate of Llanelly Urban District; Increase of Limit of General District Rate as Collateral Security; Incorporation of Acts; Amendment of Acts.)

**N**OTICE is hereby given that the Llanelly Harbour and Burry Navigation Commissioners (hereinafter called "the Commissioners") 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 the Port and Harbour of Llanelly (hereinafter called "the Harbour") as all that area (exclusive of the limits of the Burry Port Harbour) which is included within a line commencing on the left bank of the River Loughor at the ford or pass over and across the said river known as Llangennech Ford, at or near a certain village called Llangennech, thence following the line of high water at ordinary spring tides (as defined on the 6-inch Ordnance Survey, 1884) down the said bank, and along the southern shore of the Burry Inlet, thence due north to a point where the said high-water line is intersected by the parallel of latitude  $51^{\circ} 36' 30''$ , and following the said parallel to the meridian line  $40^{\circ} 22'$  west longitude, thence following the said meridian as far as latitude  $51^{\circ} 40' 30''$ , thence proceeding along that parallel in an easterly direction as far as the high-water line on the north bank of the said estuary to the right bank of the said River Loughor, thence along that bank to the old pass or ford before described and across the said ford to the point of commencement of the said line, and to constitute the intended dock, cut, locks, and dock and harbour works, hereinafter described, a portion of the Harbour of Llanelly, and the Commissioners, the Port and Harbour Authority thereof, to the exclusion of all other authorities, and to authorize the Commissioners to dredge, deepen, light, buoy, preserve, and improve the Harbour, or any part or parts thereof, and the approaches thereto, and to purchase, hire, provide, and maintain all necessary dredging and other machines, engines, tug-boats, barges, craft, machinery, beacons, buoys, lights, and appliances necessary or expedient for the said purposes or any of them.

2. To constitute the Commissioners the Pilotage Authority for the Harbour, and to authorise them to license pilots to conduct, navigate, or

move vessels within the Harbour, and to prohibit persons not so licensed acting as such pilots, and to make provision with respect to the conduct and remuneration of such pilots, the fees for licences, and the charges for pilotage, and the recovery thereof, and to make and enforce by-laws for the purposes aforesaid, or any of them.

3. To empower the Commissioners to make and maintain the following Harbour Works, the whole of which will be situated in the Counties of Carmarthen and Glamorgan, or one of them, or in the bed of the sea adjacent thereto:—

Work A.—A training wall or embankment (No. 1) in continuation seaward of the existing northern training wall constructed by the Commissioners, commencing in that part of the bed of the River Loughor which constitutes part of the estuary known as the Burry Inlet at the western termination of that wall in or adjoining the parish of Llanelly (Rural), in the county of Carmarthen, and thence proceeding in a westerly direction to and terminating in the said estuary at a point in or adjoining the parish of Llanrhidian Lower, situate 1 mile 2 furlongs 6 chains from the western termination of the existing northern training wall, and about 7 furlongs 6 chains, measured in a south-westerly direction from the face of the Great Western Railway retaining wall at a point where the boundary between the parishes of Pembrey and Llanelly (Rural) crosses the said retaining wall.

This work will be made from through in or into the said parish of Llanelly (Rural), and the parish of Pembrey, in the county of Carmarthen, and the parishes of Llanrhidian Lower and Cheriton, in the county of Glamorgan.

Work B.—A training wall or embankment (No. 2) in continuation seaward of the existing southern training wall, constructed by the Commissioners, commencing in that part of the bed of the River Loughor, which constitutes part of the said estuary at the western termination of that wall in or adjoining the said parish of Llanelly (Rural), thence proceeding in a westerly direction to and terminating in the said estuary at a point in or adjoining the said parish of Llanrhidian Lower, at a point about 1 mile 5 chains from the western termination of the existing south training wall, and about 1 mile 2 furlongs measured in a south-westerly direction from the face of the Great Western Railway retaining wall where crossed by the said boundary between the said parishes of Pembrey and Llanelly (Rural).

This work will be made from, through, in, or into the said parish of Llanelly (Rural), and the said parishes of Pembrey, Llanrhidian Lower, and Cheriton.

Work C.—A new cut or navigable channel wholly in the parish of Llanelly (Urban) and in the said parish of Llanelly (Rural), commencing at a point about 123 yards (measured in an easterly direction), from the lighthouse at the end of the Commissioner's breakwater and 292 yards measured in a south-westerly direction from the south-west corner of the quay wall on the north side of the channel leading to Messrs. Neville Druce and Company's copper works, and terminating at a point about 73 yards (measured in a northerly direction) from the inner side of the central pier of the sluices by which the waters of the scouring reservoir discharge into the River Lliedi

50 yards from the south end of the western quay of the Carmarthenshire Dock.

Work D.—A dock and entrance lock to be constructed wholly in the said parish of Llanelly (Urban) and the said parish of Llanelly (Rural), on lands bounded on the north and west by lands belonging or reputed to belong to the said Commissioners and in their occupation, and on the south and east by lands belonging or reputed to belong to the said Commissioners, on part of which is constructed the Llanelly and Mynydd Mawr Railway; the said dock and entrance will occupy the whole or a part of the existing scouring reservoir of the Commissioners.

Work E.—A bridge over the River Lliedi, wholly in the parish of Llanelly (Urban), and parallel with the Great Western Railway Bridge across that river, and commencing on the right bank of the said river, at a point about 37 yards from the south-eastern end of the said railway bridge (measured at right angles to the said railway), and terminating on the left bank of the said river at a point about 33 yards from the said point of commencement.

4. To enable the Commissioners within the limits of the Harbour to construct and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, lay-bys, gates, sluices, culverts, by-passes, arches, bridges (fixed or opening), sewers, drains, embankments, towing-paths, walls, jetties, landing-places, dolphins, moorings, buoys, beacons, lights, groynes, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, staithes, drops, railways, tramways, rails, junctions, sidings, turn-tables, signals, stations, roads, approaches, works, and appliances, which may be necessary or convenient for or incidental to the beforementioned works, or any of them, or for the general purposes of the undertaking of the Commissioners.

5. To authorise the Commissioners to divert into the intended channel, lock, dock, and works, the waters of the Rivers Lliedi and Lougher, which flow into the said estuary, and the waters of the said scouring reservoir, which flow into the said river, and thence into the sea, and all waters under the control of, or to which the Commissioners are in any way entitled, and to enter upon, take, and use the bed, banks and channels of the said rivers, where they may be coincident with or intersected by the line of any of the harbour works, and to supersede and discontinue the use for purposes of navigation of any portion of the said rivers rendered unnecessary by the construction of the said harbour works.

6. To divert the waters of the Cilli stream, which flow partly into the said scouring reservoir, and thence into the said River Lliedi, and thence into the sea, and partly directly into part of that river, and thence through the Carmarthenshire Dock, and thence into the sea, and to permanently close and fill in the sluices situated about 37 yards (measured in an easterly direction) from the said point of junction of the retaining wall of the said reservoir with the retaining wall of the Great Western Railway.

7. To prohibit the deposit of slag, mining excavation, and manufacturing refuse below the line of high-water mark of ordinary spring tides as shown on the 6-inch Ordnance map of the parish of Llanelly published in the year 1884.

8. To prohibit the planting of grass and the construction of any works on any part of the foreshore within the Harbour, and to prohibit any

works mentioned in Section 45 of the Local and Personal Act 53 George III, cap. 188, except with the consent of the Commissioners.

9. To vest in the Commissioners all such portions of the foreshore as may from time to time be capable of being reclaimed by reason of the works of the Commissioners.

10. To empower the Commissioners wholly in the said urban and rural parishes of Llanelly to construct and maintain the following Railways and works, with all needful stations, sidings, junctions, approaches, works, and conveniences (that is to say):—

Work F.—A Railway (No. 1), commencing in the said parish of Llanelly (Urban), by a junction with the main line of the Great Western Railway at a point about 370 yards east of the said junction of the retaining wall of the scouring reservoir with the retaining wall of the Great Western Railway, and terminating in the said parish of Llanelly (Rural), at the said retaining wall at a point about 240 yards (measured in a southerly direction) along the same from its said junction with the retaining wall of the Great Western Railway.

Work G.—A Railway (No. 2) wholly in the said parish of Llanelly (Rural), commencing at a point about 310 yards west of the point at which the said retaining wall of the scouring reservoir joins the retaining wall of the Great Western Railway, and terminating at a point about 87 yards from the bend of the retaining wall of the reservoir, near its upper end, 160 yards from the point at which the said retaining wall of the scouring reservoir meets the retaining wall of the Great Western Railway.

Work H.—A Railway (No. 3), a diversion of the Llanelly and Mynydd Mawr Railway, commencing in the said parish of Llanelly (Urban), by a junction with the said last-mentioned railway at a point about 47 yards north-east from the north-west corner of the upper coal jetty of the Llanelly and Mynydd Mawr Railway Company, crossing the said intended entrance to the said dock by a swing bridge, and terminating in the said parish of Llanelly (Urban) by a junction with the said railway at a point about 462 yards (measured along the railway in a north-easterly direction) from the commencement of the said diversion. This railway will be made or pass from, through, or into the said parishes of Llanelly (Urban) and Llanelly (Rural).

Work I.—A Railway (No. 4) wholly in the said parish of Llanelly (Urban), commencing by a junction with the above described diversion at a point about 207 yards or thereabouts, north of the said corner of the said jetty, and 95 yards south-west of the said centre pier of the said sluices of the said scouring reservoir, and terminating at the retaining wall of the scouring reservoir at a point about 143 yards from the said central pier of the said sluices.

And the Bill will or may authorise and require the abandonment of so much of the said Llanelly and Mynydd Mawr Railway as lies between the commencement and termination of the said diversion, and will authorise the Llanelly and Mynydd Mawr Railway Company to dispose of the site of the said abandoned portion, and will constitute the said diversion for all purposes, including the levying of tolls, rates, and charges, a portion of the Llanelly and Mynydd Mawr Railway in lieu of the part so abandoned.

11. To authorise the Commissioners for the purposes of, or in connection with the construction or maintenance of the works hereinbefore described, or referred to, or any of them, and of the Bill to exercise the powers usually conferred on railway companies for the construction or maintenance of railways, and especially the powers granted by Section 16 of the Railways Clauses Consolidation Act, 1845, and to cross, open, or break up, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently (and if permanently, to appropriate the site and soil of, and to extinguish all rights of way over), streets, roads, highways, footpaths, railways, tramways, rivers, streams, watercourses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, telephonic, electric, and other wires, pipes, and apparatus, and other works, so far as may be necessary for the purposes of the said works and of the Bill, and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

12. The Bill will extinguish all rights of way over and will or may vest in the Commissioners the site and soil of the portions of roads and footpaths rendered unnecessary by reason of any diversions thereof, or which are shown on the deposited plans hereinafter referred to as intended to be stopped up or diverted, or which are included within the limits of the lands shown on those plans as intended to be compulsorily taken, and which shall be so taken, or which they are in any way authorised to stop up, and will provide for the construction and maintenance of any new roads, and will or may authorise the Commissioners and any road authority, or any body, person or persons interested therein, to enter into agreements and contracts for, or in relation to, any of the matters aforesaid, and will or may confirm, with or without alteration, any such agreements which may have been or which during the progress of the Bill, may be entered into in relation to any of the matters aforesaid, and will or may authorise any such authority and body for such purposes to apply their funds and rates and levy new or additional rates.

13. To authorise the Commissioners from time to time to purchase, or take on lease, or otherwise acquire lands (including in that word where used in this notice houses, buildings, mills, warehouses, sheds, wharves, and 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 such lands and property, 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 to purchase, or otherwise acquire, compulsorily or by agreement, the following lands and property, in addition to those required for the purposes of the said works (that is to say):—

Certain foreshore in the said parishes of Llanelly (Rural) and Llanelly (Urban) bounded on the north by the retaining wall of the Great Western Railway; on the east by lands belonging or reputed to belong to the Commissioners; on the south partly by foreshore belonging or reputed to belong to Her Majesty the Queen, and partly by foreshore belonging or reputed to belong to Charles William Mansel Lewis, Esq.; and on the west by the boundary line dividing the parishes of Llanelly (Rural) and Pembrey.

14. To empower the Commissioners from time

to time to sell, exchange, demise, and grant building or other leases, and otherwise dispose of any lands or other property to be acquired under the powers of, or which may be appropriated to the purposes of the Bill, and for such terms or periods as (notwithstanding anything contained in the Harbours, Docks, and Piers Clauses Act, 1847, or any other Act or Acts) they think proper, or as may be prescribed or provided for by the Bill, and to erect workmen's dwellings thereon, and to sell or let the same, and to lease or grant the use or occupation of or easements in and rights over any warehouses, buildings, sheds, wharves, yards, cranes, machines, or other appliances, and conveniences belonging to or provided by them.

15. To exempt the Commissioners from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845 (so as to enable them to purchase compulsorily parts only of certain properties), and from the provisions of that Act with respect to the sale of superfluous lands.

16. To empower the Commissioners to erect and fit up on any lands of the Commissioners, and on any other lands, with the consent of the owners, lessees, and occupiers thereof, and on the quays, wharves, and river banks, free or bonded warehouses, depôts, buildings, transit and other sheds, and other conveniences and appliances for the more convenient user of the Harbour, Docks, and other works of the Commissioners, and to hold, use, or let the same, and to sell, let, or otherwise dispose of lands for the erection thereon of the like matters and things by any company (corporate or unincorporated), person, or persons, and to authorise the Commissioners to insure the same, and to let or appropriate the same, or any of them, or any quays, wharves, jetties, or water space in the Harbour, to and for the use of particular trades, persons, or companies, and to enable the Commissioners, and any such company, person, or persons to enter into and fulfil contracts and agreements for or in relation to the exercise of any of the before-mentioned powers, by all or any of the said parties jointly, or by any or either of them severally, and to enable the Commissioners to grant bond for customs duties, and to make landing and warehousing entries, to issue certificates for articles warehoused, and warrants for their delivery transferable by endorsement or otherwise.

17. To empower the Commissioners to measure, weigh, ship, unship, tranship, land, re-land, barge, pile, unpile, house, unhouse, remove, tare mark, cooper, repair, sample, watch, insure, porter, collect, receive, and deliver articles, and perform any other duties or services in respect of goods, merchandise, and things brought to or within the Harbour, premises, or works of the Commissioners, and, if necessary, to sell any articles for payment of rents and charges, or customs duties, and to prohibit any persons other than those appointed by the Commissioners from performing such duties or services.

18. To authorise the Commissioners to provide (with or without charge for the hire, use, or supply thereof), the requisite steam and other cranes, tips, staithes, barges, trucks, gear, machinery, appliances, and labour for the discharging, unloading, removal, and loading of cargo from or into vessels in the Harbour, docks, premises, and works of the Commissioners, and themselves to effect such discharge, unloading, removal, and loading, and to charge therefor, or to defray the whole or any portion of the cost of such discharging, unloading,

removal, or loading in such circumstances and cases as they think fit.

19. To enable the Commissioners to build, purchase, hire, let, and charge for the use of tug-boats, and to supply and charge for the supply of ballast, and water respectively, and to license tug-boats and the masters thereof, and to prohibit within the Harbour and the docks and other works of the Commissioners, the use of any tug-boat not licensed by, or being commanded by a master licensed by the Commissioners, and to suspend and revoke such licences.

20. To enable the Commissioners from time to time to fix, alter, demand, take, and recover tolls (including in that word where used herein rates, rents, duties, and other charges and payments) for or in respect of the use of the Harbour, or of any channel leading thereto, or any part or parts thereof respectively, and of any docks, graving docks, warehouses, sheds, railways, tramways, basins, wharves, quays, jetties, lifts, staithes, cranes, locks, lights, buoys, and other works connected therewith, or in any way forming part of their undertaking, and for or in respect of all services and labour performed, used, or employed by the Commissioners in connection therewith, and to confer exemptions from, and from time to time compound for any such tolls, and to alter; existing tolls, and the Bill will or may repeal and re-enact or consolidate, with such amendments, alterations, exemptions, and additions as may be deemed expedient, the provisions of the various Acts of or relating to the Commissioners or the harbour, under or by virtue of which they levy any tolls, and will, or may, increase such tolls, or some of them, and will authorise the Commissioners to levy tolls on vessels taking refuge, lying at anchor or lying up in the harbour.

21. To repeal Section 45 of the said Act, 53 Geo. III, cap. 183, so far as may be necessary to enable the Commissioners to levy tolls not only on vessels, but also in respect of cargo entering or leaving Burry Port.

22. To empower the Commissioners from time to time to make, alter, and enforce by-laws, rules and regulations for all or any of the purposes of the Bill, and especially for the following or any of the following purposes:— For prohibiting, removing, and regulating the placing of any matters or things which, in the judgment of the Commissioners, may interfere with the navigation of the Harbour, or the safe and convenient user thereof, or of the docks, premises, or works of the Commissioners; and for regulating the use of the Harbour; the speed of vessels navigating the same; and the conduct of the masters, officers, and crews of vessels, and of other persons using and frequenting the same; for prescribing the terms and conditions for and payment on which licences for tug-boats and masters thereof shall by the Commissioners be granted, suspended, or declared to be forfeited, and for regulating the conduct of persons so licensed; for regulating the times and manner of paying, and the places for payment of the tolls for the use of the Harbour, and any channel leading thereto, docks, tramways, warehouses, transit and other sheds, works, and appliances of the Commissioners, and for the use of tug-boats, whether of the Commissioners or otherwise.

23. To authorise the Commissioners, and all bodies and persons interested in any of the purposes of the Bill, to enter into and fulfil contracts and agreements for or in relation thereto, and the Bill will or may confirm, with or without alteration, any such contract or agreement which may have been, or which

may be, entered into prior to the passing of the Bill.

24. To consolidate the loans of the Commissioners, and to make further and other provisions for and in relation to the repayment thereof, and to alter and enlarge their present, borrowing powers, and to enable them, for all or any purposes of the Bill and of their undertaking to apply their existing funds and any moneys they are already authorised to borrow, and to borrow on mortgage, or by the creation and issue of debenture stock, further moneys on the security of their harbour revenue and (collaterally) on the income of the public estates of the Urban District Council of Llanely and the rates leviable by that Council, and to alter and amend Section 16 of the Llanely Local Board Act, 1888, so as to extend the limit thereby fixed of the amount of the general district rate, which may be levied in respect of the loans of the Commissioners, and of the period at which such collateral security shall cease, and to authorise the said Council to levy such rates as may be necessary by making such collateral security, and generally for carrying into effect any contracts or agreements made between the said Council and the Commissioners.

25. The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, subject to such modifications and exemptions as the Bill may provide, the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, the Harbours, Docks, and Piers Clauses Act, 1847, and the Public Health Act, 1875, and will or may, so far as may be thought expedient, alter, amend, extend, consolidate, repeal, and re-enact, with or without alteration, the provisions, or some of the provisions of the following, among other Local Acts, namely:— 53 George III, cap. 183, and the Llanely Harbour Acts, 1858 to 1878, and all other Acts relating directly or indirectly to the Commissioners or to the harbour of Llanely, 52 George III, cap. 173, and all other Acts relating directly or indirectly to the Kidwelly and Llanely Canal and Tramroad Company, 28 and 29 Vic., cap. 218, and all other Acts relating directly or indirectly to the Kidwelly and Burry Port Railway Company, 6 George IV, cap. 115, and all other Acts relating directly or indirectly to the New Pembrey Harbour Company or their successors the Burry Port Company, 29 Vic., cap. 5, and all other Acts relating directly or indirectly to the Burry Port and Gwendreath Valley Railway Company, or to the Burry Port or Harbour, 47 George III, Sess. 2, cap. 107, and all other Acts relating directly or indirectly to the public estates of the Urban District or Borough of Llanely, the Llanely Local Board Act, 1888, the Llanely Railway and Dock Act, 1853, and all other Acts relating directly or indirectly to the Llanely Railway and Dock Company or to the Great Western Railway Company as their successors, and the Llanely and Mynydd Mawr Railway Act, 1875, and all other Acts relating directly or indirectly to the Llanely and Mynydd Mawr Railway Company, and all other Acts which would in any way interfere or be inconsistent with the powers of the Bill.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands and other property in or through which they will be made, together with an Ordnance map, with the lines of the proposed 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, 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 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 Carmarthen, at his office at Llandovery, and 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 book of reference as relates to every parish in or through which the intended works will be made, or in which any lands or property are intended to be compulsorily taken, and a copy of this Notice will be deposited with the parish clerk of every such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish, for which a parish council has been elected also with the clerk of such council at his residence, and if there be no such clerk, then with the chairman of such council 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 13th day of November, 1895.

RICHARD WHITE, 7, New-inn, Strand,  
London, Solicitor for the Bill.

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

#### Local Government Board.—Session 1896.

##### Driffield Gas.

(Application to the Local Government Board for a Provisional Order under the Gas and Waterworks Facilities Act, 1870; for Powers to Authorise the Great Driffield Urban District Council to acquire the Undertaking of the Driffield Gas Light Company and to Vest same in the Urban District Council; Power to Maintain, Continue and Extend Existing Gasworks, and to Manufacture and Supply Gas; Provisions as to Residuals, &c.; Supply of Gas and Fittings; Breaking up, &c., of Streets; Rates and Charges, Agreements with other Authorities, Companies and Persons; Patent Rights; Borrowing Powers; Incorporation of Acts.)

**N**OTICE is hereby given, that the urban district council of Great Driffield (being the urban authority for the district of Great Driffield, in the East Riding of the county of York, and hereinafter called "the Council"), intend, pursuant to the Public Health Act, 1875; and the Gas and Water Works Facilities Act, 1870; to apply to the Local Government Board for a Provisional Order for the following or some of the following purposes (that is to say):—

1. To authorise and empower the Council to maintain and continue, and from time to time to improve, repair, enlarge, alter, pull down, and re-erect the existing works of the Driffield Gas Light Company (hereinafter called "the Company") for the manufacture, storage, and distribution of gas, and the residual products arising from the manufacture of gas, and to take over, hold, and enjoy such works and all property, rights, powers, and privileges of the Company, and to construct new or further works, and to

manufacture, convert, and store all or any products arising in or resulting from the manufacture of gas on the lands now belonging to the Company whereon their existing works are situate, viz.:—

(1) All that piece of land now occupied by the existing gasworks of the Company and the foreman's house and outbuildings situate in the parish of Great Driffield, and containing an area of 3,150 square yards, or thereabouts, and bounded on the north-west in part by property belonging, or reputed to belong, to Samuel H. Gibson, and in other part by the dwelling-house and premises numbered 35, Eastgate North, and the workshops, offices, stables, and cart-shed belonging to the Company, secondly, hereinafter described on the south-east in part by properties belonging, or reputed to belong, to the trustees of the Congregational School, George Destner, Jane Potts, and Francis Purdon respectively, and in other part by the land and premises numbered 39, Exchange-street, belonging to the Company fourthly hereinafter described, and in the remaining part by Exchange-street aforesaid on the north-east by Eastgate North, and on the south-west by a beck or stream, called "the Town's Beck," part of which said piece of land was purchased by the Company of Richard Botterill in the years 1835, 1839, and 1847, other part was purchased by the Company of John Harker in the year 1875, and the remainder was purchased by the Company of George Roberts in the year 1871.

(2) All that piece of land now occupied by Richard Jefferson as a garden situate in the parish of Great Driffield aforesaid, containing an area of 1,922 square yards, or thereabouts, and bounded on the north-west by Cranwell-lane, on the south-east by properties belonging or reputed to belong to William Otley Jarratt's devisees, the Misses Young, Edward Wigmore, and Samuel Stainton respectively, on the north-east by the Town's Beck, and on the south-west by an occupation road 20 feet wide leading into Cranwell-lane, which said piece of land was purchased by the Company of Charles Biass Turner in the year 1853.

(3) All that piece of land situate in the parish of Great Driffield aforesaid, containing an area of 960 square yards or thereabouts, with the three dwelling houses and outbuildings (being Numbers 33, 34, and 35 Eastgate North), and the engine and boiler houses, workshops, office, stables, and cart-shed erected thereon, and occupied by Tom Calam, John Robert Wilson, Arthur Robert Ellis, Francis Purdon, and William Taylor respectively, and bounded on the north-west by property belonging or reputed to belong to Samuel Henry Gibson on the south-east by the existing gasworks of the Company firstly hereinafter described on the north-east by Eastgate North, and on the south-west in part by the said existing gasworks of the Company, and in other part by property belonging, or reputed to belong to Samuel Henry Gibson, which said piece of land and premises were purchased by the Company of the Honourable Hamilton John Agmondesham Cuffe and William Brown in the year 1892.

(4) All that piece of land situate in the parish of Great Driffield aforesaid, containing an area of 278 square yards, or thereabouts, with the dwelling-house and shops and out-

buildings erected on part thereof, occupied by Robert Stephenson Fawcett, and numbered 39, Exchange-street, aforesaid, bounded on the north-west and north-east by the said existing gasworks and premises of the Company firstly hereinbefore described, on the south-east by Exchange-street, and on the south-west by the property numbered 38, Exchange-street, belonging or reputed to belong to Francis Purdon, which said piece of land and premises were purchased by the Company of Alfred Spencer in the year 1892.

2. To authorise the Council to purchase by agreement, or take on lease for the purposes of the gas undertaking, such lands as may hereafter be required, or to appropriate any lands for the time being vested in them for those purposes.

3. To empower the Council to supply gas for public and private purposes (including heating and motive power) within their district, and for that purpose to break up streets, roads, and highways, and lay down, maintain, and renew gas mains, pipes, and other works and apparatus, and to manufacture, supply, fix, and deal in meters, stoves, ranges, and fittings for the use of gas for lighting, heating, or other purposes within their district, and to exercise all such other powers as are necessary for and 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.

4. To empower the Council to levy rates and charges for the supply of gas and for the hire or use of meters and fittings, and, if thought fit, to alter existing rates, 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 said Order.

5. To authorise the Council to acquire, hold, and use patent rights and licences in connection with the manufacture of gas and residuals arising therefrom.

6. To authorise the Council and any other corporation, sanitary authority, or any company, commissioners, or persons to enter into and carry into effect contracts and agreements with respect to the supply by the Council of gas beyond the limits of their district, and to confer upon the Council special powers with respect thereto, and to the laying down and maintaining mains, pipes, and apparatus in the streets and roads not dedicated to the public, and the breaking up of such streets and roads, and for the protection of the gasworks and gas supply of the Council, and the prevention of waste or misuse of gas.

7. To empower the Council to borrow money for the purposes of the intended Order, and to secure the moneys so borrowed upon the rates and revenue arising from the gasworks and gas supply, and upon the district fund, general district rate, and all or any other rates or property for the time being of the Council.

8. To incorporate with the intended Order, and to confer upon the Council, with or without alteration, all or some of the provisions and powers of the Gasworks Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Lands Clauses Acts, except the provisions thereof relating to the purchase and taking of lands otherwise than by agreement, the Public Health Act, 1875, the Local Loans Act, 1875, and any Act or Acts amending the same.

And notice is hereby further given, that on or before the 30th of November, 1895, a copy of this Notice as published in the London Gazette, and a map of the lands proposed to be used for the manufacture or conversion of gas, or residual products arising from the manufacture of gas, will be deposited at the offices of the

Local Government Board, Whitehall, and for public inspection with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, and on and after the 23rd day of December, 1895, printed copies of the draft Provisional Order, as deposited at the offices of the Local Government Board, can be obtained, at the price of one shilling each, by all persons applying for the same at the offices of the undersigned solicitor and Parliamentary agents.

Any company, corporation, or person desirous of bringing before the Local Government Board any objections respecting this application, may do so by letter, addressed to "The Secretary of the Local Government Board, Whitehall, London, S.W.," to be lodged with the said Board on or before the 15th day of January next ensuing, and a copy of such objections must at the same time be sent to the undersigned Solicitor or Agents. In forwarding such objections to the Local Government Board, the objector or his agent must state that he has at the same time forwarded a copy of such objections to the Solicitor or Agents.

And notice is hereby further given, that printed copies of the said Provisional Order, when made by the Local Government Board, will be deposited for public inspection with the Clerk of the Peace for the East Riding of the county of York, at his office, at Beverley, and will be supplied to all persons applying for the same, at the offices of the undersigned solicitor and agents, at the price of one shilling for each copy, or at such price as the Local Government Board may direct.

Dated this 14th day of November, 1895.

TOM STEPHENSON, 16, Bowalley-lane,  
Hull, Solicitor for the Order.

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

In Parliament.—Session 1896.

Cheltenham Gas.

(Additional Lands for Gasworks; Construction of Railway from Midland Railway to Company's Works, and of Gasworks; Compulsory Purchase of Lands, &c.; Crossing, &c., of and dealing with Roads; Application of Funds; Additional Capital; Consolidation of Capital; Further Provisions as to Supply of Gas and Fittings, &c., and Charges therefor; Amendment of Acts, &c., &c.)

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

To consolidate or provide for the consolidation of all or any of the classes of stock in the existing capital of the Cheltenham Gaslight and Coke Company (hereinafter called "the Company") into one class of stock, and to fix and define the amount of dividend to which such consolidated stock shall be entitled, and to alter, define, and regulate the capital of the Company and the rights of the holders thereof.

To enable the Company to apply their corporate funds and revenues for all or any of the purposes of the Bill, and to authorise the Company to raise additional capital by the creation of new shares or stock and by loans or debenture stock, and by any one or more of those methods and to attach to such shares or stock any guarantee, preference, or priority of dividend or other advantages or rights as the Bill may define.

To authorise the Company on the lands (a) and (b), hereinafter described or on some part thereof, to make, erect, and maintain gasworks, retort houses, retorts, gas-holders, purifiers, store,

mains, pipes, meters, machinery, and other apparatus, works, and conveniences, for the manufacture, conversion, utilization, storage, and supply of gas, coke, tar, pitch, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the said lands, or some part or parts thereof, to make, store, and convert gas and all other residual products as aforesaid, and to manufacture, purchase, hire, sell, supply, and deal in coal, coke, tar, pitch, lime ammoniacal liquor, sulphate of ammonia, oil, and other residual products arising or resulting therefrom, or used in 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 lands (a) and (b) above referred to are situate in the parish and borough of Cheltenham and county of Gloucester, and are:—

(a) Certain lands, 7 acres 3 roods, or thereabouts, in extent, belonging to the Company, bounded on the south-east in part by Lower Mill-street, and in part by land belonging to and in the occupation of Joseph Middlemiss, and known as the Moors Gardens, on the north-east partly by a cottage and land belonging to George Herbert, and occupied by Joseph Sutton, and partly by the Moors Gardens aforesaid, on the north-west partly by land belonging to the trustees of George Onley, deceased, and occupied by Daniel Cook, partly by the Moors Gardens aforesaid, and partly by the Lands (b) next hereinafter described, and on the south-west partly by the Lands (b) next hereinafter described, partly by the River Chelt and partly by a road leading from Lower Mill-street, past the Lower Alstone Mill to Six Chimneys-lane (including the site of the road leading from Six Chimneys-lane to Wilson's Cottages).

(b) Certain lands, 2 acres 3 roods, or thereabouts, in extent, lying between the lands (a) above described and the said River Chelt, and extending from Wilson's Cottages to a line drawn south-westwards in continuation of the boundary line between the lands above described, and the aforesaid land belonging to the trustees of George Onley, deceased, to the River Chelt.

To empower the Company to make and maintain with all necessary and convenient rails, sidings, turntables, junctions, bridges, roads, approaches, and other works and conveniences, a railway wholly situate in the said parish and borough of Cheltenham, in the county of Gloucester, commencing in the goods yard of the Midland Railway Company's High-street Station near the south-eastern boundary thereof by a junction with the existing sidings of the Midland Railway Company, at a point 60 yards, or thereabouts, north-eastward of the point at which the River Chelt intersects the south-eastern boundary of the said goods yard and terminating at the Company's existing works in Lower Mill-street, 35 yards, or thereabouts, to the south-west of the westernmost corner of the retort houses.

To authorise the Company to purchase and take by compulsion or agreement, and to hold lands, houses, tenements, and hereditaments in the said parish of Cheltenham, for the purposes of the intended railway and works and of the undertaking of the Company, and especially lands lying between the railway and lands of the Midland Railway Company, on or towards the north-east, the River Chelt and the aforesaid road leading to Six Chimneys-lane, on or towards the south-west; the present gasworks of the Com-

pany, on or towards the south-east, and Moors Gardens aforesaid, and the said cottage and land belonging to George Herbert and occupied by Joseph Sutton, on or towards the north-east.

To deviate laterally from the lines of the intended railway, and vertically from the levels thereof, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To cross, divert, alter or stop up, whether temporarily or permanently, all such roads, highways, rights of road or way, pipes, wires, and apparatus, sewers, rivers, streams, banks, bridges, railways, and tramways within the parish aforesaid 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, and especially to stop up and discontinue the aforesaid road leading from Six Chimneys-lane to Wilson's Cottages, and to vest the site and soil thereof in the Company freed and discharged from all public and other rights.

To make provision with reference to notices of discontinuance of a supply of gas, and for enabling the Company to refuse to supply persons in debt to the Company, and to authorise the Company to manufacture, supply, sell, and let stoves, ranges, engines, motors, dynamos, and apparatus for heating, cooking, ventilating, or motive power, or for any other purpose for which gas may be utilised, and to fix, remove, or alter the same or any other fittings or apparatus, and to do any work or services in connection therewith, and to supply gas for the aforesaid purposes, or any of them, and to make and recover charges therefor.

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

The Bill will or may incorporate with itself subject to any alterations or variations which may be deemed expedient all or some of the provisions of the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; the Gasworks Clauses Act, 1847; and the Gasworks Clauses Act, 1871; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act 1863; and the Companies Clauses Act, 1839; the Lands Clauses Act, and any Act or Acts amending the same respectively, and will alter, amend, enlarge, and if need be, repeal all or some of the provisions of the Cheltenham Gas Act, 1856; and the Cheltenham Gas Act, 1872, and any other Act relating to or affecting the Company or their undertaking.

And notice is hereby also given, that plans and Sections of the railway proposed to be authorised by the Bill showing the lines and levels thereof, and the lands and other 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 Gloucester, at his office at Gloucester, and with the parish clerk of the parish of Cheltenham at his residence.

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

Dated this 19th day of November, 1895.

F. and W. GRIFFITHS, 2, Crescent-place,  
Cheltenham, Solicitors for the Bill.

REES and FARRER, 5, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Great Western Railway.

(South Wales and Bristol Direct Railway.)

(Railways in the Counties of Wilts and Gloucester; Tolls; Agreements with the Midland Railway Company; Application of Funds; Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act under the above name, or short title, for all, or some, of the following purposes, that is to say:—

To enable the Company to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, to be situate in the counties of Wilts and Gloucester, viz.:—

1. A railway (No. 1) commencing in the parish of Wootton Bassett by a junction with the main line of railway of the Company at a point thereon, at, or near the post on that railway indicating 83 miles from Paddington, and terminating in the parish of Old Sodbury, in the field numbered 412 on the  $\frac{1}{2500}$  Ordnance map of that parish, and at or near a point thereon about 7 chains south-eastward of the south-eastern corner of the "Bell Inn," Old Sodbury.

2. A railway (No. 2) commencing in the parish of Old Sodbury by a junction with the intended Railway No. 1 at its termination, as hereinbefore described, and terminating in the parish of Hamfallow by a junction with the Berkeley New Docks Branch of the Company and the Midland Railway Company (hereinafter referred to as "the Midland Company") at a point thereon about 12 chains westward of the post on that railway indicating  $1\frac{1}{4}$  miles from Berkeley-road.

3. A railway (No. 3) commencing in the parish of Old Sodbury by a junction with Railway No. 1 at its termination as hereinbefore

described, and terminating in the parish of Stoke Gifford by a junction with the Bristol and South Wales Union Railway of the Company at or near the southern end of the platforms at the Patchway Station.

4. A railway (No. 4) commencing in the parish of Stoke Gifford by a junction with Railway No. 3 in the field numbered 235 on the  $\frac{1}{2500}$  Ordnance map of that parish, at or near a point thereon about half a chain north-westward of the south-eastern corner of such field, and terminating in the parish of Filton by a junction with the Company's Bristol and South Wales Union Railway at or near the northern end of the platforms at the Filton Station.

All which intended railways will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—Wootton Bassett, Brinkworth, Dauntsey, Little Somersford, Great Somersford; Malmesbury, Saint Paul, Malmesbury Without, Rodbourne, Hullavington, Norton, Grittleton, Alderton, Littleton Drew and Luckington, in the county of Wilts, and Acton Turville, Great Badminton, Tormarton, Old Sodbury, Little Sodbury, Chipping Sodbury, Dodington, Wapley and Codrington, Yate, Horton, Hawkesbury, Wickwar, Hillsley, Alderley, Kingswood, Wotton-under-Edge, North Nibley, North Nibley (formerly part of the parish of Wotton-under-Edge), Stinchcombe, Cam, Dursley, Berkeley, Alkington, Breadstone, Hamfallow, Westerleigh, Frampton Cotterell, Winterbourne, Stoke Gifford, Patchway, and Filton in the county of Gloucester.

To enable the Company to purchase by agreement or compulsion, and to hold lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands, and in, through, or over mines) for the purposes of the intended Act and for the general purposes of the Company.

To authorise the purchase and taking of the following pieces of land, which are, or are reputed to be, common or commonable land, viz.:—

Description of common or commonable land and name of Parish.	Area within limits of deviation about	Area estimated to be required to be taken not exceeding
Railway No. 1. Old Sodbury Parish.		
Colts Green Common .. .. .	2 $\frac{1}{2}$ acres.	$\frac{1}{4}$ acre.
Railway No. 2. Old Sodbury Parish.		
Buckets Hill Common .. .. .	7 acres.	1 acre.
Mead Riding (Commonable) .. .. .	49 acres.	7 $\frac{1}{2}$ acres.
Hawkesbury Parish.		
Hawkesbury Common .. .. .	15 $\frac{3}{4}$ acres.	2 acres.
Inglestone Common .. .. .	9 acres.	1 $\frac{1}{2}$ acres.
Horwood Coppice (Commonable) .. .. .	8 $\frac{1}{2}$ acres.	1 $\frac{1}{2}$ acres.
Spoil Coppice (Commonable) .. .. .	15 $\frac{1}{2}$ acres.	2 $\frac{1}{2}$ acres.
Railway No. 3. Old Sodbury Parish.		
Gaunt's Field (Commonable) .. .. .	8 acres.	2 $\frac{1}{2}$ acres.

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 becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorise the alteration, diversion, widening, crossing, or stopping up of all roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers within or adjoining the aforesaid lands and which it may be necessary or convenient to interfere with in the conversion and use of those lands, 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 the intended railways by a bridge or bridges, or the immediate approaches thereto, in all cases where the level of such road or approaches shall not be permanently altered.

To authorise the levying of tolls, rates, and other charges for, and in respect of, the use of the railways to be constructed under the powers of the intended Act, and also for the use of the other works, conveniences, and accommodation connected with the said railways, or to be authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

To empower the Company on the one hand, and the Midland Company on the other hand, to make, enter into, and carry into effect agreements and arrangements with respect to the railways proposed to be authorised by the Bill and the Bristol and Gloucester Railway of the Midland Company, or any of such railways, or any part or parts thereof, or for the user of the said railways respectively, or any part or parts thereof, by the said Companies or either of them, and the forwarding, interchange, and transmission of traffic on and over such railways, and the collection, payment, division, apportionment, and distribution of the tolls, rates, and charges arising from such traffic, and to confirm any agreement which may be entered into for the purposes aforesaid.

To empower the Company and the Corporations, County Councils, District Councils, Parish Councils, or Local Boards, or the owners of any roads or footpaths affected by the provisions of the intended Act to make, enter into, and carry into effect agreements and arrangements with respect to all or any of the matters aforesaid in which they are interested.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, and for the purpose of any other Acts of the same Session, additional capital by the creation of shares or stock, with or without preference, in payment of dividend and by the creation and issue of debenture stock and by borrowing or any of such means.

To alter, amend, extend, or repeal all or some of the powers and provisions of the several Acts (local and personal) following, or some of them, that is to say:—

Acts relating to the Company and their undertaking, viz.: 5 and 6 Will. IV., cap. 107; 57 and 58 Vic., cap. 189, and any other Act or Acts relating to the Company.

Acts relating to the Midland Company and their undertaking, viz.: 7 and 8 Vic., cap. 18, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with a book of reference to such plans, and also a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year with the Clerk of the Peace for the county of Wilts at his office at Marlborough, and with the Clerk of the Peace for the county of Gloucester at his office at Gloucester, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the beforementioned parishes, together with a copy of this Notice, published as aforesaid, will be deposited on or before the same day with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence, and as regards any rural parish for which a Parish Council has been elected, with the clerk of the Parish Council of each such parish at his residence, and, if there is no clerk of the Parish Council, with the chairman of that Council at his residence.

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

Dated the 9th day of November, 1895.

R. R. NELSON, Solicitor, 20, Abingdon-street, Westminster.

In Parliament.—Session 1896.

Metropolitan District Railway.

(Amendment and Regulation of Tolls, Rates and Charges; New Works; Stopping up of Pelham-crescent, Pelham-street, and other Streets; Compulsory Purchase of Lands; Agreements with the London and South Wales Railway Company; Underpinning; Exempting Company from Section 92 of Lands Clauses Act, 1845; Application of Funds and Additional Capital; Extension of Time for Sale of Superfluous Lands, and other powers with respect thereto; 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 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 alter, vary and amend, and to regulate and define the tolls, rates and charges leviable by the Company in respect of their railways, or any part or parts thereof.

2. To enable the Company to make and maintain the railway and new street hereinafter described, and to lay down sidings and additional lines of railway in connection with the said railway, with all the necessary station accommodation, sidings, approaches, works, and conveniences connected therewith; 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 railway and works, as are intended to be stopped up, or diverted. Such railway and new street are as follows:—

(a) A railway wholly in the parish of St. Mary Abbott, Kensington, in the county of London, commencing by a junction with the lines of the Company at a point thereon distant five chains or thereabouts measured in a westerly direction from the western end of the booking offices at the South Kensington Railway Station, and terminating at or near

the junction of Pelham-street with Fulham-road.

(b) A new street, wholly in the parish of St. Mary Abbott, Kensington, aforesaid, in extension south-eastward of Pelham-place, in a direct line to the north-west side of, and there forming a junction with, Fulham-road.

In connection with the above railway and works, the intended Act will or may authorise the Company to stop up and discontinue for public use Pelham-crescent and Pelham-street, in the said parish of St. Mary Abbott, Kensington, and will or may vest in the Company the sites and soil of Pelham-crescent and Pelham-street to be stopped up, freed and discharged from all public and other rights over or affecting the same, and will or may authorise the Company to purchase compulsorily or otherwise, for station and other purposes, the houses, premises, and lands, or some part or parts thereof, in the said parish of St. Mary Abbott, Kensington, within an area bounded on the north by the Metropolitan District Railway, on the south-east by Fulham-road, and on the south-west by Onslow House, Onslow-square and Sydney-place, with the exception of the houses numbered 1 to 39 (odd numbers) on the north-east side of Onslow-square, and Nos. 7 to 12 in Sydney-place, or some of them.

3. To empower the Company to purchase lands compulsorily, or by agreement, for the purposes of the said railway and works, and to provide that the said railway and works shall for all purposes form part of the Undertaking of the Company, and to enable the Company to levy tolls, rates, and charges in respect thereof.

4. To underpin, or otherwise secure, any houses, bridges, or buildings which may be rendered insecure, or be likely to become insecure, by reason of the construction of any works by the Company, and which houses, bridges, or buildings the Company will not require to purchase for the purposes of their Undertaking.

5. To exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

6. To authorise the Company to apply to the purposes of the intended Act any capital or funds now belonging to them, or which they are authorised to raise under any previous Act or Acts, and to raise additional capital by the creation and issue of ordinary preference or guaranteed shares or stock, or by such other means as the intended Act may provide.

7. To enable the Company and the London and South Wales Railway Company, promoting, or about to promote, under that name, in the ensuing Session of Parliament, a railway from Cardiff to London, to make and carry into effect, in the event of the said railway being authorised, agreements for the use by the last-named Company of the station accommodation to be provided by the Company upon the lands so to be purchased as aforesaid, or such part thereof as may be agreed upon.

8. To alter and amend, so far as may be necessary, the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to extend the time for the sale of all or any lands acquired by the Company which have not been, are not, or eventually may not be required for the purposes of their Undertaking, or to enable the Company to hold, lease, or dispose of such lands, or any lands or sites adjoining to or over their railway, or of any interest therein respectively.

9. 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 to confer, vary or extinguish other rights and privileges.

10. 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.

11. Duplicate plans and sections describing the lines, situations, and levels of the proposed railway and other 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, lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the railway and works delineated thereon, and a copy of this Notice, as published in the "London Gazette," will be deposited on or before the 30th day of November inst. for public inspection with the Clerk of the Peace for the Administrative County of London, at his office at the Sessions House, Clerkenwell, in the County of London, and on or before the said 30th day of November a copy of the said plans, sections, and the said book of reference, and also a copy of this Notice as published in the "London Gazette," will be deposited for public inspection with the Vestry Clerk of the Parish of St. Mary Abbott, Kensington, at the Town Hall, High Street, Kensington.

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 19th day of November, 1895.

BAXTER and Co., 12, Victoria-street,  
Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1896.

Lancashire, Derbyshire, and East Coast Railway. (New Branch Railways and Deviation of portion of authorised Railway; Power to Deviate; Tolls, &c.; Purchase of Lands and Additional Lands; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Power to use certain Roads; Application of Capital; Incorporation and 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 an Act to authorise the Company to execute the works, exercise the powers, and effect the purposes following, or some of them (that is to say):—

To make and maintain the railways and deviation railway, hereinafter described, or some of them, or some part or parts thereof, with all proper junctions, stations, sidings, bridges, works and conveniences connected therewith respectively, viz. :—

1. Two railways (to be called the Shirebrook Branch Railway)—

(A) Commencing in the parish of Warsop, in the county of Nottingham, by a junction with the Lancashire, Derbyshire and East Coast Railway, in course of construction, at a point six chains or thereabouts, measured in a north-westerly direction along the said railway from the centre of the bridge carrying that railway over the Mansfield

and Worksop branch of the Midland Railway, and terminating in the parish of Pleasley, in the county of Derby, in the field numbered 397 on the 25-inch Ordnance map, at a point on the southern fence of the said field, one chain, or thereabouts, westward of the western fence of the said branch railway;

- (b) Wholly in the said parish of Pleasley, commencing by a junction with the intended branch railway (A) before mentioned, in the field numbered 165 on the 25-inch Ordnance map, at a point four chains, or thereabouts, measured in a northerly direction from the south-west corner of the said field, and six chains, or thereabouts, measured in a north-westerly direction from the south-east corner of the said field, and terminating in the north-western corner of the field numbered 161 on the 25-inch Ordnance map.

Which said intended branch railways will pass from, in, through, or into the parishes and places of Warsop, in the county of Nottingham, and Upper Langwith, Shirebrook and Pleasley, in the county of Derby, or some of them.

2. A railway (to be called the Creswell Branch Railway), wholly in the parish of Elmton, in the county of Derby, commencing by a junction with the Lancashire, Derbyshire, and East Coast Railway, in course of construction, at a point ten yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying that railway over Frithwood Lane, and terminating in a field at a point ten chains or thereabouts, measured due south from the southern end of the western platform of the Elmton and Creswell Station, on the Mansfield and Worksop Branch of the Midland Railway, such point being also one chain or thereabouts west of the western fence of that branch railway.

3. A railway (to be called the Warsop Main Colliery Branch Railway), wholly in the parish of Sookholme and county of Nottingham, commencing by a junction with the Lancashire, Derbyshire, and East Coast Railway, in course of construction, at a point seventy-two yards or thereabouts, measuring in an easterly direction along the said railway from the centre of the bridge carrying that railway over the Warsop Main Colliery Railway, and terminating by a junction with the said Colliery Railway at a point three hundred and seventy yards or thereabouts, measuring in a south-westerly direction from the centre of the before-mentioned bridge.

4. Two railways (to be called the Barlborough Branch Railway)—

(c) Commencing in the parish of Clowne, in the county of Derby, by a junction with Railway No. 12, authorised by the Lancashire, Derbyshire, and East Coast Railway Act, 1891 (in course of construction), at a point six miles and eight chains, marked on the said railway as set out for construction, and terminating in the parish of Barlborough in the same county, at a point two hundred yards, or thereabouts, measured due north from the end of the westernmost empty wagon siding of the Barlborough Colliery.

(d) Wholly in the parish of Clowne, in the county of Derby, commencing by a junction with the last-mentioned intended railway, at a point seventeen yards, or thereabouts, measured due east from the centre line of the said railway No. 12, in course of construction, at six miles sixteen chains, as marked on that railway as set out for construction, and terminating by a junction with the sidings of the Barlborough Colliery, at a

point six yards, or thereabouts, south of the centre of the weighbridge for full wagons.

5. A deviation of Railway No. 15, authorised by the Lancashire, Derbyshire, and East Coast Railway Act, 1891, to be situate wholly in the parish of Tuxford, in the county of Nottingham, such deviation commencing by a junction with the Lancashire, Derbyshire, and East Coast Railway, in course of construction, at the eastern side of the bridge, carrying that railway over the Great North Road, and terminating by a junction with the Great Northern Railway at a point two hundred and fifty yards, or thereabouts, measured in a southerly direction along the Great Northern Railway from the southern end of the up platform at Tuxford Station.

The intended Act will authorise the Company to exercise the powers, and effect the objects following, or some of them (that is to say):—

To deviate laterally from the lines, and vertically from the levels of the intended new and deviation railways and works, as shown on the plans and sections, to be deposited, as hereinafter mentioned, to such an extent as may be provided by the intended Act, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845;

To cross, divert, alter, or stop up temporarily or permanently, roads, highways, footpaths, rivers, streams, sewers, drains, railways, waggon-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, stop up, or interfere with for the purposes of the intended Act, or any of them:

To levy tolls, rates and charges for or in respect of the use of the proposed new and deviation railways and works, 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, and any estates or interests in or easements over lands, houses and buildings in the before-mentioned parishes and places for the purposes of the intended Act and of the intended railways and works; and also to purchase by compulsion or agreement the additional lands and property hereinafter mentioned for the general purposes of the Company, and for stations, sidings, or other accommodations or purposes connected with the Company's Undertaking, viz.:

(1.) A piece of land about sixty yards in length, in the parish of Sutton-cum-Duckmanton, in the county of Derby, adjoining the southern side of the Company's railway, near Duckmanton station.

(2.) Certain lands partly in the parish of Upper Langwith, in the county of Derby, and partly in the parish of Warsop, in the county of Nottingham, situate partly on the north and partly on the south side of, and adjoining the Company's railway, between the points marked nine miles fifty-three chains, and ten miles thirteen chains, on that railway as set out for construction.

(3.) Certain land in the parishes of Warsop and Sookholme, in the county of Nottingham, situate on and adjoining the north side of the Company's railway, and extending from the point marked ten miles fifty-four chains to the point marked ten miles seventy-two chains on the line of the said railway as set out for construction.

(4.) Certain land in the said parish of Sook-

holme, situated in the angle formed by the southern fence of the Company's railway, and the northern fence of Carter-lane, and containing by admeasurement one rood or thereabouts.

(5.) A strip of land in the parish of Warsop, in the county of Nottingham, adjoining the south side of the occupation road running along the south side of the Company's railway; between the distances marked twelve miles twenty-four chains, and twelve miles thirty-one chains, on the line of the said railway as set out for construction.

(6.) A triangular piece of land in the parish of Boughton, in the county of Nottingham, adjoining the Company's railway in course of construction, and situated on the northern side of the public road leading from Boughton to Cocking Hill, and on the eastern side of the road leading from the said public road to Kirton, and numbered 222 on the 25-inch Ordnance map.

To authorise 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 Land 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 intended Act.

To authorise the Company, their officers, and servants, and all persons coming to and going from their Langwith Junction station, in the parish of Upper Langwith, to pass over and use on foot and with vehicles the occupation road leading from the village of Upper Langwith past the entrance to the said station to Stubbins Wood.

To enable the Company, their officers, and servants, and persons authorised by them, to pass over and use with vehicles and otherwise, so much of the new occupation road in the parish of Skellingthorpe, in the parts of Kesteven, in the county of Lincoln, as is intended to extend from Fen-lane along the eastern side of the main drain through the fields numbered 207, 210 and 226 on the 25-inch Ordnance map to the Company's railway.

To apply to the purposes of the intended Act any capital or funds raised or authorised to be raised by the Company under the authority of their Acts of 1891, 1892, and 1894, including the provisions of the said Acts for payment of interest during construction of works, and, if necessary, to alter and regulate the share capital and borrowing powers of the Company, in such manner as the intended Act may prescribe.

The intended Act will incorporate some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and 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 intended Act will vary or extinguish all existing rights and privileges which may interfere with its objects, and will alter, amend, enlarge, or repeal some of the provisions of the Lancashire, Derbyshire, and East Coast Railway Acts, 1891, 1892, 1893, 1894, and 1895.

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 new and deviation railways and works, and the lands and property which may

be taken for the purposes of or under the powers of the intended Act, 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 with the Clerk of the Peace for the county of Nottingham, at his office at Nottingham, 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, will be made, or in which any lands intended to be taken are situated, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection, as regards parishes in which a parish council has been elected, with the clerk of the parish council, or in the absence of a clerk with the chairman of the parish council, and as regards other parishes with the parish clerk at his residence, and in the case of any parochial place with the clerk or chairman of the parish council or parish clerk, as the case may be, of some parish immediately adjoining thereto at his residence.

Printed copies of the Bill for the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the twenty-first day of December next.

Dated this 15th day of November, 1895.

BUSBY, DAVIES, SANDERS and Co., Chesterfield;

DEVONSHIRE, MONKLAND, DAVIES, and SANDERS, 1, Fredericks-place, Old Jewry, London, and 16, Great George-street, Westminster, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

Newington Electric Lighting.

(Power for the Vestry of the Parish of Saint Mary, Newington, in the County of London, to Produce, Store, and Supply Electricity within the said Parish; to Acquire and Appropriate Lands, and to Construct Works; to Break Up or Interfere with Streets and Tramways, and to Lay Down or Erect Mains, Pipes, and Wires; to Demand and Receive Rates and Charges; Power to Enter into Houses and Buildings; Contracts and Transfer of Undertaking; Borrowing of Money, and other powers.)

NOTICE is hereby given that the Vestry of the parish of Saint Mary, Newington (hereinafter called "the Undertakers") whose address is the Vestry Hall, Walworth-road, in the county of London, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following, amongst other purposes (that is to say):—

1. To authorize the Undertakers to produce, store, supply, distribute, and let on lease, or sell electricity for all or any of the public and private purposes, as defined by the said Acts, within the parish of Saint Mary, Newington (hereinafter called "the area of supply").

2. To enable the Undertakers to acquire, take on lease, and hold lands, or interests, or easements; in or over lands, or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper

engines, dynamos, batteries, machinery, apparatus, works, and appliances for generating, producing, storing, supplying, measuring, regulating, and distributing electricity, or for other the purposes of the undertaking.

3. To authorize the Undertakers to open, break up, and interfere with all streets, roads, and public places, ways, footpaths, tramways, sewers, and gas and water mains and pipes, and telegraph and telephone wires within the area of supply, and to lay down, erect, maintain, renew, and remove, either above or underground, or otherwise, mains, pipes, tubes, wires, posts, distributing-boxes, apparatus, or other works or things required for the purpose of enabling the Undertakers to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Undertakers as may be necessary for effecting the objects of the proposed undertaking.

4. To authorize the Undertakers to open, break up and interfere with the following streets, roads, and public places, viz. :—

Arch-street, Alpha-square, Angel-place, Arcot-place, Bruce-place, Black Prince-court, Beckford-place, Canterbury-mews, Devonshire-place, Elizabeth-place, Flying Horse-yard, Horse and Groom-court, Hope-street, Jerome-place, Kettle-place, King's Arch-place, King's-place, Liverpool-terrace, Lestock-place, Larissa-street, Linwood-place, Manchester-buildings, Mews flank of No. 8, New Kent-road, Margaret's-place, New-street-mews, Namur-terrace, Parel-place, Pitney-place, Benton-place, Woodman's-place, Wesley-place.

5. To authorize the Undertakers to manufacture, purchase, hire, sell and let all necessary lamps, accumulators, meters, fittings, plant, engines, dynamos, machinery, and other matters or things required for the purposes of the Order, and to acquire, work, and use patent rights for the producing, storing, controlling, distributing, and measuring, or otherwise relating to the supply of electricity.

6. To authorize the Undertakers to make, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

7. To prescribe or limit the area within which electricity shall at first be supplied, and to provide for the ultimate extension over the whole of the area, and for the revocation of the Order by the Board of Trade on failure to supply as specified in the Order.

8. To exempt the Undertakers from the obligation to supply electricity within such part or parts of the area of supply, or under such circumstances as shall be specified in the Order.

9. To authorize the Undertakers to break up, pass, or cross over or under the tramways of the London Tramways Company, Limited, so far as such tramways lie within the parish of Saint Mary, Newington, and to empower the Undertakers (after obtaining the previous written consent of the Board of Trade in that behalf) to break up any street or part of a street within the area of supply which is private or is not repairable by the local authority.

10. To make provision for the inspection and testing of mains, conductors, and works for the appointment and remuneration of electric inspectors, and for the supply, use, inspection, testing, and certifying of meters, fittings, and instruments.

11. To authorize the Undertakers to enter upon any houses, buildings, or lands supplied or proposed to be supplied with electricity for any purpose relating to such supply.

12. To enable the Board of Trade to revoke that portion of the Provisional Order granted to the London Electric Supply Corporation, as confirmed under the Electric Lighting Orders Confirmation (No. 2) Act, 1889, so far as it relates to the parish of Saint Mary, Newington, or any portion thereof.

13. To authorize the Undertakers to acquire and the London Electric Supply Corporation, Limited, to transfer to the Undertakers that portion of the Provisional Order granted to the said Corporation under the Electric Lighting Orders Confirmation (No. 2) Act, 1889, so far as it relates to the parish of Saint Mary, Newington.

14. To authorize the London Electric Supply Corporation to carry trunk mains through the area of supply, and to relieve the said Corporation from obligation to distribute electricity within the said area.

15. To authorize the Undertakers to enter into contracts with any company or persons for the execution and maintenance of works, and the supply of electricity, and to relieve the Undertakers from the consequences of any acts or defaults of any such contractors, and to empower the Undertakers to sell or transfer to companies or persons all or some of the rights, powers, privileges, and obligations intended to be conferred or imposed by the Order.

16. To supply energy on such system, and subject to such regulations and conditions for securing the safety of the public, and for ensuring a proper and sufficient supply of energy, as the Board of Trade may from time to time approve and impose.

17. To require the Undertakers, within two years of the confirmation of the Order by Act of Parliament, to lay sufficient distributing mains for general supply throughout so much of the following streets as are within the parish of Saint Mary, Newington, viz. :—

Borough High-street, Newington-causeway, Great Dover-street, New Kent-road, Newington-butts, Kennington Park-road, Walworth-road, and Camberwell-road.

18. To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

19. To empower the Undertakers to borrow money under the Local Authorities' Loans Act, 1875, or otherwise, for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest upon the undertaking and the general or lighting rate of the said parish, or either of them, and to empower the Undertakers to apply any of the funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the undertaking.

20. To incorporate with the Order Section 106 of the Metropolis Management Amendment Act, 1862, and Section 124 of the Public Health (London) Act, 1891 (relating to actions against local authorities, their officers and servants, and their protection from personal liability), and to extend those actions to matters arising under the Order.

And notice is hereby given, that the draft of

the Order will be deposited at the office of the Board of Trade on or before the 21st day of December, 1895, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the undermentioned Clerk to the Undertakers.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed to erect or lay down electric lines within two years, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th November, 1895, for public inspection, at the office of the Clerk of the Peace for the county of London, at the Sessions House, Clerkenwell-green, in that county, with the Clerk of the Peace for the county of Surrey, at his office, at the Sessions House, Newington-causeway, with the Clerk to the London County Council, at his office in Spring-gardens, S.W., and with the Board of Trade, Whitehall, S.W., and at the Parliament Office of the House of Lords, and at the Private Bill Office of the House of Commons, and also at the office of the Undertakers, situate at the Vestry Hall, Walworth-road aforesaid.

And notice is hereby further given, that every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 15th January, 1896, and also to the undersigned.

Dated this 15th day of November, 1895.

L. J. DUNHAM, Clerk to the Undertakers,  
Vestry Hall, Walworth-road, S.E.

In Parliament—Session 1896.

East Surrey Water.

Transfer to East Surrey Water Company of Undertaking of Reigate Waterworks Company, Limited, and of Undertaking or Reversionary Rights of Kenley Waterworks Company, Limited; Extension of Limits of Supply; Powers as to Breaking up Roads; Purchase of Lands; Construction of Works; Levying of Rates, &c.; Exclusion of Portions of Banstead and Kingswood or Ewell from Limits of Sutton District Water Company; Agreements for Purchase of Waterworks within Extended Limits; Application of Funds; Further Capital Powers; Consolidation of Debenture Stock; Provision as to Number, Qualification, Election, &c., of Directors; Amendments and Repeal of Acts, &c., &c.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session by, or on behalf of, the East Surrey Water Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

To authorise and empower the Company to purchase and acquire, and the Reigate Waterworks Company, Limited (hereinafter called the "Reigate Company"), to sell and transfer to the Company the undertaking, lands, works, easements, and all real and personal property, rights, powers, privileges, and authorities of the Reigate Company, for the consideration and on the terms and subject to the provisions as to the debts, liabilities, and obligations of that Company contained in an agreement dated the 18th day of October, 1895, and made between the Company

and the Reigate Company, or for such other consideration and upon such other terms and conditions and subject to such other provisions as to the debts, liabilities, and obligations of the Reigate Company as may be agreed upon between the Company and the Reigate Company, or as may be prescribed by the Bill, and if and so far as may be thought expedient to confirm and make binding upon the Company and the Reigate Company, or embody in the Bill the provisions of the aforesaid agreement, and to authorise the Company to hold, work, and use the undertaking and works so to be transferred, and to take and appropriate any waters which may be taken by means thereof, and to have, exercise, and enjoy all rights, powers, privileges, and authorities of or exercisable by the Reigate Company.

To authorise and empower the Company to purchase, and the Kenley Waterworks Company, Limited (hereinafter referred to as the "Kenley Company") to sell, release, and transfer all right, interest, and property of the Kenley Company to and in the undertaking, lands, works, easements, property, rights, powers, privileges, and authorities now leased by the Kenley Company to the Company under an Indenture of Lease, dated the 28th day of July, 1881, and scheduled to and confirmed by the Caterham Spring Water Company's Act, 1881, for such consideration and on such terms and conditions, and subject to such provisions as may have been, or may be agreed, between the Company and the Kenley Company, or as may be prescribed by the Bill, and to cancel and annul the said lease, and alter and amend the provisions of the said Act of 1881, so far as may be necessary, and to enable the Company to hold, work, and use the said undertaking, lands, works, easements, and property, rights, powers, privileges, and authorities of the Kenley Company.

To confer on the Company and the Reigate Company and the Kenley Company respectively, all powers, and to make all provisions necessary or expedient for effecting the said transfers respectively, and to make all such provision as may be necessary or deemed expedient for the dissolution and winding up of the affairs of the Reigate Company and the Kenley Company respectively, or either of them, and for the vesting, apportionment, and acceptance of shares or other securities of the Company in, amongst, and by the holders of shares and securities of the Reigate Company and the Kenley Company respectively, or for the distribution amongst such holders of other the consideration for such purchase and for the discharge of the liabilities of those Companies respectively.

To extend the limits within which the Company are authorised to supply water so as to include the parishes of Headley and Walton-on-the-Hill, and so much of the parish of Reigate as is or was formerly known as the "Old Borough" (being the portions of the parish of Reigate which are not included within the Company's limits of supply as defined by the Caterham Spring Water Company's Act, 1862), and so much of the parish of Banstead as lies south of an imaginary line drawn from the north westernmost point of the liberty or parish of Kingswood hereinafter referred to, to the northernmost point of the parish of Walton-on-the-Hill, the liberty or parish of Kingswood, and in so far (if at all) as that liberty or parish is comprised within the parish of Ewell, the portion of that parish which comprises the said liberty or parish of Kingswood, all in the county of Surrey, or some or one of them, or some part or parts thereof respectively and to enable the Company within those extended

limits, and for the purposes of supplying water within their limits as so extended, to have and exercise all or any of the powers, rights, privileges, and authorities which they have or may exercise within all or any part of their existing limits of supply, and to demand, take, and levy such rates, rents, and charges for or in respect of the supply of water within such extended limits as the Company are authorised to demand, take, and levy within their existing limits of supply, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, respectively.

To empower the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the distribution and supply of water to and within their extended limits of water supply, and to open and break up roads, highways, streets, bridges, railways, tramways, and other works within the said extended limits, and therein to exercise all or any of the powers of the Waterworks Clauses Act, 1847, with respect to the construction of works, the laying of pipes, and otherwise as may be necessary or convenient for the purposes of or connected with the supply of water within such extended limits.

To exclude and to authorise the Company and the Sutton District Water Company (hereinafter called "the Sutton Company") to enter into and carry into effect agreements for the exclusion of so much of the parish of Banstead as is hereinbefore referred to, and the parish or liberty of Kingswood, and so much of the parish of Ewell as comprises such parish or liberty (being those portions of the district of supply of the Sutton Company which are proposed to be included within the limits of supply of the Company) from the district of supply of the Sutton Company as defined by the Sutton District Waterworks Act, 1871, and to repeal or amend the powers conferred upon the Sutton Company by that Act and any other Act or Acts relating to the Sutton Company, with respect to the supply of water and otherwise within the parts so proposed to be excluded from their district of supply as aforesaid.

To authorise the Company to purchase by agreement for the general purposes of their waterworks and undertaking, and to hold additional lands; and on such lands, or any of them, to construct such works and do such acts and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act, 1847, and to empower the Company to sell, exchange, lease, and otherwise dispose of lands.

To enable the Company and the owner of any waterworks within their limits of supply as proposed to be extended to enter into and carry into effect agreements for the purchase or leasing by the Company of all or any part or parts of any waterworks and appliances and conveniences connected therewith belonging to such owner, and any lands, buildings, and rights relating to or affecting such waterworks, and to enable the Company to hold and use any works and property so acquired as part of their undertaking.

To sanction, confirm, and give effect to any agreement which may have been or may be entered into between the Company and the Reigate Company, the Kenley Company, or the Sutton Company respectively, or any such owner as aforesaid touching any of the foregoing matters, and to make the same binding upon the parties thereto, and to confer upon such parties all such powers as may be necessary for carrying the same into effect.

To enable the Company to apply their corporate funds and revenues for all or any of the purposes

of the Bill, and to raise additional capital by the creation of new shares or stock, and by loans, or by any one or more of those methods, and to attach to all or any part of such shares or stock any guarantee, preference, or priority of dividend over any existing ordinary or preference shares in the capital of the Company, or such other advantage or advantages as the Bill may define.

To consolidate or provide for the consolidation of the existing debenture stocks of the Company into one class of debenture stock, and by such means and subject to such terms and conditions as may be prescribed or provided for by the Bill.

To alter or provide for the alteration of the number, and to make provision with respect to the qualification, election, and appointment, retirement and rotation of directors of the Company.

To alter, amend, enlarge, or repeal so far as may be necessary or expedient for any of the purposes of the Bill the provisions, or some of the provisions, of the Caterham Spring Water Company's Act, 1862, and any other Act or Acts relating to the Company or their undertaking; the Sutton District Waterworks Act, 1871, and any other Act or Acts relating to the Sutton Company or their undertaking.

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

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 15th day of November, 1895.

RADCLIFFE, CATOE, and HOOD, 20, Craven-street, Charing Cross, W.C., Solicitors for the Bill.

REES and FREE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

North-Eastern Railway.

(Additional Powers with reference to New and Existing Railways, Roads, Footpaths, Conduits, and other Works and Lands in the counties of Northumberland, Durham, the North and East Ridings of the County of York and Town of Kingston-upon-Hull; 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 the widenings and alterations of railways and other works hereinafter described, with all requisite stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

In the county of Northumberland:—

A Railway (No. 1), commencing in the township of Killingworth and parish of Long Benton by a junction with the Company's Newcastle and Berwick Railway, at a point thereon about 180 yards measured along that railway in a northerly direction from the north end of Killingworth Station, and terminating in the township of North Gosforth and parish of Gosforth, at a point about 130 yards north of the Gosforth Park Hotel, and which railway will be made in or pass through the several parishes and townships following (that is

to say), Long Benton, Gosforth, Killingworth, and North Gosforth.

In the county of Durham :—

An alteration in the townships of Elvet and Crossgate, and parish of St. Oswald, of the Company's York and Newcastle Railway, between points thereon respectively about 170 yards north and about 400 yards south of the crossing of the River Browney by that railway, and in connection therewith an alteration in the township of Elvet and parish of St. Oswald, of the Company's Lanchester Valley Branch, between its junction with the said York and Newcastle Railway and a point about 200 yards or thereabouts measured along that branch in a westerly direction from the said junction.

In the East Riding of the county of York, and town and county of the town of Kingston-upon-Hull :—

A Railway (No. 2), wholly situate in the township and parish of Cottingham, commencing by a junction with the Company's Hull and Scarborough Railway, at a point thereon about 35 yards measured along that railway in a north-westerly direction from the Walton-street level crossing on the said railway and terminating by a junction with the Hull, Barnsley, and West Riding Junction Railway, at a point thereon about 35 yards measured along that railway in a north-easterly direction from the bridge by which the said railway is carried over the Spring Bank-road.

In the town and county of the town of Kingston-upon-Hull :—

A widening in the parish of Holy Trinity and St. Mary, of the Company's railway between a point thereon at or near the southern end of Clarendon-street and another point thereon at or near the bridge carrying Park-street over the said railway.

To empower the Company to execute the following works and exercise the following powers (that is to say) :—

In the county of Northumberland :—

To make in the townships of Choppington and Bedlington and parish of Bedlington a conduit or line of pipes to be laid under and along the public road from Sheepwash Mill, on the River Wansbeck, to Choppington Station, and to purchase and take by compulsion or agreement and to hold the said Sheepwash Mill, in the said township of Choppington and parish of Bedlington.

In the county of Durham :—

To make in the township and parish of Ryton a bridge with road approaches thereto extending for distances of 170 yards or thereabouts on the north and 50 yards or thereabouts on the south side thereof, in substitution for the level crossing and the road approaches thereto by which the roads from Newburn Bridge and the Haughs to Ryton cross the Company's Newcastle and Carlisle Railway at Ryton level crossing.

To make in the township of Penshaw and parish of Houghton-le-Spring a subway with road approaches thereto, extending for distances of 110 yards or thereabouts on the west side and 115 yards or thereabouts on the east side thereof, in substitution for the level crossing over the Company's railway and Lord Durham's Lambton Railway at Penshaw Station, and to appropriate and use for the purpose of such

subway and approaches the disused wagon-way now passing under the said railways.

To make in the township of Kyo and parish of Lanchester a subway for foot passengers under the Company's Pontop and South Shields Railway with approaches thereto in substitution for the level crossing for foot passengers at the level crossing by which the road from Lanchester to Newcastle-upon-Tyne crosses the said railway at Annfield Plain.

To make in the township and parish of Stranton a footbridge over the Company's Stockton and Hartlepool Railway in substitution for the existing level crossing for foot passengers at the Cliff House level crossing.

To stop up and abolish the level crossing for foot passengers in the township of Pelton and parish of Chester-le-street, at the east end of the Pelton Station on the Company's Annfield Plain Branch Railway.

In the North Riding of the county of York :—

To widen on both sides thereof the bridge carrying the Company's Middlesborough and Saltburn Railway over the street called Hilda-place in the township of Saltburn-by-the-Sea and parish of Marske.

To make in the township and parish of Seamer a footbridge over the Company's York and Scarborough Railway in substitution for the level crossing over the said railway at Seamer Station.

In the East Riding of the county of York, and town and county of the town of Kingston-upon-Hull :—

To make in the townships of Cottingham and Newington, and the parishes of Cottingham, Newington, and Holy Trinity, a bridge with road approaches thereto, extending for distances of 227 yards or thereabouts on the east, 170 yards or thereabouts on the west, and 200 yards or thereabouts on the south side thereof, in substitution for the level crossing of the Spring Bank-road on the Hull and Scarborough Railway known as the Walton-street crossing, and in connection therewith to alter the line and level of Chanterlands-avenue.

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 alterations of railways and other works hereinbefore mentioned, and also to authorise the Company to purchase and take by compulsion or agreement, and to hold for the purpose of extending their works and conveniences for the accommodation of their traffic and the general purposes of their undertaking the lands following, or some of them, or any estates or interests in the same (that is to say) :—

In the county of Durham :—

Certain lands in the townships of Redworth, East Thickley, and Middridge Grange, and parishes of St. Andrew Auckland and Heighington, situate on the south and east sides of and adjoining the Company's wagon shops yard at Shildon.

In the North Riding of the county of York :—

Certain lands in the township of Saltburn-by-

the-Sea and parish of Marske, situate on the north side of and adjoining the Company's Middlesborough and Saltburn Railway, between points respectively 90 yards and 640 yards or thereabouts west of the bridge carrying the said railway over the street called Hilda-place.

In the town and county of the town of Kingston-upon-Hull:—

Certain lands in the parish of Holy Trinity and St. Mary, situate on the south side of and adjoining Collier's-street, and on the north side of and adjoining the Company's Paragon Station.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To 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 altered.

To authorise agreements between the Company and any authorities, bodies, or persons having the control or management of existing roads, streets, footpaths, or highways in the places in which any intended new or altered road, bridge, or footpath will be situate with respect to the construction, maintenance, and use of any such new or altered road, bridge, or footpath, and as to contributions by such authorities, bodies, and persons towards the cost of carrying out the same, and to empower such authorities, bodies, and persons to apply any funds or rates under their control to any of the purposes aforesaid, and to confirm or give effect to any such agreement which may have been entered into prior to the passing of the intended Act.

To empower the Company for the purposes of making and maintaining the said intended

conduit or line of pipes, to open, break up, and otherwise interfere with the road in which the same is intended to be laid, and to incorporate with the intended Act for the purposes aforesaid all or some of the provisions of the Waterworks Clauses Act, 1847, with respect to the breaking-up of streets for the purpose of laying pipes.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned, to such an extent as may be authorised by the intended Act, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845.

To empower the Company to levy tolls, rates, and charges in respect of the proposed railways and alterations of railways, widenings and other works, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to increase their capital and to raise further sums of money for all or any of the purposes of the intended Act, and for the general purposes of the Company by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following or some of them (that is to say):—

17 and 18 Vict. c. 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 county of Durham, with the Clerk of the Peace for that county at his office in the city of Durham; as regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding at his office at Northalerton; as regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for the said East Riding at his office at Beverley; and as regards the works and lands in the town and county of the town of Kingston-upon-Hull, with the Clerk of the Peace for the said town and county at his office at Kingston-upon-Hull, and with the Clerk of the Peace for the said East Riding at his office at Beverley.

And that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works are intended to be made or lands taken, and also a copy of 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, and as regards any rural parish for which a parish council has been elected, with the clerk of such council at his residence, or if there be no such clerk, with the chairman of such council at his residence.

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

Dated this 19th day of November, 1895.

A. KAYE BUTTERWORTH, York, Solicitor.  
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

Electric Lighting Acts, 1882 to 1888.

Bath Local Authority Electric Lighting.

(Power to the Mayor, Aldermen, and Citizens of the city of Bath, acting as the Urban Sanitary Authority for the said City, to Produce, Supply, and Store Electricity for Lighting and other purposes, and for those purposes to break up Public and Private Streets and other places in the city of Bath, in the county of Somerset, and to Erect, Lay Down, and Provide and Maintain Wires, and other Apparatus and Works, Acquire Land, and other Rights, and supply Lamps, Meters, and Fittings; Power to Demand and Recover Rents, and Make and Recover Charges, and to make Regulations, Incorporation of Acts, and Power to Purchase the Land, Buildings, Works, Materials, and Plant of any Company, or person supplying electric energy within the said city, either under the Bath Electric Lighting Licence, 1890, or otherwise.)

**N**OTICE is hereby given, that application is intended to be made by the Mayor, Aldermen, and Citizens of the City of Bath, acting as the Urban Sanitary Authority for the said city, and hereinafter referred to as the Local Authority, to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 to 1888, for a Provisional Order for the following purposes:—

To authorize and empower the Local Authority to produce, supply, store, and sell electricity, as defined by the said Acts, for all or some of the public and private purposes, as defined by the said Acts, within the area hereinafter mentioned, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, to cross all railways, tramways, canals, towing-paths, bridges, to divert, alter, or deviate all culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, in the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Local Authority to supply, produce, store, convey, transmit, or distribute electricity for the several private and public purposes aforesaid, within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To enable the Local Authority to purchase, hold, acquire, or take on lease, any lands or interests or easements in land, and to erect, maintain, use, and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity.

To authorize the Local Authority to manu-

facture, hire, sell, and let all necessary meters, machines, lamps, accumulators, fittings, plant, machinery, and other matters or things of whatever description required for the purposes aforesaid.

To authorize the Local Authority to enter upon any houses, buildings, lands, and premises supplied by them for any purposes relative to such supply.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works and to the Local Authority, as Undertakers of the same, all or some of the provisions of the Electric Lighting Acts, 1882 to 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Local Authority all or some of the powers within the area of supply hereinafter mentioned, that by the Electric Lighting Acts, 1882 to 1888, are conferred upon undertakers as defined by such Acts and so far as may be necessary for the purposes of the Provisional Order or as may be deemed expedient, to alter, amend, repeal or extend all or some of the provisions of those Acts, and to confirm or give effect to any agreement with any corporation or person relative to the said Order or the undertaking proposed to be authorized thereby, and to make all such other regulations and conditions as the said Acts authorize or require or the Board of Trade may prescribe with respect to all or any matters in connection with the proposed undertaking.

To authorize the Local Authority to take, collect, and recover rates, rents, and charges, and to prescribe the same, and to enable the same to be from time to time revised.

The said city shall be the area of supply within which it is proposed that the provisions of the said Order shall be in force and have effect.

The following are the names of the streets in which it is proposed that electric lines should be laid down and maintained, within a time to be specified in the Order:—

Old Bridge, Dorchester-street, Southgate-street, Stall-street, Union-street, Burton-street, Old Bond-street, Milsom-street, Edgar-buildings, York-buildings, Princes-buildings, Fountain-buildings, Oxford-row, Belmont, Alfred-street, Bennett-street, Circus, Brock-street, Royal-crescent, Gay-street, Queen-square, Chapel-row, Charles-street, Seymour-street, Kingsmead-street, James-street, New-street, Kingsmead-square, Westgate-street, Sawclose, Upper Borough-walls, Wood-street, Quiet-street, Barton-street, Green-street, New Bond-street, Broad-street, Northgate-street, Bridge-street, Argyle-street, Laura-place, Pulteney-street, Sydney-place, Edward-street, Darlington-street, Vane-street, High-street, Cheap-street, Abbey-church-yard, Orange-grove, Terrace-walk, Pierrepont-street, North-parade, South-parade, Duke-street, Manvers-street, George-street.

The names of the streets, roads, or places not repairable by the Local Authority which the Local Authority propose to take power to break up are as follows:—

Abraham's-court, Peter-street; approaches to Great Western Railway Station; Dorchester-street (part of); Manvers Chapel (road side of); approaches to Midland Railway Station; Audley Park-road; Bathwick Cemetery (road to); Beacon Hill-road (Wadman's); Belgrave-road; Belgrave-crescent-road; Wick's-court, Broad-street; Morgan's-court, Broad-street; Brookleaze-

place (road from); Beehive-yard, Walcot-street; Cattle Market and approaches; Corn Market, and approaches; Charcombe View-road; Cleveland Bridge and roadway; Cleveland-place West (rear of); Quarry-road, Combe Down; Cornwell-place; Corridor; Crescent-fields (road at rear); Cavendish-place and Park-street (rear of); Cheltenham-street; Dill's-court; Dowding-road; Dover-court; Eden-terrace-road (rear of); Fairfield Park-road; Forefield-terrace (rear of); Highmere-grove; Jones-buildings, Margaret's-hill; Hanover-square; Hanover-terrace; Chelsea-court; Taylor's-yard; Henrietta-mews (part of); Henrietta-park (roads through); Grosvenor Suspension Bridge and roadway; Daniel-street (rear of west side); Henrietta-villas (rear of); Kirkham's-buildings; Will's-court, Grove-street; Wells-place, Holloway; Parker's-court, Holloway; Kensington-gardens; Lamb's-court; Lansdown Grove-road; Midland Railway Bridge and roadway; Miller's-court, Walcot-street; King's Arm-yard; Kingsdown-view; Malvern-buildings; Norfolk-terrace; road side of Albion Cabinet Works; Northgate-lane; North-parade Bridge and roadway; Odd Down-cottages (road to); Oolite-road; Oldfield Park-roads, viz., Arlington-road, Canterbury-road, Bloomfield-avenue, Junction-road (part of), Livingstone-road (part of), Bloomfield-gardens, Pera-place, Oldfield-lane (part of), Bloomfield-park, Shaftesbury-road, Winchester-road; Parsons-yard, Walcot-street; Prior Park-buildings (footway of and rear of); Prior Park-road; carriage-road to Combe Down; Brook-place; Albion-buildings; Church-lane to Prior-park and Combe Down, Gordon-road; Onega-terrace; Prior Park-gardens; Thornbank-place; Oxford-terrace (back of); Prospect-road, Widcombe Hill (part of); Pulteney-gardens (back of); Ragland-street; Railway-place; Railway-road; Rough-hill; Royal-avenue; Royal Victoria Park (roads through); Subscription Walks-roads; St. Mary-buildings-road; St. Saviour's-avenue; St. Saviour's-gardens; Sawclose; Saxon-court (rear of Milsom-street); Southgate-place, Broad Quay; Harris-court, Howell's-court, and Taylor's-court, in Southgate-street; the late Sir James River's private road (now Trustees of River's estate); Stanley-road; Sydney-mews (road at); Sydney Wharf (part of), Upper East Hayes-gardens-road; Villa-fields (roadways and paths in); Westmoreland-street; Victoria Suspension Bridge and roadway; Widcombe Bridge and footway.

Towing Path of Kennet and Avon Canal Company, Towing Path of Avon Navigation Company.

The railways and tramways which the Local Authority propose to take power to cross are as follows:—

Great Western Railway; Midland Railways; Somerset and Dorset Joint Railway; Bath Tramways.

The canals and navigable rivers which the Local Authority will be empowered to cross are as follows:—

Canals belonging to the Great Western Railway Company, as representing the Kennet and Avon Canal Company and the Avon Navigation Company; River Avon.

The draft of the proposed Provisional Order No. 26682. R

will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the offices of the undersigned, F. H. Moger, 3, Wood-street, Bath, and Crawley, Moger and Co., 4, Bloomsbury-square, London.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1896, and a copy of such objection must also be served upon the undersigned Solicitor or Parliamentary Agents.

Dated this 1st day of November, 1895.

F. H. MOGER, Solicitor, Clerk to the said Local Authority, 3, Wood-street, Bath.

CRAWLEY, MOGER and Co., 4, Bloomsbury-square, London, Solicitors and Parliamentary Agents.

In Parliament—Session 1896.

Great Eastern Railway (General Powers).

(New Railway in County of Norfolk; Alteration and Extension of Bridge carrying East Norfolk Branch Railway over Road near Gunton Station; Stopping up of Footpath and Substitution of Footbridge near Barnwell Junction Station; Tolls, &c.; Compulsory Purchase of Lands; Purchase of Additional Lands in Counties of London, Essex, Suffolk, Norfolk, Cambridge, and Isle of Ely; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Confirmation of Purchase of Lands in Counties of London, Middlesex, Essex, and Suffolk; Leases, &c., of Lands under Railway Viaducts or Arches; Extension of Time for Completion of Improvement of Railway from St. Ives to Huntingdon authorised by Great Eastern Railway Act, 1877; Additional Capital; Further Provisions as to Pension and Supplemental Fund; 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):—

To authorise the Company to make and maintain the following railway and works, together with all necessary stations, sidings, approaches, and other works and conveniences connected therewith (that is to say):—

A railway 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 Midland and Great Northern Railway Companies 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 Midlands Railway (Further Powers) Act, 1888. An alteration and extension by the lengthening thereof on the east side of the bridge, by

which the East Norfolk branch of the Company's railway is carried over a public carriage road immediately to the northward of the Gunton Station on that branch railway, in the parish of Thorpe Market, in the county of Norfolk.

To authorise the Company in the construction 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, watercourses, 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.

To empower the Company to stop up and discontinue so much as lies between the fences of the Company's Cambridge and Ely main line of railway of the footpath now crossing that railway on the level, about 17 chains northward from the Barnwell Junction Station in the parish of St. Andrew-the-Less otherwise Barnwell in the county of Cambridge, and to carry the said footpath over the said railway at or about the same point by means of a footbridge, and to extinguish all rights of way or other rights (if any) over the said railway at or near such point, and vest the site of the said portion of footpath in the Company, freed and discharged from any such rights.

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

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 purposes of the intended Act.

To authorise the Company to purchase by agreement additional lands for extraordinary purposes, and for getting ballast and materials, 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, the erection of houses, and cottages, and other works and conveniences of and in connection with their undertaking, and any outstanding interests in any such lands (that is to say):—

In the County of London.

Three houses in the parish of St. John at Hackney, on the east side of and adjoining Navarino-road immediately to the southward of the North London Railway, and a piece of land partly abutting upon and to the south-eastward of the southernmost boundary of the said houses and abutting on the Company's sidings and goods yard.

Lands and houses in the parish of St. Matthew, Bethnal Green, adjoining and on the east side of the Company's Spitalfields Coal Depot.

In the County of Essex.

Lands and houses in the parish of St. Nicholas, Harwich, lying between King's Head-street,

and East Gate-street, at the north-western ends thereof respectively.

Lands in the parish of Lawford adjoining and on either side of the Company's Colchester and Norwich main line, at and westward of Manningtree Station.

In the County of Suffolk.

Lands in the parish of Westerfield in Ipswich, lying on the north side of the Company's East Suffolk main line, and on the west side of the public road crossing that line at Westerfield Junction Station.

In the County of Norfolk.

Lands in the parish of Buckenham, lying on the east side of and adjoining the public road leading to Buckenham station, on the Company's Yarmouth branch line, and about 100 yards northward from the said station.

Lands in the parish of Wymondham, numbered on the  $\frac{1}{2500}$  Ordnance map of that parish, 1,262, 1,263, 1,264, 1,265, and 1,284. Lands and buildings in the parish of North Walsham, on the west side of and adjoining the Company's North Walsham branch line immediately to the south of North Walsham Station.

In the County of Cambridge.

Lands in the parish of Soham lying between the Company's Ely and Newmarket Line and Spice Hall Drove near Barway Level Crossing.

In the Isle of Ely, County of Cambridge.

Lands in the parishes of Ely Trinity and Ely St. Mary, on either side of the Company's Ely and Norwich main line at Queen Adelaide Bridge.

Lands in the parish of Manea lying on the south-west side of and adjoining the Company's Ely and Peterborough branch near Manea Station.

To exempt the Company in respect of all or any of the above lands and buildings from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845.

To sanction and confirm the purchase by the Company, and to enable them to hold and use for all or any purposes of their undertaking the following lands already acquired by them, and shown on the plans to be deposited as hereinafter mentioned, together with 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 Hamlet of Mile End Old Town lying between Messrs. Gardner's Wharf on the west side of the Regent's Canal and the Jews' Burial Ground, and abutting towards the north-west on the Company's Devonshire-street Depot.

In the County of Middlesex.

Lands in the parish of Tottenham, containing about 10 a. 1 r. 30 p.; and adjoining and on the east side of the Company's Cambridge main line at and southward of Park Station.

In the County of Essex.

Lands in the parish of Copford, numbered 117 and 118 on the  $\frac{1}{2500}$  Ordnance map of that parish.

In the County of Suffolk.

Lands in the parish of Lowestoft, numbered 281 and 282 on the  $\frac{1}{2500}$  Ordnance map of that parish.

To sanction and confirm the expenditure of money by the Company in or about the purchase or acquisition of any lands, purchased or acquired by them, the purchase or acquisition whereof is proposed to be confirmed by the Bill

To empower the Company to grant leases of or rights or interests in or over any land or spaces under the viaducts or arches of any of their railways, or any approaches thereto, for such periods, and on such terms and conditions as may be defined or authorised by the Bill.

To extend the period now limited by the Great Eastern Railway (General Powers) Act, 1893, 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).

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.

To make further provision with respect to the Company's Pension Fund and Pension Supplemental Fund, and to enable members of those funds to nominate in writing persons to whom moneys payable on the decease of such members shall be paid, and to make such nomination binding upon the managing committee of the said funds and to relieve the committee from claim or action in respect of moneys paid in accordance with such nomination and to exempt any such nomination in writing from stamp or other duty.

To repeal or amend the provisions, or some of the provisions, of the Great Eastern Railway Act, 1862, or any other Act or Acts relating to the Company, and of the Great Northern and Great Eastern Railway Companies Act, 1879, and any other Act or Acts relating to the Great Northern and Great Eastern Joint Committee.

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

Plans and sections showing the line, situations, and levels of the railway and works proposed to be authorised by the Bill, and the lands and other property in or through which the same will be made or pass, and plans also of the other lands and property intended to be compulsorily taken, or which the Company may seek to hold under the powers of the Bill, 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 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 in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Guildhall, Westminster;

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

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 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 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;

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 railway and works proposed to be authorised by the Bill will be made, or in which any lands or other property intended to be taken compulsorily, or which the Company may seek to hold under the powers of the Bill are situate, together with a copy of this notice, will be deposited for public inspection, in the case of the parish of St. John at Hackney aforesaid, with the vestry clerk thereof, at his office at the New Town Hall, Mare-street, Hackney; in the case of the parish of St. Matthew, Bethnal Green, aforesaid, with the vestry clerk of that parish, at his office, at Bethnal Green; in the case of the hamlet of Mile-End Old Town aforesaid with the vestry clerk of that hamlet at his office at the Vestry Hall, Bancroft-road, Mile End; and in the case of each other parish with the parish clerk thereof at his residence, and also where a parish council has been constituted for, or including any such parish with the clerk to such parish council at his residence, or if there is no such clerk, with the chairman of such council at his residence, and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 14th day of November, 1895.

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

REES and FREE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1896.

London County Council.

(General Powers.)

(Lambeth Bridge, Widening Eastern Approach; Wandsworth Bridge Southern Approach (Steps); High Street, Plumstead, Widening; Compulsory Purchase of Lands (Coroner's Court and Mortuary, "White House" Hackney, Marsh, Lands for Fire Brigade and Gas Meter Testing Stations); Extension of Time for Purchase of Land (York Water Gate); Powers Incidental to Purchase of Lands, &c.; Powers to Vestries and District Boards; Highways and Bridges Acts, Main Roads; Financial Matters; Miscellaneous Provisions; Music at Highbury Fields, Superannuation and Provident Fund; 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:—

**LAMBETH BRIDGE—EASTERN APPROACH.**

To enable the Council to purchase and take by agreement or compulsion for or in connection with the improvement of the eastern approach to Lambeth Bridge—

- (a) Certain lands (which expression in this Notice includes any buildings on the land) in the Parish of Lambeth and County of London bounded on the north by the Lambeth Road and on the west by the Albert Embankment on the south by Ferry Street and on the east by High Street Lambeth;
- (b) Certain lands in the same parish forming part of the churchyard of the Church of Saint Mary Lambeth situate adjoining Lambeth Road aforesaid.

To empower the Council to close Bunyan Place in the said parish and to extinguish all rights of way over the same and to vest the same in the Council.

**WANDSWORTH BRIDGE (SOUTHERN APPROACH).**

To enable the Council to purchase and take by agreement or compulsion for making a staircase or steps to form an access for foot passengers to the footway along the western side of Wandsworth Bridge certain lands situate in the Parish of Wandsworth and County of London adjoining and to the southward of the footpath or roadway passing under the southern approach to Wandsworth Bridge (Bridgend Road) about 8 chains north-westward of the York Road and to enable the Council to make thereon a staircase or steps and to construct such railings and form such enclosure around and in the neighbourhood of the said staircase or steps as they may think fit.

**HIGH STREET (PLUMSTEAD) WIDENING.**

To enable the Council and the Vestry of the Parish of Plumstead or either of them to purchase and take by agreement or compulsion certain lands being part of the Churchyard of the Parish of Plumstead in order to widen High Street Plumstead in the Parish of Plumstead and County of London on the north side of the road where the said Churchyard abuts upon the said road and to throw into the road part of the said Churchyard.

To provide for the payment of the expense of and incidental to the acquisition of the said land and the widening of High Street Plumstead by the Vestry of the Parish of Plumstead.

**PURCHASE OF LANDS.****Coroner's Court and Mortuary.**

To enable the Council to purchase and take by compulsion or agreement certain lands in the Parish of Saint Peter and Saint Paul Hammersmith in the County of London situate at the back of houses in Thornfield Road and Devonport Road and a piece of land or roadway forming an approach to the said last-mentioned land from Devonport Road and Southbrook Street.

To enable the Council to make use of the said last described lands for the establishment of a Coroner's Court and to enter into and carry into effect agreements with the Vestry of the Parish of Saint Peter and Saint Paul Hammersmith for the sale or disposal of any part of the said lands to them for the purposes of a Mortuary or otherwise.

**"WHITE HOUSE" HACKNEY MARSH.**

To enable the Council to acquire compulsorily or by agreement lands known as the "White House" Beerhouse and property connected therewith situate at Hackney Marsh in the Parish of Hackney and County of London situate adjoining the River Lea at the White House Bridge over the said river.

To provide for throwing the said lands into the

open space known as Hackney Marshes and to make applicable thereto the provisions of the Acts and By-Laws relating to Hackney Marshes.

**LANDS FOR FIRE BRIGADE.**

To enable the Council to purchase and take by compulsion or agreement for the purposes of the Metropolitan Fire Brigade Acts—

**Streatham.**—Certain lands in the Parish of Streatham in the County of London at the junction of the Babington Road and Inverleith Avenue extending from Inverleith Avenue for a distance  $1\frac{1}{2}$  chains or thereabouts along the west or north-west side of Babington Road;

**Shepherd's Bush.**—Certain lands in the Parish of Saint Peter and Saint Paul Hammersmith in the County of London situate on the south side of the Uxbridge Road and adjoining and on the east side of Pennard Road.

**LANDS FOR GAS-METER TESTING STATION.**

To enable the Council to purchase and take by compulsion or agreement for the purposes of the construction of a Gas Meter Testing Station—

Certain lands in the Parish of Saint Mary Newington in the County of London on the north-east side of Devonshire Street situate between Devonshire Street and the site of the London County Sessions House Newington.

**EXTENSION OF TIME FOR PURCHASE OF LANDS (YORK WATER GATE).**

To extend the period limited by "The London Open Spaces Act 1893" for the compulsory purchase of land in connection with the acquisition of the York Water Gate and the Improvement thereat authorised by the said Act.

**POWERS INCIDENTAL TO PURCHASE OF LANDS & C.**

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 to construct subways and to alter and divert any tramway lines which may be situate in such streets both as regards line and level and to divert alter and remove sewer steps, areas drains tubes, wires and pipes and to stop and appropriate the site and soil of any streets, courts passages thoroughfares or alleys shown upon the deposited Plans.

To enable the Council to purchase by compulsion or agreement all such lands 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 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 payment of costs in certain cases of disputed compensation by persons claiming compensation from the Council.

To enable the Council and their officers to enter survey and value at any time lands 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 powers of the intended Act.

To provide for the maintenance repair and lighting of the proposed Works and to charge the same upon the rates leviable within the

Parishes and Districts within which they are situate.

To enable the Council to sell convey lease exchange and otherwise dispose of any lands 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.

#### POWERS TO VESTRIES AND DISTRICT BOARDS.

In the event of any of the Works proposed by the Bill or the purchase of any lands under the powers of the Bill being carried out by any Vestry or District Board instead of the Council to confer on such Vestry and District Board all or any of the powers indicated in this Notice as intended to be conferred on the Council in respect of such Works or purchase of lands so far as may be necessary.

To make all necessary provisions for raising any money required for any contributions under the provisions of the intended Act by any Vestry or District Board or other Local Authority to the Council for any of the purposes of the intended Act and to confer the necessary powers for collecting and recovering the amount of any such contributions and so far as necessary to authorise and provide for the borrowing of the sums required and for charging the amount of the contributions of the several Authorities upon the rates leviable within their districts respectively.

To confer further powers on Vestries and District Boards within the County of London with respect to the expenditure of money on Capital Account for providing shelter or house accommodation for persons in cases of infectious disease and powers of borrowing money from the Council for such purposes and to confer on the Council powers for lending money in such cases.

#### HIGHWAYS AND BRIDGES ACTS—MAIN ROADS.

To provide for the application to the County of London of certain of the provisions of the Highways and Locomotives (Amendment) Act 1878 and the Highways and Bridges Act 1891 notwithstanding anything to the contrary contained in the last-mentioned Act.

#### FINANCIAL.

To provide that all costs and expenses of the Council in the execution of the powers of the intended Act (except so far as they may be otherwise provided for) shall be defrayed as payments for general County purposes within the meaning of "The Local Government Act 1888."

To enable the Council from time to time to raise money by the creation and issue of Consolidated Stock 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 these purposes.

#### MISCELLANEOUS.

To remove the restriction imposed by Section 55 of the Metropolitan Board of Works (Various Powers) Act 1885 against the playing of music on any part of Highbury Fields and to repeal or vary that Section.

To alter and amend some of the provisions of the London County Council (General Powers) Act 1891 and the London County Council (General Powers) Act 1892 with respect to the Scheme of the Council for establishing a Superannuation and Provident Fund or to alter and

amend the said Scheme so as to authorise and provide for admitting to the benefit of the Scheme certain officials not now entitled thereto.

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 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.

Duplicate Plans describing the lands houses and other property 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 and Book of Reference together with a copy of this Notice will be deposited as follows viz. :—

So far as relates to the parish of 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 parishes of Wandsworth and 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 Plumstead with the Vestry Clerk of that parish at his office at Maxey Road Plumstead;

So far as relates to the Parish of Saint Peter and Saint Paul Hammersmith with the Vestry Clerk of that Parish at his Office at the Vestry Offices 57 Fulham Palace Road, Hammersmith, W.;

So far as relates to the Parish of Hackney with the Vestry Clerk of that Parish at his Office at the Town Hall Mare Street Hackney E.;

So far as relates to the Parish of Saint Mary Newington with the Vestry Clerk of that Parish at his Office at the Vestry Hall Walworth Road S.E.

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

Dated this 14th day of November 1895.

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 1896.

Port Talbot Railway and Docks (South Wales Mineral Railway Junction Railway).

(Railways and other works connected therewith in County of Glamorgan; Junctions with South Wales Mineral Railway and Whitworth Railway of the South Wales Whitworth Mineral Estates Company, Limited; Acquisition, Compulsorily or by Agreement, of the Whitworth Railway and (by Agreement) of other Railways of the said Company; Breaking-up Roads and Footpaths; Purchase of Lands Compulsorily and by Agreement; Agreements with public bodies, and power to them to apply their Funds therefor; Running Powers and Facilities over portion of South Wales Mineral Railway; Traffic and other Agreements with the said Companies; Providing for transfer of South Wales Mineral Railway to the Company; Additional Capital;

Exemption from provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Levying of Tolls, Rates and Charges; Power to pay Interest out of Capital; Incorporation of Acts; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the next Session thereof, by the Port Talbot Railway and Docks 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 County of Glamorgan, the railways, hereinafter described, 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, as intended to be stopped up or diverted, that is to say:—

A Railway (No. 1), commencing in the parish of Margam by a junction with the Railway No. 4 authorized by the Port Talbot Railway and Docks Act, 1894, now in course of construction, at a point on the said authorized railway distant 235 yards, or thereabouts, measured along the centre line of the said railway in a south-easterly direction from the centre of the bridge carrying the said railway over the Oakwood Railway, and terminating in the parish of Baglan (detached) at a point on the western fence of the field numbered 69 on the sheet No. XVI, 15 of the 25-inch ordnance map of the parish of Baglan, distant about 8 yards measured in a southerly direction along the said fence from its junction with the boundary fence of the South Wales Mineral Railway.

The said railway will pass from, through, in, or into the parishes of Margam, Michaelston-super-Avon, Baglan, and Llantwit-juxta-Neath.

A Railway (No. 2), wholly in the parish of Baglan (detached), commencing by a junction with the said intended Railway No. 1, at the termination thereof, hereinbefore described, and terminating by a junction with the South Wales Mineral Railway, at the centre of the bridge, described on sheet No. XVI, 15 of the 25-inch ordnance map of the parish of Baglan as Pont Aber-gwen-ffrwd.

A Railway (No. 3), wholly in the parish of Baglan (detached), commencing by a junction with the said intended Railway No. 1, at the termination thereof, hereinbefore described, and terminating by a junction with the private railway known as the Whitworth Railway, belonging or reputed to belong to the South Wales Whitworth Mineral Estates Company, Limited (hereinafter called the Whitworth Company), at a point distant 400 yards, or thereabouts, measured along the centre line of the said private railway from its junction with the South Wales Mineral Railway.

A Railway (No. 4), wholly in the parish of Margam, commencing by a junction with Railway No. 1 authorized by the Port Talbot Railway and Docks Act, 1894, now in course of construction, at a point distant 22 yards, or thereabouts, measured in a northerly direction along the centre line of the said railway, from the level crossing of the said railway across the public road leading from Taibach to Dyffryn-isaf, and terminating by a junction with Railway

No. 4, authorized by the Port Talbot Railway and Docks Act, 1894, now in course of construction; at a point distant 421 yards, or thereabouts, measured in a south-easterly direction along the centre line of the said railway, from the centre of the bridge, carrying the said railway over the Oakwood Railway.

2. To empower the Company to purchase and acquire the said Whitworth Railway and the site thereof, situate in the said parish of Baglan (detached) and the parish of Michaelston-super-Avon, and lying between the commencement of that railway, at its junction with the South Wales Mineral Railway, in the said parish of Baglan (detached) and its termination in the same parish near to the Blaen Pelena level, belonging or reputed to belong to the Whitworth Company, and all lands, buildings, bridges, sidings, junctions, approaches, property and rights, powers and privileges connected therewith, for such consideration, and upon such terms and conditions as may have been, or may be agreed on between the owners, lessees and occupiers of that railway and site, or, as in default of agreement, may be settled by arbitration, and, if thought fit, to extinguish all existing rights in and over the railway and site so acquired, or any part or parts thereof, or to maintain and improve the said railway or any part or parts thereof, and to utilise the same, and the before-mentioned matters appurtenant thereto, or exercisable therewith, for the purposes of the said intended railway, and as part of the undertaking of the Company, and the Bill will seek power for the Company to acquire, compulsorily or by agreement, the site of so much of the said Whitworth Railway as is constructed on land belonging, or reputed to belong, to Sir William Thomas Lewis.

3. 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 them in connection with and for the purposes of all or any of the said railways and works, to make such alterations in the line, width, and 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 constructing the said intended railways and works, and to deviate from the lines of the railways and works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinbefore mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinbefore mentioned to any extent which may be defined by the Bill.

4. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads and footpaths rendered unnecessary by reason of any diversions thereof, or which are shown on the deposited plans hereinafter referred to as intended to be stopped up or diverted, or which are included within the limits of the lands shown on those plans as intended to be compulsorily taken, and which shall be so taken, or which the Company are in any way authorized to stop up, and will or may provide that every new or diverted or substituted street, 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 streets, roads, footpaths, or highways in the parishes, town-

ships, or places within which such new, diverted, or substituted street, road, or footpath will be situate, are for the time being legally repairable, or in such other manner as the Bill will 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 by a bridge or bridges unless the level of such road be permanently altered so as to increase the gradient of any part thereof.

5. To empower the Company on the one hand, and any municipal, sanitary, highway, or local authority, and any county, urban, rural, or parish council, and any company or person or persons, and the owners, lessees, and occupiers of any railways or lands taken or acquired 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 authorized or agreed to be done or executed, and the cost thereof and incidental thereto, the construction repair, and maintenance of any streets, roads, or footpaths, and the taking of any lands in which they may respectively be interested, and to enable any such authority and council 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.

6. To authorize the Company from time to time for the purposes of the said intended railways and works to purchase or take on lease or otherwise acquire lands (including in that word where used in this notice, houses, buildings, mills, warehouses, sheds and wharves), and other property, compulsorily or by agreement, and to acquire, compulsorily or by agreement, easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over such lands and property, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill.

7. 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.

8. To authorize the Whitworth Company to sell and the Company to purchase by agreement, in addition to the Whitworth Railway, all or any other railways, or the sites thereof belonging to the Whitworth Company.

9. To enable the Company and all bodies and persons lawfully using any railway of the Company, to run over and use with their engines, carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description the following railways and portions of railways (that is to say):—

So much of the South Wales Mineral Railway as lies between the termination of the intended Railway (No. 2) and the junction of the Whitworth Railway with the South Wales Mineral Railway, with all ways, sidings, turntables, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, telephones, signals, machinery, appliances and conveniences on or

connected with such portion of railway, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed on, or as in default of agreement shall be determined by arbitration, or defined by the Bill, and to require the companies and persons owning or working the said railway to afford all requisite facilities for the purpose, and to receive, book through, invoice, forward, and deliver to and from the same, and at the stations, warehouses, booking offices and premises of such companies and persons, all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed on or as in default of agreement shall be determined in any of the manners aforesaid, and to enable the Company and all such bodies or persons to receive tolls, rates, and charges, in respect of passengers, animals, merchandize, articles, and things conveyed by them over the before-mentioned portions of railway, and to alter the tolls, rates, and charges to be hereafter taken thereon or in respect thereof, and to confer exemptions from such tolls, rates, and charges.

10. To enable the Company on the one hand, and the said South Wales Mineral Railway Company and the Whitworth Company, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance by the Company of the said South Wales Mineral Railway and the Whitworth Railway, or either of them, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of such railways; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

11. To transfer to, and vest in, or to provide for the transfer to, and the vesting in the Company of the undertaking, lands and property of the South Wales Mineral Railway Company, freed or otherwise, from all or certain debts, liabilities, and obligations of that Company, upon such terms and conditions as may have been, or which, during the progress of the Bill, may be agreed on between that Company and the Company, or as may be defined in the Bill or prescribed by Parliament, and to confirm with or without alteration any agreement or agreements with respect to the matters aforesaid or any of them, and in the event of such transfer being effected to enable the Company to exercise and enjoy the powers, rights, and privileges of the South Wales Mineral Railway Company, including the powers to levy tolls, rates, and charges, with respect as well to the undertaking of any other Company as to their own undertaking; and to provide for the payment or application of the purchase money or other consideration for the transfer and for the distribution thereof among the mortgagees, creditors and stock and shareholders of that Company, and for the winding up of the affairs of that Company and their ultimate dissolution, and to authorize and require the holders of debenture stock and of the several classes of shares in the undertaking of the South Wales Mineral Railway Company, to accept in exchange and substitution

for their said stock and shares, debenture or other stock or shares of the Company of such amount, and bearing such rate of interest, as may be prescribed by the Bill, or such sums of money as may be agreed on or prescribed by the Bill in discharge thereof.

12. To authorize the Company to levy tolls, rates, and charges for and in respect of the said intended railways and works, and the said railways authorized to be acquired under the powers of the intended Act if and when acquired, and for the purposes of the Bill, and to alter existing and to confer exemptions from tolls, rates, and charges, and to exercise other rights and privileges.

13. To authorize the Company on the one hand and the South Wales Mineral Railway Company and the Whitworth Company, or either of them, on the other hand, to enter into and fulfil contracts and agreements for and in relation to any of the matters aforesaid in which they are respectively interested, and to confirm, with or without alteration, any such agreement already or which during the progress of the Bill may be so entered into.

14. The Bill will authorize the Company to raise further sums of money for the purposes of the Bill, and also for the completion of works already authorized, 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 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 now belonging to the Company or hereafter to belong to them, or under the control of their Directors.

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

16. The Bill will vary or extinguish all existing rights or privileges which will interfere with its objects, and it will incorporate with itself such 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, as may be deemed expedient. And it will or may, so far as is necessary or expedient for the purposes of the Bill, alter and enlarge the powers and provisions of the Port Talbot Railway and Docks Act, 1894, and of any other Act or Acts relating directly or indirectly to the Company or their undertaking, and the South Wales Mineral Railway Act, 1853, and any other Act or Acts relating directly or indirectly to that Company or their undertaking, the Rhondda and Swansea Bay Railway Act, 1882, and any other Act or Acts relating directly or indirectly to the Rhondda and Swansea Bay Railway Company or their undertaking, and any other Act or Acts which may interfere with any purpose of the Bill.

Duplicate plans and sections describing the lines, situations and levels of the proposed railways and other works, and the lands 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

delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff. And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and other works will be made, or in which any lands are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish at his residence, and if in any such parish there be no clerk of such council, then with the chairman of that council at his residence.

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

Dated this 19th day of November, 1895.

CHESTON and SONS, 1, Great Winchester-street, London;

L. G. WILLIAMS, 8, Charles-street, Cardiff; Solicitors for the Bill.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Whittington Gas.

(Dissolution and Re-incorporation and Change of Name of the Whittington Gas Company, Limited; Power to supply Gas in the Parishes of Whittington and Brimington, all in the County of Derby; to maintain and continue existing Gas Works and works connected therewith; Acquisition by Agreement of Additional Land; 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.; Lands by Agreement, &c.; Rates, Rents, and Charges; Capital; Provisions regulating the Supply of Gas; Agreements with Local Authorities and others; Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Whittington Gas Company, Limited (hereinafter called the Limited Company), for leave to bring in a Bill (hereinafter called the Bill) for all or some of the following purposes, that is to say:

1. To dissolve the Limited Company, and to cancel and annul their Memorandum and Articles of Association, resolutions, and other instruments under which they are now acting, 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, and to change the name of the Company.

2. To confer on the Company all necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes, within the following parishes, or parts of parishes and places, or some part thereof (hereinafter called "the limits of supply"), viz., the parishes of Whittington and Brimington, both in

the County of Derby or such part or parts of such parishes, or one of them, as may be prescribed by the Bill.

3. To vest in the Company all the Undertaking, works, lands, buildings, property, stock, plant, mains, pipes, apparatus, effects, interests, rights, powers, privileges, easements, leases, licenses, contracts, moneys, securities, credits, and liabilities of what nature or kind soever now vested in or belonging to or held or enjoyed by the Limited Company, or held in trust for or provided by them, and to empower the Company to hold, sell, lease, exchange, or otherwise dispose of such lands and other property.

4. To empower the Company to purchase or acquire by agreement, and to hold and use for the purposes of the Bill, and of their Undertaking, all or some of the following lands, or such estate or interest in such lands, or some of them, as may not already be vested in or be held in trust for the Limited Company (that is to say):—

A piece of land wholly in the parish of Whittington in the County of Derby, numbered on the  $\frac{1}{2500}$  Ordnance map of that parish 364, 367 and 368, containing 2 acres, 1 rood, 20 poles or thereabouts, and belonging or reputed to belong to William Waterhouse, who has agreed to sell the same to the Company, bounded on the north-west partly by the existing gas works of the Limited Company, and partly by the public highway leading from Whittington Moor to Whittington, on the north-east and south-east by the River Whitting, and on the south-west partly by the line of railway known as the Sheepbridge branch of the Midland railway, and partly by the existing works of the Limited Company.

5. To enable the Company in and upon the lands hereinafter described, to maintain and continue the existing gas-works and works connected therewith, and on such lands and on the lands hereinbefore described, or some part thereof, to construct, erect, and maintain, alter, enlarge, extend, improve, and renew, or discontinue gas-works 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, patent fuels, tar, lime, pitch, asphaltum, ammoniacal liquor, oil, and all other residual and manufactured products, matters, and things.

6. The lands now used by the Limited Company for the manufacture and storage of gas, and the manufacture and conversion and storage of residual and manufactured products, are the following (that is to say):—

A piece of land, wholly in the parish of Whittington, in the County of Derby, numbered on the  $\frac{1}{2500}$  Ordnance map of that parish 362, containing 1 rood 31 poles, or thereabouts, belonging to the Limited Company, and used by them as the site of their existing gas works, bounded on the north-west by the public highway leading from Whittington Moor to Whittington, on the north-east and south-east by the lands hereinbefore described, belonging or reputed to belong to William Waterhouse, and agreed to be sold to the Company, and on the south-west side by the line of railway known as the Sheepbridge branch of the Midland Railway.

7. To enable the Company to manufacture, purchase, or hire and supply gas-meters; fittings, engines, stoves, and cooking, electric 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 electric and motive power for domestic, agricultural, manufacturing, and other purposes, by means of gas, and all articles and things in any way connected with gas-works; or with the supply of gas.

8. To authorise the Company to supply gas in bulk to any local authority, company, body, or person requiring a supply of gas for any purpose, either within or beyond the limits of supply.

9. To authorise the Company to acquire, hold, use, and enjoy 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.

10. To authorise the Company to maintain and use, and from time to time alter and renew, and make such extensions of the mains, pipes, culverts, drains, and other works of the Limited Company as may in the opinion of the Company be necessary, and for that purpose, and the general purposes of the Bill, to cross, open, break up, divert, stop up, or otherwise interfere with railways, tramways, streets, roads, highways, footways, lands, sewers, drains, pipes, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals, bridges, navigations, streams, watercourses, and passages, or other places within the limits of supply.

11. To authorise the Company to levy and recover rates, rents, and charges, either uniform or differential, 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, if need be, to alter existing rates and charges, 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.

12. To authorise the Company to purchase, take on lease, or otherwise acquire by agreement, and to hold, sell, let, lease, and dispose of lands, houses, buildings, and easements in lands.

13. To make or provide for the making of provisions for the protection of the works of the Company, and for preventing the waste and misuse of gas, and for defining and regulating the supply of gas by the Company, and of notices to them to discontinue a supply, and for their representation in proceedings in bankruptcy, and to enable them to erect dwellings, houses, &c., for their workmen.

14. To make all necessary provisions with respect to the capital, shares, and borrowing powers 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 for the issue to the holders of securities of the Limited Company of mortgages, bonds, debentures or debenture stock, or shares or stock of the Company in lieu thereof, 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.

15. To empower the Company to enter into and fulfil contracts and agreements for the supply

of gas in bulk within or without the limits of supply with any county council, district council, parish council, or other 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 arrangements and contracts in lieu thereof, or in addition thereto.

16. To vary or extinguish all or any rights and privileges which would interfere with the purposes of the Bill, and to confer other rights and privileges, 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 Bill as to all mains, pipes, and works, which may be laid down or constructed under the authority of the Bill, 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 the Lands Clauses Acts, except the provisions of those Acts with respect to the purchase and taking of lands otherwise than by agreement, and as 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.

Printed copies of the Bill will, on or before the 21st day of December, 1895, be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1895.

DEVONSHIRE and Co., 1, Frederick's Place, Old Jewry, London, E.C., Solicitors for the Bill.

BUSBY, DAVIES, SANDERS and Co., Solicitors, Chesterfield.

WYATT and Co., 28, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

London, Chatham, and Dover Railway (Further Powers)

(Additional Lands in the Counties of London and Kent; Leases, &c., of Lands under Railway, Viaducts, or Arches; Transfer to the Company of the Shortlands and Nunhead Railway Company's Undertaking, and Dissolution of that Company; Creation and Issue of Shares or Stock, Debentures or Debenture Stock for Purchase of that Undertaking; Extension of Time for the Completion of certain Works Authorised by the Company's Act of 1879; Extension of time for the Completion of certain Works Authorised by the Company's Act of 1892; Application of Funds; 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 by the London, Chatham, and Dover Railway Company (in this Notice called "the Company") for an Act (in this Notice called "the intended Act") for all or some of the following purposes:—

1. To empower the Company for the purposes of their general undertaking, to purchase by compulsion or agreement, or to confirm any contract or agreement entered into or to be entered into by the Company, for the purchase or acquisition of all or some of the following lands or properties, shown on the plans to be deposited as hereinafter mentioned, namely:—

Certain lands, roads, sidings, and buildings in the parish of St. Giles, Camberwell, in the

county of London, adjoining and situate between the west side of the Camberwell New-road Station of the Company, and Denmark-road and Macdowall-road.

Certain lands, roads, sidings, and buildings in the parish of St. Paul, Deptford, in the county of London, adjoining and lying on the north side of the railway of the Company between the Nunhead and Brockley-lane Stations of the Company.

Certain lands in the parish of Bromley in the county of Kent, adjoining and situate on the south side of the railway of the Company, and abutting on the goods yard of the Bromley Station of the Company.

Certain lands in the parish of Sevenoaks in the county of Kent, adjoining and situate on the south side of the goods yard of the Company at the Sevenoaks Bat and Ball Station of the Company.

Certain lands in the parish of Faversham and county of Kent, adjoining and situate on the east side of the Faversham Creek Branch Railway of the Company.

Certain lands and houses in the parish of Preston in the county of Kent, adjoining and situate on the north and south sides of the Faversham Station of the Company and on the east side of Preston-street.

Certain lands, houses, and buildings in the parish of Herne, in the county of Kent, adjoining and situate on the north side of the railway of the Company, between the Herne Bay Station of the Company and Badcock Farm.

Certain lands in the parish of St. Peter, Intra, in the county of Kent, adjoining and situate on the east side of the railway of the Company between Broadstairs and the north end of the Ramsgate Tunnel, and south of the bridge crossing the railway between Broadstairs and Broomstone.

Certain lands in the parish of St. John the Baptist, Margate, in the county of Kent, adjoining and situate on the north and south sides of the railway of the Company, and eastward of the Margate Station of the Company, and abutting on the road leading to the Coast Guard Station.

2. To empower the Company to grant leases of, or rights or interest in or over any land or spaces under the viaducts or arches of any of their railways or any approaches thereto, for such periods, and on such terms and conditions as may be defined or authorised by the intended Act.

3. To transfer to and vest in the Company the undertaking of the Shortlands and Nunhead Railway Company (in this Notice called "the Shortlands Company"), incorporated by the Shortlands and Nunhead Railway Act, 1889, or to provide for such transfer and vesting upon such terms and conditions as have been, or may be, agreed upon, or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Shortlands Company, and to provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the Shortlands Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovery of rates, tolls, and charges, and for the creation, issue, and substitution of debentures or debenture stock and shares or stock of the Company, with or without guaranteed or preference dividend, or other right or privilege attached

thereto, whether of greater or less amount for the shares or stock of the capital of the Shortlands Company, and to vary or extinguish as the case may require the rights and interests of the shareholders of the Shortlands Company, and to confirm and give effect to or to vary any agreements that have been or may be made between the Company and the Shortlands Company with respect to the matters aforesaid, or any of them.

4. To extend the time limited by the London, Chatham, and Dover Railway Act, 1894, for the completion of the widenings of the Company's railway authorised by the London, Chatham, and Dover Railway Act, 1879.

5. To extend the time limited by the London, Chatham, and Dover Railway Act, 1892, for widening the Company's bridge over Gibbon-road at Nunhead, authorised by that Act.

6. To empower the Company, for all or any of the purposes of the intended Act, to apply any capital or funds now belonging to them, or which they are authorised to raise.

7. 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 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.

8. To make all the necessary provisions for the purposes aforesaid, or any of them, and to confer, vary, or extinguish all rights and privileges which it may be requisite to confer, vary, or extinguish for the purposes of the intended Act, or any of them, and to confer other rights and privileges.

9. 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, 16 and 17 Vic., cap. 132, and all other Acts relating to or affecting the Company; and the Shortlands and Nunhead Railway Act, 1889, and all other Acts relating to or affecting the Shortlands Company.

10. And notice is hereby further given, that plans of the lands, houses, and other property proposed to be taken under the powers of the intended Act, with books 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, as follows, that is to say:—As relates to lands in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone, as relates to lands in the county of London, with the Clerk of the Peace for that county, at his office, at the Sessions House, Clerkenwell.

11. And a copy of so much of the said plans and Books of Reference as relates to the several parishes 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 for public inspection as follows:—As relates to the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at the Vestry Hall, Peckham-road, Camberwell; as relates to the parish of St. Paul, Deptford, with the Clerk of the Greenwich District Board of Works, at his office at 141, Greenwich-road, Greenwich; and as relates to other parishes, with the parish clerk of each such

parish, at his place of abode; and with the clerk or chairman of the parish council of each such parish, at his office; and in the case of any extra-parochial place, with the parish clerk and clerk or chairman of the parish council of some parish immediately adjoining thereto, at his place of abode or office respectively.

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 18th day of November, 1895.

J. LEWIS MORGAN, Victoria Station,  
Solicitor for the Bill.

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

In Parliament.—Session 1896.

Leamington Corporation.

(Vesting in Corporation of Jephson Gardens; Erection of Refreshment and Assembly Rooms and other Buildings, and Charge for Admission thereto and to Gardens; Band of Music, Chairs and Seats in Public Gardens and Streets; Provisions as to Streets, Buildings, Sewers, and Drains; Sanitary Provisions; Public Conveniences; Portable Steam Engines; Infectious Diseases; Erection and Maintenance and Charge for use of Crematorium; Common Lodging-houses; Slaughtering of Cattle; Water Rates and Regulations as to Water Supply; Purchase and Transfer of Undertaking of and Dissolution of Leamington Priors Gas Company; Street Musicians; Betting in Streets; Unfenced Ground; Fire Provisions; Sky Signs; Advertising Vehicles and Hoards; Borrowing of Money; Loans to Public Bodies; Levying of Rates; Audit of Accounts; Telegraphic and Telephonic Communications; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Mayor, Aldermen, and Burgesses of the borough of Royal Leamington Spa, in the county of Warwick (hereinafter called the Corporation and borough respectively), for an Act for all or some of the following objects and purposes (that is to say):—

To vest in the Corporation the lands known as the Jephson Gardens, situate within the borough, in the parish of Leamington Priors and in the county of Warwick, and to provide for the said lands being preserved and maintained by the Corporation as ornamental pleasure grounds or gardens for the benefit of the borough, and to empower the Corporation to charge for admission to the gardens on some days in the week, not being Sundays.

To provide for compensating persons who may suffer loss by the vesting of the said gardens in the Corporation, and for releasing the trustees and lessees of the said gardens from all trusts, covenants, obligations, and liabilities to which they are now subject.

To enable the Corporation to provide and equip in any public pleasure or recreation ground in the borough conservatories, refreshment rooms, and other buildings and conveniences, to provide and furnish reading and assembly rooms; and to empower the Corporation to purchase and hire lands for the erection of any such buildings, and to empower them to let or charge for admission to any such rooms or buildings.

To extend the powers of the Corporation in regard to pleasure and recreation grounds; to empower them to set apart portions of any

such grounds for games, to pay or contribute towards a band of music, to authorize enclosures and the payment for admission thereto, and to authorize regulations in regard to the time and place of the playing of the band and admission to enclosures, and to empower the Corporation to provide chairs and seats in streets and pleasure and recreation grounds, and to provide that such grounds shall be deemed streets for police purposes, and for the appointment of officers for securing the observance of the provisions of the intended Act and bye-laws thereunder.

To make better provision with regard to streets, buildings, and sewers within the borough, and particularly in the following respects (that is to say) limitation of time within which the Corporation's approval of plans of streets and buildings shall operate, retention of plans and other documents deposited with the Corporation, power to vary position or direction of new streets, to make provision as to intersecting streets, line of streets, and buildings, fencing of vacant land, no buildings to be erected until street defined, crossings over footways for horses and vehicles, repair and enclosure of dangerous places, recovery of damages caused to footways by excavations, power to declare where streets begin and end, lopping of trees and shrubs overhanging streets, projections in streets, restrictions as to the deposit of building materials and excavations in streets, definition of new buildings, power to charge for the removal of rubbish from privies and ashpits, as to pipes from slopstones, summary powers as to sinks and drains, water and stack pipes not to be used as ventilating shafts, to prohibit the occupation of new houses and buildings until fit for human habitation, and other provisions in relation to streets, buildings, and sewers.

To empower the Corporation to apply tests for the purpose of discovering defects in drains to provide for the filling up or alteration of cesspools and ashpits, to require urinals to be attached to refreshment houses, to make provision in regard to public conveniences and lavatories, under or in streets, the erection or use of portable steam engines, and in other respects to make better provision for the sanitary condition of the borough.

To make further and better provision for the prevention of infectious diseases both within and beyond the borough and amongst others in the following respects:—Dairymen to furnish list of customers, and sources of milk supply in certain cases; laundry keepers to supply lists of owners of clothes; removal of infected persons not properly isolated; to empower the Corporation to provide nurses.

To authorize the Corporation to erect and maintain a public crematorium for the destruction of dead human bodies by the application of heat; and to empower the Corporation to demand payment for the use of such crematorium, and to make bye-laws in relation to cremation.

To make better provision with regard to the control, management, and supervision of common lodging-houses, to empower the Corporation to refuse to register any person as a common lodging-house keeper unless satisfied of his character and fitness, to require proper sanitary conveniences to be provided, the cancellation of registration of a common lodging-house keeper on his being convicted of certain offences, penalty on unregistered persons keeping common lodging-houses, power to refuse registration of common lodging-houses; and in other respects to alter and amend the law relating to

common lodging-houses, and the keepers thereof, within the borough.

To prohibit the slaughtering of cattle and other animals within the whole or part of the borough, except in slaughter-houses to be provided by the Corporation, and to make other provision in relation to the slaughtering of animals.

To extend the powers of the Corporation in regard to the water supply of the borough, and particularly with regard to the following matters:—limit of pressure, rates and charges for the supply of water for domestic and other purposes, prevention of waste, misuse, undue consumption or contamination of the water of the Corporation, the supply of water by measure, notice of connecting or disconnecting meters, register of meters to be evidence, injuring meters, supply of fittings, materials and work, as to supply of several houses by one pipe, as to supply where part of buildings used for trade, notice as to discontinuance of supply, gratuitous supply of water to public drinking fountains and troughs, as to payment of rates by owners of small houses, application of water revenue, and provision as to reserve fund and deficiency, and other provisions with regard to the trade and domestic supply of water, and the recovery of rates, rents and charges therefor.

To empower the Corporation to purchase by compulsion or agreement the undertaking of the Leamington Priors Gas Company; to provide for the transfer to and vesting in the Corporation of the said undertaking, the application of the purchase money, the payment of debts of the Company, and the winding up and dissolution of the Company; and to empower the Corporation to maintain, alter, improve, and enlarge the existing gasworks of the Company, and to manufacture and store gas and residual products upon the lands which the Company are authorized to use for those purposes.

To require street musicians to depart when requested; to prohibit persons assembling in streets for betting purposes; to prevent obstructions in streets and annoyance of passengers; to extend the provisions of the Vagrancy Act, 1824, to unfenced ground adjoining any street; to prescribe routes of processions during divine service; to prescribe routes for driving cattle; notice of processions to be given to Corporation; and in other respects to make further and better provision in regard to the good order and local government of the borough.

To give to the captain or superintendent of the fire brigade, or other officer, the control of all operations for the putting out of fires; to stop or regulate the traffic in case of fire; to empower the police and other authorized persons to enter and break open premises supposed to be on or near to any fire.

Definition and prohibition of sky signs and restrictions and regulations as to advertising vehicles and hoardings used for advertising purposes.

To empower the Corporation to borrow and re-borrow money for all or any of the purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund and general district rate, or other local rates, and the estates, undertakings, rates, rents, revenues, or other property of the Corporation, or on any of such securities, and to authorize the granting and issue of mortgages, debentures, debenture stock and annuities in respect thereof; and to authorize the Corporation to apply any of their funds, or any money borrowed or autho-

rized to be borrowed under any of their former Acts, to all or any purposes of the intended Act; and to extend the powers of the Corporation in regard to the investment of their sinking funds.

To authorize the Corporation to lend money to the Warwick Board of Guardians, the Leamington School Board, the Warwick Joint Hospital Board, or any of them; and to authorize the Corporation to borrow money for the purpose of such loans, and to make provisions relating to the repayment of such loans.

To empower the Corporation to levy rates by instalments, to make provision as to the rating of newly erected buildings, to provide for the collection of poor rates and other local rates by the Corporation or overseers, and to terminate the powers of assistant overseers and collectors appointed by the guardians; to authorize the Corporation to appoint paid auditors and to make other provisions in regard to the audit of their accounts; to grant gratuities to officers and servants and their widows; and to enlarge the rating powers of the Corporation under the Public Libraries Act, 1892.

To authorize telegraphic and telephonic communications between the various offices and residences of officers of the Corporation; to purchase lands or appropriate lands of the Corporation for any of the purposes of the intended Act, and to provide for the sale of surplus lands, and application of the purchase money to provide for the payment of damages and costs incurred by the Corporation in executing works in default of owners and occupiers; penalty on occupiers refusing to allow owners to execute works; undertakings to bind successive owners.

To provide for the recovery and application of penalties, the laying and making of informations and complaints as to evidence of appointments and other legal proceedings, and authentication and service of notices and other documents.

To incorporate and apply, with or without amendment, or render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Lands Clauses Acts; the Markets and Fairs Clauses Act, 1847; the Waterworks Clauses Acts, 1847 and 1863; the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Town Police Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Telegraph Acts, 1862 to 1892; the Local Loans Act, 1875; the Local Government Act, 1888; the Local Government Act, 1894; and all Acts amending those Acts respectively.

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

To repeal, alter, amend, enlarge, and consolidate all or some of the provisions of the following local Acts or public Acts of a local character:—6 Geo. IV., cap. cxxxiii.; 6 and 7 Vict., cap. lix.; 15 and 16 Vict., cap. 69; 22 and 23 Vict., cap. 11; 31 and 32 Vict., cap. xxvii.; 39 and 50 Vict., cap. xxvii.; 53 and 54 Vict., cap. ccxxvii.; and all other Acts relating to the Corporation and the Leamington Priors Gas Company:

To empower the Corporation to levy tolls, rates, and charges for any of the objects of the intended Act; to alter existing tolls, rates, and charges and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges, and to make other provisions in

regard to the making, and collection of rates, and water and gas rates, rents, and charges.

To empower the Corporation to impose penalties for breach or non-compliance with the provisions of the intended Act, to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this notice, and to impose penalties for the breach of such bye-laws; and to extend the powers of the Corporation in regard to bye-laws under the Public Health Acts and Municipal Corporations Act, 1882.

And notice is hereby further given, that a plan of the lands proposed to be vested in the Corporation, or to be taken under the powers of the intended Act, together 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 Warwick, at his office at Leamington, and with the Parish Clerk of the parish of Leamington Priors, at his residence.

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

Dated this 13th day of November, 1895.

H. CONSETT PASSMAN, Town Clerk, Leamington;

SHARPE, PARKER, PRITCHARDS, and BARRHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Petersham and Ham Lands and Footpaths.

(Settlement of Questions as to Ownership of and Vesting Towpath of River Thames and adjoining Lands between Petersham-lane and Teddington Lock, in Conservators of Thames and Dysart Trustees, and Extinguishment of Public Rights thereover; Provisions as to Towpath and Banks of Thames; for Preservation of Petersham Meadow as an Open Space, and Vesting same in Public Authority; Definition of Rights of Way over Dysart Estate in Parishes of Petersham and Ham; Construction of New and Closing of Existing Footpaths; Extinction of Lammas Rights over Lands in said Parishes; Surrender of Manorial Rights over and Vesting in Public Authority of Ham Common; Provisions for Preservation and Management of said Common, and Powers to Public Authorities with respect thereto; Agreements with and Powers to Conservators of Thames and Local and Public Authorities; Amendment of Acts, &c., &c.)

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

To settle or provide for the settlement of questions as to the ownership of the tow-path on the Surrey side of the River Thames between Petersham-lane and the junction of the said tow-path, with the footpath leading from near the Teddington lock-keeper's house to Ham Common, and of certain open lands in the parishes of Petersham and Ham, in the county of Surrey, adjoining and on the landward side of the said portion of tow-path, and of the banks, foreshore, bed and soil of the River Thames between the aforesaid points or of some part or parts of such tow-paths, lands, banks, foreshore, bed and soil, and to vest or provide for the vesting in the Conservators of the River Thames (hereinafter called "the Conserva-

tors"), and the trustees for the time being under the will of the Right Honourable Lionel William John Manners, Earl of Dysart, dated the 26th day of June, 1873 (hereinafter called "the Trustees"), or other the persons entitled to the lands and hereditaments in the parishes of Petersham and Ham, subject to the uses of the said will (hereinafter called "the owners") respectively the said towpath, lands, banks, foreshore, bed, and soil, or such part or parts thereof, to such extent, and in such proportions on such terms and conditions, and subject to such stipulations and restrictions as may be defined and prescribed by the Bill, and if and in so far as may be necessary or deemed expedient to extinguish all rights of way and other rights, public or private (if any) in, over, and affecting the same or any part thereof.

To define the towpath between the said points, and to make provision with respect to the user thereof and the utilisation thereof as a road, and with respect to the maintenance thereof and of the banks of the River Thames between such points, and if thought expedient to provide for such maintenance by any authority or authorities in whom the duty of repairing roads in the districts in which such portion of tow-path is situate is vested or otherwise.

To prohibit the erection of buildings other than farm or estate buildings or buildings suitable for public park, recreation ground, or open space on the lands in the parish of Petersham, in the county of Surrey, known as "Petersham Meadow," and on certain lands adjoining and on the south side of such meadow, or any part thereof, as the Bill may define, and to empower the trustees or the owners to convey or grant the said Petersham Meadow, without consideration, and subject to such conditions as they may think fit, to any county council, corporation, or local authority for the purposes of a public park, recreation ground, or open space, and to enable any county council, corporation, or local authority to accept, hold, and use the same for such purpose, and to confer upon the trustees and the owners, and upon any such county council, corporation, and local authority respectively, all necessary powers in that behalf.

To declare and define the footpaths and rights of way and other public rights on, to, over and across the lands and hereditaments in the said parishes of Petersham and Ham, subject to the uses of the aforesaid will, dated the 26th June, 1873 (hereinafter called "the Dysart Surrey Estate"), or such portions thereof as the Bill may define, and especially but not exclusively the following (that is to say): the enclosure next to and north of the churchyard of St. Peter's Church, in the parish of Petersham, the enclosures respectively known as "Cow Pasture," the "Copse," and the "Home Field," and the avenue leading from Petersham-street to Ham House and the adjoining lands (all of which are situate in the parish of Petersham) the avenue leading from Ham House to Ham Common, and the adjoining land and the enclosure known as the "King's Meadows" (situate partly in the parish of Petersham, and partly in the parish of Ham), the enclosure known as the "Ferry Meadow," and those portions of the lands forming part of the Dysart Surrey Estate, and lying between Ham-street, the west boundary of Ham Common, and Upper Ham-road, on the one side, and the River Thames on the other side, over which lammas rights are alleged to exist, and certain other lands adjoining, and on the eastern side of Upper Ham-road, and situate between the grounds of the house known as Fernhill, and the boundary of the parish of Kingston-upon-Thames (all of

which are situate in the parish of Ham), and the lands, towpath, banks, and foreshore hereinbefore mentioned, and to provide for the construction by the Trustees of certain footpaths on the said estate and for the vesting and dedication thereof and of other existing footpaths across the said estate and to and the repair of such new and existing footpaths, by the public and for the stopping up, discontinuance, and extinguishment of all other footpaths, rights of way, and other public rights on to over or across the Dysart Surrey Estate or such part or parts thereof as may be defined by the Bill, and especially, but not exclusively, those above specified, and to vest the Dysart Surrey Estate, or such part or parts thereof as aforesaid (including all or any parts of the aforesaid lands adjoining the towpath on the south side of the River Thames between Petersham-lane and the aforesaid footpath near Teddington Lock which may, under the Bill or otherwise, be vested in the trustees or the owners), in the trustees or the owners, freed and discharged from all rights of way or other rights in, over, or affecting the same other than the rights of way so declared or dedicated.

To provide for the cesser and extinction of all lammas and other commonable or other rights of whatsoever description exerciseable between harvest and seed time or at any other period in, over or in respect of any lands in the parish of Ham over which such rights may be claimed, and which lie between Ham-street, the west side of Ham Common and Upper Ham-road on the one side, and the River Thames on the other side (which lands in part form part of the Dysart Surrey Estate and in part belong or are reputed to belong to James Willing and in part to the Misses Lucy and Elizabeth Light) or in, over or in respect of the lands adjoining, and on the eastern side of the Upper Ham-road, and lying between the grounds of the house known as Fernhill and the boundary of the parish of Kingston-upon-Thames, and which in part, form part of the Dysart Estate, and in part belong or are reputed to belong to James Willing, and to authorise and empower the Trustees to make such compensation in respect of the extinction of such lammas commonable or other rights to such bodies or persons, and in such manner as may be prescribed or defined or provided for by the Bill.

To authorise and empower the Trustees to relinquish and abandon all manorial and other rights in, over, or affecting the lands in the parish of Ham known as "Ham Common," and to vest or provide for the vesting of such lands in the Ham Urban District Council or such other public authority or body, or institution as the Bill may define for all the estate and interest therein of the Trustees and the persons entitled to the Dysart Surrey Estate freed and discharged from such rights as aforesaid for the use, enjoyment, and recreation of the public, subject to such reservations and conditions for the protection and benefit of other parts of the said estate, and for maintaining and preserving access thereto as the Bill may define.

To empower the said Council or such public authority, or body, or institution to hold the said common for such purposes, and to execute all necessary works for the draining, levelling, and fencing improvement and protection thereof, and to confer all necessary powers upon the said Council or such public authority, or body, or institution for the maintenance, improvement, preservation and protection of the said common, and for the prevention of encroachments thereon, and generally for the management and regulation thereof and of the exercise of all or any common or other rights

thereover. And to enable the said Council or such public authority or body or institution to fence in and set apart any portion of the said common for games, to employ and remunerate officers, and to make bye-laws and for all or any of the above objects, and for the prevention of nuisances and the preservation of order upon the said common and the user thereof, and to attach penalties for a breach of such bye-laws or of any of the provisions of the Bill.

To authorise the said Council or such public authority or body or institution to apply to such purposes as aforesaid, or any of them, any funds, moneys, rates, or revenues for the time being belonging to them respectively, or which they may be authorised to raise.

To make provision for the preservation of order on the said common, and for the police thereof.

To authorise the trustees on the one hand, and the Conservators, the Surrey County Council, the mayor, aldermen, and burgesses of the borough of Richmond, the Ham Urban District Council, and any other county council or local or public authority, body, or institution, from time to time to enter into and carry into effect agreements for or with respect to all or any of the objects of the Bill, and with respect to the granting to, or relinquishment by, the public of any rights in or over the lands to be dealt with by or under the Bill, or any other lands forming part of the Dysart Surrey Estate, the control and regulation by any of the aforesaid authorities of any portion of such lands which may, under the Bill or such agreement, be dedicated to the public and the preservation of order thereon, and to sanction, confirm, and give effect to, or if thought fit to embody in the Bill all or some of the provisions of any agreement which may have been or may be entered into as aforesaid, and to confer upon the parties to such agreement all such powers as may be necessary to effect such objects, or carry the same into effect.

To vary or extinguish all existing rights and privileges which would interfere with the objects of the Bill, and to confer all such other rights and privileges as may be deemed necessary or expedient for its purposes, and so far as may be necessary to alter and amend the provisions of the Thames Conservancy Act, 1894.

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, 1895.

YOUNG, JACKSON, BEARD and KING,  
12, Essex-street, Strand, W.C., Solicitors  
for the Bill;

REES and FRERE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

Oswestry Gas.

(Application to the Board of Trade by the Oswestry Gas Light and Coke Company, Limited, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order for Powers to maintain and continue Gasworks; to Convert Residual Products, and to Manufacture and Supply Gas within the Parishes of Oswestry (Urban), Oswestry (Rural), Selattyn, and Whittington, in the County of Salop; to Supply Gas in Bulk; to make Agreements with Local Authorities and others; to Lay Mains and Pipes; Break up Roads and Streets; Levy Rates and Charges; Supply Gas Fittings, and Apparatus; to define Existing Capital; Borrowing Powers; Incorporation of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to the Board of

Trade by the Oswestry Gas Light and Coke Company, Limited (hereinafter called "the Company"), for a Provisional Order pursuant to the powers of the Gas and Waterworks Facilities Act, 1870, for the following purposes, or some of them (that is to say):—

1. To authorise and empower the Company to maintain and continue, and from time to time to alter, enlarge, pull down, and re-erect their existing gasworks, retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture, distribution, and storage of gas, and of coke and other residual products obtained in the manufacture of gas and matters producible therefrom on the following lands now belonging to or in the occupation of the Company, namely:—

A piece of land with the works and dwelling-houses thereon, situate in the parish of Oswestry (Urban), in the county of Salop, containing 1 acre 3 roods and 29 perches or thereabouts, upon part of which the works of the Company are erected, bounded on the north by the road leading from Oswestry to Shrewsbury, on the east by the Oswestry Cemetery, on the south by land belonging to the trustees of the late Charles Minshall, and on the west by land belonging to the trustees of the late John Jones.

2. To supply gas in bulk to any local authority authorised to supply gas, or to any gas company, for re-sale and distribution in any adjoining districts beyond the Company's limits, and to empower such local authority and gas Company respectively, and the Company, to enter into and fulfil contracts and agreements for and in relation to such supply, and to expend their funds, rates, and revenue accordingly, and to confirm any such contracts or agreements made prior to the making of the said Order.

3. To make such extensions of their mains and pipes and works within the limits of supply as may in the opinion of the Company be necessary, and for that purpose to break up, or interfere with, as the case may require, any streets, roads, highways, bridges, or other passages, or places, sewers, drains, mains, and pipes within the limits of supply.

4. To authorise the Company for the purposes of their undertaking to acquire and hold lands and hereditaments, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licenses in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom, and to exercise and use such rights, and to carry on the business usually carried on by gas companies.

5. To authorise the Company to make and store gas in and upon the said lands, and to supply and sell gas within the following limits, viz.:—

The whole of the parishes of Oswestry (Urban) and Oswestry (Rural), Selattyn, and Whittington, in the county of Salop, or within some part or parts thereof;

and to manufacture, store, convert, and deal in coke, coal, tar, pitch, lime, ammoniacal liquor, sulphate of ammonia, oil, and other residual products arising in, or resulting from, or used in the manufacture of gas.

6. To define and regulate the existing capital, to provide for the increase of the capital, and generally to make such provisions with respect to the capital as may be deemed expedient.

7. To incorporate with the Order, and extend

and supply, as well to the main pipes and works of the Company laid down or constructed before the passing of the Act confirming the Order, as to all mains, pipes, and works which may be laid down or constructed under the authority of such Order, the powers and provisions of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

8. To incorporate in the Order all or some of the provisions of the Lands Clauses Acts (except the provisions with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Company) and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869 respectively.

9. To enable the Company to manufacture, purchase, or hire and supply gas meters, fittings, gas stoves, and cooking and other apparatus; and also to manufacture, purchase, let, or deal in and contract for doing work in connection with fittings, meters, pipes, burners, chandeliers, cooking, and other stoves, engines, machines for the production of motive power, for domestic, agricultural, manufacturing, and other purposes by means of gas, heating apparatus, and all other articles, apparatus, and things in any way connected with gas, or necessary for, or incidental to, any of the purposes for which gas is applicable.

10. To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company.

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

12. To confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them, and to vary and extinguish all existing rights and privileges which would interfere therewith.

And notice is hereby given that on or before the 30th day of November, 1895, a copy of this Notice, as published in the London Gazette, accompanied by a map, showing the proposed limits of supply and the lands used and proposed to be used for the manufacture and storage of gas and the manufacture of residual products, will be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December next, and on and after that date copies can be obtained on application at the offices of the undersigned, and at the offices of the Company in Oswestry, at the price of one shilling a copy, and if and whenever the said Order is made by the Board of Trade, printed copies of the Order will be deposited for public inspection with the said Clerk of the Peace at his said office, and may also be obtained on application at the offices of the undersigned, or of the Company, at the price of one shilling a copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade or of bringing before that Board any objection respecting the application may do so by letter addressed to the Assistant Secretary,

Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1896, and copies of such representations or objections must at the same time be sent to the undersigned Solicitors for the Company, and in forwarding such representations or objections to the Board of Trade the objectors or their Agents should state that a copy of the same has been sent accordingly.

Dated this 19th day of November, 1895.

MINSHALLS and PARRY-JONES, Oswestry, Solicitors.

BATTEN, PROFFITT, and SCOTT, 32, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Brading Harbour and Railway.

(Limits of Harbour and Powers with respect thereto; Pilotage; Harbour Works; Power to make New Channel and Works; Purchase of lands compulsorily and by agreement; Additional Lands; Exempting Company from section 92 of the Lands Clauses Act, 1845; Power to Lease Warehouses, &c.; Power to Company to perform and charge for special services; Tugboats; Steamers; Agreements with Isle of Wight Railway Company; Levying new and altering existing Tolls, Rates, and Charges; Bye-laws; Re-arrangement and Vesting of Capital (Share and Loan) existing or to be raised under the Bill, and Confirmation of Agreements relating thereto; Power to raise additional Capital; Agreements; Directors; Change of Name of Company; Power to pay interest out of Capital; Incorporation, Repeal, 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 effecting the purposes or some of the purposes following (that is to say):—

1. To define the limits of the Harbour of Brading in the Isle of Wight in the county of Southampton and in the sea adjacent thereto (hereinafter called "the Harbour") as the area included within a line commencing at a point on the shore at high-water mark (which throughout this Notice is to be taken as high-water mark of ordinary spring tides) at the headland known as St. Helen's Point or Nodes Point in the parish of St. Helen's in the Isle of Wight, 1,300 yards or thereabouts from the northernmost corner of the Ferry House Inn or Ferry Inn at Brading Harbour in the parish of Brading, measured in a direction north by 5 degrees west (which direction and the directions throughout this Notice are to be taken as the geographical or true bearings) and extending thence in a north-east by easterly direction for 1,055 yards or thereabouts to a point in the bed of the sea below low-water mark, thence in a south-easterly direction for 587 yards or thereabouts, thence in a south-westerly direction for 400 yards or thereabouts, thence in a south-south-westerly direction to a point 40 yards or thereabouts from the northernmost corner of the Royal Spithead Hotel, in the said parish of Brading, measured in a westerly direction, thence to the centre of the turntable at the termination of the Brading Harbour Railway, in the said parish of Brading, thence along the centre line of the said railway to a point where the said railway crosses the northern abutment of the bridge carrying the said railway over the River Yar above the sluices at St. Helen's Quay, thence

to the easternmost corner of the boundary wall of the Gasworks at St. Helen's Quay, thence in an east-north easterly direction for 140 yards or thereabouts to a point at high-water mark near to St. Helen's Mill, thence along the shore following the high-water mark in an easterly and northerly direction to the point of commencement hereinbefore referred to as St. Helen's Point, or Nodes Point, and to constitute the intended channel hereinafter described, and harbour works hereinafter described, and any land or property that may hereafter be acquired by the Company, a portion of the Harbour of Brading, and to constitute the Brading Harbour Improvement and Railway Company (in this Notice referred to as the Company) the Harbour Authority of such harbour, to the exclusion of all other Authorities, and to authorise the Company to dredge, deepen, preserve, and improve the said harbour or any part or parts thereof, and to improve the approaches thereto, and to purchase, hire, provide, and maintain all necessary dredging and other machines, engines, tug-boats, barges, craft, machinery, and appliances necessary or expedient for the said purposes.

2. To constitute the Company the Pilotage Authority for the Harbour, and to authorise them to license pilots to conduct, navigate, or move vessels within the Harbour, and to prohibit persons not so licensed acting as such pilots, and to make provision with respect to the conduct and remuneration of such pilots, the fees for licences, and the charges for pilotage, and the recovery thereof, and to make and enforce bye-laws for the purposes aforesaid or in connection therewith.

3. To empower the Company to make and maintain the following Harbour Works, the whole of which will be situate in the parishes of Brading and of St. Helen's, in the Isle of Wight, in the county of Southampton, or in the bed of the sea adjacent thereto, viz. :—

(1) A cut or channel commencing below high-water mark at a point 240 yards or thereabouts from the easternmost corner of the Ferry House Inn, or Ferry Inn, at Brading Harbour, measured in a direction south-east by 8 degrees east, and terminating below low water mark at a point 1,720 yards or thereabouts from the north-eastern corner of the Coast Guard Station at Bembridge, measured in a direction north by 17 degrees east;

(2) A quay wall commencing in the parish of St. Helen's at the easternmost corner of the quay or wharf belonging to the Company, thence extending about sixty yards in a north-east by north direction, and terminating at or near high-water mark on the shore in the parish of Brading, at a point 180 yards or thereabouts from the easternmost corner of the boundary wall of the gas works at St. Helen's Quay, measured in an east by northerly direction, and to fill in and reclaim the area of foreshore situate between the said intended quay wall and high-water mark on the shore to the northward and westward of the said intended quay wall,

and to authorise deviations laterally and vertically from the lines and levels shown upon the plans and sections hereinafter mentioned.

4. To enable the Company within the limits of the Harbour to construct, lay down, and maintain all embankments, towing-paths, walls, jetties, landing places, dolphins, moorings, buoys, beacons, lights, groynes, quays, wharves, free or bonded warehouses, depôts, transit and other sheds, buildings, engines, pumps, machinery, cranes,

lifts, staiths, approaches, and other works and appliances which may be necessary or convenient for or in connection with the Undertaking of the Company.

5. To authorise the Company from time to time to purchase or take on lease or otherwise acquire lands (including in that word when used in this Notice, houses, buildings, mills, warehouses, sheds, wharves, and foreshore) and other property which may be required for the purposes of the intended Act compulsorily, or by agreement, and to acquire easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over such lands and property, and particularly to purchase, or otherwise acquire, compulsorily or by agreement, the following lands and property, or part thereof, in addition to those required for the purposes of the said works, that is to say, certain lands situate in the said parishes of Brading, and of St. Helen's, in the Isle of Wight, in the county of Southampton, below high-water mark within the Harbour southward or westward of a line drawn from the eastern corner of the said Ferry House Inn or Ferry Inn to the concrete jetty or landing place opposite the Royal Spithead Hotel.

6. To exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845 (so as to enable them to purchase compulsorily parts only of certain properties), and from the provisions of that Act with respect to the sale of superfluous lands.

7. To empower the Company from time to time to lease or grant the use or occupation of, or easements in, and rights over, any warehouses, buildings, sheds, wharves, yards, embankments, quays, jetties, pontoons, cranes, machines, or other appliances and conveniences belonging to or provided by them.

8. To empower the Company to appoint and remove harbour masters, pier masters, meters, weighers, and other officers and servants, and to prohibit any persons other than those appointed by the Company from performing such duties or services.

9. To authorise the Company to provide (with or without charge for the hire, use or supply thereof) the requisite steam and other cranes, tips, staiths, barges, trucks, gear, machinery, appliances and labour for the discharging, unloading, removal and loading of cargo from or into vessels in the Harbour, premises and works of the Company and themselves, to effect such discharge, unloading, removal and loading, and to charge therefor or to defray the whole or any portion of the cost of such discharging, unloading, removal or loading, in such circumstances and cases as they think fit.

10. To authorise the Company to purchase, hire, provide, use, maintain, and work steam vessels for the purpose of carrying on communication between the Harbour and Portsmouth and other places, and to make charges or levy tolls in respect of the use of such steam vessels.

11. To enable the Company to build, supply, purchase, contract for, hire, and to maintain, use, let, and charge for the use of tug-boats, and to license tug-boats, and the masters thereof, and to prohibit within the Harbour the use of any tug-boat not licensed by, or commanded by a master licensed by the Company, and to suspend and revoke such licences, and to make and enforce bye-laws for the purposes aforesaid or in connection therewith.

12. To enable the Company on the one hand, and the Isle of Wight Railway Company on the other hand, to enter into and carry into effect contracts,

agreements, and arrangements for or in relation to the construction, maintenance, management, use, and working of the railways of the Company, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of those railways or portions, and the payments to be made and the conditions to be performed in relation to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, and apportioning of the tolls, rates, charges, and receipts levied, taken, or arising from such traffic, the sums or consideration, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the Contracting Companies to each other for or in relation to any of the matters to which the respective contracts, agreements, or arrangements relate.

13. To enable the Company from time to time to fix, alter, demand, take, and recover tolls, rates, charges, rents, duties and other charges for or in respect of the use of the harbour or of any channel leading thereto, or any part or parts thereof, respectively, and of the Embankment authorised by the Brading Harbour Improvement Railway and Works Act, 1874, or any part thereof, and of any warehouses, sheds, railways, tramways, basins, wharves, quays, jetties, moorings, staiths, cranes, lifts, lights, and other machinery and works connected with, or in any way forming part of their Undertaking or the Harbour, and for or in respect of all services and labour performed, used or employed by the Company in connection therewith, and for the supply of ballast, and to confer exemptions from, and from time to time compound for any such tolls, rents, rates, charges, duties, and other payments, and to alter, and if necessary to repeal, existing tolls, rates, and charges, and to authorise the Company, if necessary, to sell any articles for payment of rents and charges or customs dues, and to make provision as to the places within the Harbour at which vessels shall land or embark, receive or deliver passengers or cargo, and also to authorise the Company to supply and charge for the supply of ballast and sand obtained from the Harbour or elsewhere and also to supply and charge for water.

14. To empower the Company from time to time to make, alter, and enforce byelaws, rules, and regulations for all or any of the purposes of the Bill, and especially for the following or any of the following purposes:—For prohibiting, removing and regulating the placing of any matters or things which in the judgment of the Company may interfere with the navigation of the Harbour, or the safe and convenient use thereof, or of the premises or works of the Company; and for regulating the use of the Harbour; the speed of vessels navigating the same; and the conduct of the masters, officers, and crews of vessels and of other persons using and frequenting the same; for regulating the times and manner of paying and the places for payment of the tolls, rates, and charges which the Company may demand; take, and recover.

15. To declare, define, re-arrange, confirm, and regulate the share capital and the loan capital (including in that expression, where used in this Notice, mortgages, bonds, debentures, and debenture stock) and if thought fit, to provide for the cancellation of the existing share and loan capital of the Company, or any part thereof, or any mortgage created by the Company, and, if

thought fit, to create and vest in the bodies or persons entitled thereto new shares, or stock, or mortgages, bonds, debentures, or debenture stock in substitution therefor, or to empower the Company to carry into effect a scheme for defining, regulating, adjusting, and declaring the amounts of the share and loan capital of the Company, and the rights and interests of the several holders thereof respectively, or to confirm, with or without alteration, any such scheme already prepared; or any such arrangement already made; and to provide for the re-vesting in the Company of any mortgaged property, and to empower the Company to pay, discharge, or satisfy any debts or obligations by the issue of debentures, debenture stock or shares, or out of any capital moneys to be raised by the issue thereof.

16. To authorise the Company for the purposes of the intended Act and other purposes of their Undertaking to apply any capital not required for the purposes for which it was authorised to be raised, and either in addition to or in substitution for the existing powers of the Company or any part thereof, to raise further moneys by the creation and issue of new shares or stock, with or without any guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing and by the creation and issue of perpetual and redeemable debenture stock or stocks, with or without the creation and issue of any new shares or stock, or by any of those means, and to enable the Company to issue any new debenture stocks on such terms as the Company think fit, and to attach thereto such various rights, priorities, and preferences as may be defined by the intended Act, and to make all necessary provisions in relation thereto.

17. To authorise the Company, and all bodies or persons interested in the Company as mortgagees, creditors, or otherwise, and all other bodies and persons in any way interested in any of the purposes of the Bill, to enter into and fulfil contracts and agreements for such purposes or in relation thereto; and the Bill will or may confirm, with or without alteration, any such contract or agreement which may have been, or which may be entered into prior to the passing of the Bill.

18. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, interest or dividends on any shares or stocks of the Company during the construction of the works by the Act authorised.

19. To amend or alter the name of the Company and to reconstitute the Board of Directors, and alter and vary the number and quorum of Directors, and to provide, if necessary, that the same shall be either wholly or partially appointed from time to time by the holders of debentures or debenture stock, or otherwise as may be prescribed by the Bill.

20. The Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, subject to such modifications and exceptions as the Bill may provide, the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1867, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Harbours, Docks, and Piers Clauses Act, 1847, and will or may, so far as may be thought expedient, alter,

amend, extend, repeal, and re-enact, with or without alteration, the provisions of the following among other Local Acts, namely:—23 & 24 Vict., c. 162, and all other Acts relating to or affecting the Isle of Wight Railway Company, 37 & 38 Vict., c. 195, and all other Acts relating to or affecting the Company.

21. Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands and other property in or through which they will be made, together with an Ordnance map with the lines of the proposed works 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, 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 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 Southampton at his office at Winchester, and with the Clerk of the Peace for the County of the Isle of Wight at his office at Newport; and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to every parish in or through which the intended works will be made, or in which any lands or property are intended to be compulsorily taken, and a copy of this Notice will be deposited with the Parish Clerk of every such parish, and with the Clerk of the Brading Parish Council, and with the Clerk of the St. Helen's Urban District Council respectively, at their respective residences or offices, and in the case of any extra-parochial place, with the Clerk of some parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 16th day of November, 1895.

SIDNEY G. SPREAT, 27, Nicholas-lane,  
London, E.C., Solicitor for the Bill.

BAXTER and Co., 12, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Barry Railway.

(New Railways, St. Fagan's to Walnut Tree and Aber Branch Railways of Rhymney Railway Company, and at Barry Island; Maintenance and Repair of Roads; Running Powers over parts of Rhymney Railway, Taff Bargoed Branch of Great Western and Rhymney Railway Companies, and intervening portion of Great Western Railway (Penalltau to Taff Bargoed Junction), and part of Taff Vale Railway (Hafod to Porth); Agreements with Rhymney Railway Company; Additional Capital; Provisions as to Payment for Shipping, Discharging, Trimming, &c.; Liability for Loss by Accidents; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session by the Barry Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

To authorize the Company to make and maintain the railways and works in the county of Glamorgan, hereinafter described, with all proper

stations, sidings, approaches, works, and conveniences connected therewith, viz. :—

A Railway (No. 1), commencing in the parish of St. Fagan's by a junction with the Company's main line from Barry to Hafod, at a point  $7\frac{1}{2}$  chains, or thereabouts, measured along the said main line northward from the mile post or mark denoting  $7\frac{1}{2}$  miles from Barry, and terminating in the parish of Eglwysilan by a junction with the Rhymney Railway Company's Walnut Tree Branch Railway, at a point 3 chains, or thereabouts, measured along the said branch railway in the direction of Walnut Tree Junction, from the mile post or mark denoting  $10\frac{1}{4}$  miles from Cardiff.

A Railway (No. 2), wholly in the parish of Eglwysilan, commencing by a junction with the intended Railway No. 1 hereinbefore described, at or near a point on the north-east boundary fence which separates the enclosures numbered upon the 25-in. Ordnance map 2,290 and 2,291 in that parish, such point being 1 chain, or thereabouts, from the northernmost corner of the said enclosure numbered 2,291, and terminating by a junction with the Rhymney Railway Company's Aber Branch Railway, at a point  $6\frac{1}{2}$  chains, or thereabouts, measured along the said branch railway in the direction of Cardiff, from the mile post or mark denoting  $10\frac{1}{2}$  miles from Cardiff.

Which said intended Railways Nos. 1 and 2 will or may be made in the parishes of St. Fagan's, St. Brides-super-Ely, Radyr, Pentyrch, and Eglwysilan, or some of them.

A Railway (No. 3), wholly in the parish of Sully, in the county of Glamorgan, commencing by a junction with the railway authorized by the Barry Railway Act, 1894, at the termination thereof on Barry Island, near the junction of the roads known as Ivor-street and Plymouth-road, and terminating at a point on the foreshore 10 chains, or thereabouts, measured in a southerly direction from the outer gates of the entrance to the Barry Dock Basin.

To authorize the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all such roads, streets, footpaths, highways, bridges, railways, tramways, canals, rivers, and streams, pipes, sewers, drains, telegraph or telephone wires, and posts within the aforesaid parishes, as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with, for the purposes of the said intended railways and works.

To make provision as to the maintenance and repair of roads diverted by the Company in the execution of any of their works, whether past or future, and of bridges over the Company's railway and the roadway thereon, and approaches thereto, whether made or to be made, and to impose the obligation for such maintenance and repair on the authorities having the control of such roads respectively.

To authorize the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property, for the purpose of the intended railways and works; and also easements, and rights in, or over, or upon, lands and other property.

To authorize 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 empower the Company, on such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed on, or may be settled by arbitration, or be provided by the Bill, to run over and use with their engines, carriages and wagons, and clerks, officers and servants, whether in charge of or accompanying any engines or trains, or for other purposes, and for the purposes of their traffic of every description, the railways or portions of railway hereinafter mentioned, viz.:—

All railways of the Rhymney Railway Company, situate to the northward of the junction therewith of the intended Railway No. 1, as hereinbefore described.

The Taff Bargoed branch of the Great Western and Rhymney Railway Companies.

So much of the Great Western Railway as intervenes between the junction therewith of the said Taff Bargoed branch and the junction of the Rhymney Railway with the Great Western Railway at Penalltau.

So much of the railway of the Taff Vale Railway Company as lies between the junction of the Barry Railway therewith at Hafod and the Porth Station, including that station.

Together with the stations on the said railways, and all roads, platforms, points, signals, water, watering places, engine sheds, standing room for engines, carriages and wagons, booking and other offices, warehouses, sidings, loading and unloading places, turntables, junctions, machinery, works and conveniences, of or connected with the said railways and stations.

To enable the Company to demand, take, and recover tolls, rates, and charges upon, or in respect of, the intended railways and works, and also of the portions of railways, stations, and works, to be run over and used as hereinbefore mentioned, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

To authorize the Company to apply for the purposes of the Bill any of their existing or authorized 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 stocks, and by borrowing on mortgage and by the issue of debenture stock.

To enable the Company on the one hand and the Rhymney Railway Company on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or of any of them, or of the existing railways of the Company and the Rhymney Railway Company, or either of them, or any part or parts thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said railways; or either or any of them, the costs, charges, and expenses of such construction, working, use, management, and maintenance; the working, regulation, management, and transmission of the traffic of the railways of the contracting Companies; and the collection, payment, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic or with respect to any of such matters; the guarantee by either of the said two Companies to the other of them of interest or dividend on the capital, or part of the capital of such other Company, and to confirm any agreement which may be made between the said two

Companies, touching any of the matters aforesaid.

To make further provision with respect to the rates to be paid to the Company in respect of discharging, shipping, weighing and trimming coal, and other things, and for other work, labour or services performed by the Company in respect thereof, and for the use of shipping, loading, trimming or discharging appliances, works or conveniences, and so far as may be necessary for that purpose, to extend and amend the provisions of Section 99, Sub-section (4), of the Barry Dock and Railways Act, 1884.

To relieve the Company from liability in respect of loss or damage arising from fire, theft, storm, or other causes or accidents not arising from the default or neglect of the Company.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the Barry Dock and Railways Act, 1884, and any other Act or Acts relating to the Company, the 20 and 21 Vict., cap. cxi, and any other Act or Acts relating to the Rhymney Railway Company; the 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Great Western Railway Company; the 6 and 7 William IV, cap. 82, and any other Act relating to the Taff Vale Railway Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate with or without exemptions and modifications, the Lands Clauses Acts, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

On or before the 30th November instant, plans and sections of the intended railways and 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 or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and also an ordnance map with the lines, 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 book of reference as relates to each parish or extra-parochial place in or through which the said intended railways 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 as regards any of the before-mentioned parishes or places which is a rural parish for which a Parish Council has been elected, also with the Clerk (if any) of the Parish Council of every such parish; and if in any such parish there be no Clerk of such Council, then with the Chairman of that Council at his residence.

And notice is hereby 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 15th day of November, 1895.

DOWNING and HANDCOCK, Vienna Chambers, Cardiff, Solicitors.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Barry Urban District Council.

Acquisition of Cadoxton Common; Extinguishment of Common and other rights; Provisions for ascertaining and defining rights over Common; Agreements with Lord of Manor and other persons; Power to sell, exchange, or let parts of Common and to enter into agreements for that purpose; Laying out of part of Common as a public park or recreation ground; Bye-laws, &c.; Application of funds and borrowing of moneys; Disposal of money paid by Barry Railway Company, &c., for extinction of Commonable rights; Extension of limits for supply of gas and water; New waterworks; Additional lands; Power to hold lands for protection of water works; Special provisions as to superfluous lands; Stopping up of footpath; Compulsory acquisition of lands, waters, and easements; Breaking up roads, &c.; Provisions as to streets and buildings; Sanitary provisions; Infectious diseases; Sky signs and street advertising; Common lodging houses; Recreation grounds; Sands and sea shore; Licensing of plumbers; Contribution to hospitals, &c.; Street musicians; Betting in streets; Police provisions; Borrowing of money and levying rates, &c.; Repeal, amendment, and incorporation of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Barry Urban District Council, being the Urban Sanitary Authority for the district of Barry in the county of Glamorgan (hereinafter referred to as "The District Council"), for leave to bring in a bill for the following amongst other purposes, that is to say:—

1. To empower the District Council to purchase or acquire (by compulsion or agreement) the lands and hereditaments following, or some part or parts thereof, or otherwise to vest the same in the District Council, that is to say:—

Certain common or commonable lands known as Cadoxton Common, situate in the parish of Cadoxton-juxta-Barry in the county of Glamorgan, that is to say:—

- (1.) A detached piece of Common known as "Little Hill," containing by admeasurement 1 acre 1 rood 18 perches, or thereabouts, bounded on the north by the public highway leading from Cross Elms past the Three Bells Inn to Coldbrook-road, on the east by Brock-street, on the south by the Coldbrook, and on the west by land, houses, and premises abutting upon the highway leading from the Hatch Farm to Cross Elms.
- (2.) A detached piece of Common containing by admeasurement 15 acres 16 perches, or thereabouts, known as the "Upper Common," bounded on the north side in part by the Coldbrook, and in part by land and premises in the occupation of Evan Jenkins, in part by the road or footpath (being a continuation of Brock-street in a south-easterly direction), and in part by the public footpath leading from Cadoxton Parish Church to its junction with Cadoxton Common at a point distant 80 yards or thereabouts, measured in a northerly direction from the northern corner of the Cadoxton Board Schools, and in part by glebe land and land and houses in the occupation of George Warner, Jesse Munro, John William Froome, and William Bushell, and in part by land and

houses belonging to Kate Matthews, in part by Sea View-terrace, and in further part by land belonging to Major-General Henry Herbert Lee and the owners of the Wenvoe Castle estate, on the south-east in part by land belonging to J. M. Dyke, Fannie Johu, the owners of the Wenvoe Castle estate, and in further part by Belle Vue-terrace, and on the south and south-west by houses and premises fronting respectively on Vere-street, Iddesleigh-street, and Main-street, and on the west in part by Church-road, and land, houses, and premises belonging to the Metropolitan Bank of England and Wales, Limited, Herbert Lewis, John Abernethy, John Jenkins, Edwin Seward, George Thomas, the Merthyr and Dowlais Building Society, and Thomas Jenkins, and in part by the Wesleyan Methodist Chapel and land, houses, and premises belonging to the trustees of the said chapel, and also by land and houses belonging to T. Bomash, John Jenkins, the trustees of the Welsh Calvinistic Methodist Chapel, David Spickett and William Spickett, such last-mentioned piece of Common being the whole of the Upper Common, other than the land enclosed by and in the occupation of the Barry United District School Board.

- (3.) A detached piece of Common situate near Weston Bridge, containing by admeasurement 1 rood and 3 perches, or thereabouts, bounded on the north by houses and premises fronting on Holme-street and Vere-street respectively, on the north-east by Holme-street, on the south-east by the Barry Railway, and on the south and south-west by Holton-road and Vere-street.
- (4.) A detached piece of Common containing by admeasurement 2 roods and 1 perch, or thereabouts, bounded on the north-east by Moors-road, on the south by the public road made by the Barry Railway Company, leading from the Barry Dock past Biglis and Eastbrook to Cardiff, and known as the Cardiff-road, and on the north-west by Churchill-terrace.
- (5.) That portion of Common known as the Lower Common, containing by admeasurement 6 acres 2 roods and 29 perches, or thereabouts, bounded on the north by the said Cardiff-road, on the south and south-east partly by houses and premises fronting on Spring-street and Morlais-street, and partly by Cadoxton River, and on the west by that portion of Cadoxton Lower Common which the Barry Railway Company have the power of acquiring under their Acts.
- (6.) A detached piece of Common containing by admeasurement 27 perches, or thereabouts, bounded on the north by the said Cardiff-road, on the south by houses and premises fronting on Spring-street and Gwenllian-street, and on the west by Spring-street, and on the east by Gwenllian-street.
- (7.) A detached piece of Common containing by admeasurement 2 roods and 39 perches, or thereabouts, bounded on the north by the said Cardiff-road, on the south by Cadoxton River, on the east by land known as Cadoxton Moors, and on the west by Riverside-place.
- (8.) A piece of Common known as "Cassy Hill," containing by admeasurement 2 acres and 21 perches, or thereabouts, and

bounded on the north by lands belonging to the owners of the Wenvoe Castle estate, on the east by land also belonging to the owners of Wenvoe Castle estate and land and premises belonging to the trustees of David Griffiths, on the south by the Coldbrook-road and lands, houses, and premises belonging to John Spickett, Edward Spickett, and glebe land, and on the west in part by the Coldbrook-road, and in further part by land and premises belonging to Major-General Henry Herbert Lee and by land and premises in the occupation of Joshua Barstow.

(9.) A detached piece of Common containing by admeasurement 3 roods and 12 perches, or thereabouts, bounded on the north by the Coldbrook-road, and on the south-east by land belonging to the owners of the Wenvoe Castle estate, and on the south partly by land belonging to such owners and partly by glebe land, and on the south-west by glebe land, and on the west by glebe land and Cadoxton parish church.

The quantity of Common or commonable lands so intended to be purchased or acquired is estimated to be 27 acres 3 roods and 6 perches, or thereabouts, and which commonable lands in this notice are hereinafter referred to as "the Common."

2. To extinguish all rights of way, rights of pasture, or common of pasture, rights of common and all commonable rights, and all other public and private rights over the Common, and all copyhold or customary rights over or in relation thereto, together with all franchises, seignories, royalties, and liberties so far as they may affect the lands or any of the lands intended to be dealt with by the Bill, and to enable the lord of the manor and all persons having any estate right or interest in the Common, whether under any disability or otherwise to convey their estate right or interest therein to the District Council, and to make a good title thereto.

3. To provide for ascertaining, defining, and determining the rights, estate, and interests (if any) of any persons having or claiming to have any rights, estate, or interest in, over, or affecting the Common, or any part thereof, and to ascertain and determine what persons (if any) have any such rights, estate, or interests, and to fix and determine the mode of ascertaining the same persons and their rights, estate, and interest, and the amount of compensation (if any) to be paid to such persons for the extinguishment of their rights, estates, and interests, and for the settling and putting an end to any question which may arise as to the existence or extent of any such right, estate, or interest, and to vary, alter, or amend any Acts of Parliament (general or local) which it may be requisite to vary, alter, or amend with reference to the matters aforesaid, and especially with regard to the application of moneys paid by way of compensation as to the calling of meetings of persons interested in such moneys, or to adopt in whole or in part the machinery provided by those Acts or any of them with suitable modifications; and to provide that all claims not made within a time to be limited by the Bill shall be absolutely barred and excluded and held to be invalid; and to make all such other provisions with reference to the Common and the several matters aforesaid; and the extinguishment of all rights of way and common and all commonable rights (if any) or other rights

as aforesaid, and all other public and private rights over the Common as may be deemed expedient, or as the Bill may prescribe, or as Parliament may determine.

4. To authorise the District Council, by agreement with the lord of the manor of Cadoxton-juxta-Barry, to acquire the Common, or some part or parts thereof respectively, and the rights of the said lord in and over the same, and to authorise agreements between the District Council and the said lord and the freeholders and commoners of the said manor, or any of them, for the release by the latter of their rights over the Common, or for the retention by them of any rights as the case may be or require, and to confirm any agreements which have been made, or which may be made, touching the matters aforesaid, and to confer other powers; and to make such provisions with respect to the said manor and rights and agreements, and the other matters before-mentioned, as the Bill will provide.

5. To enable the District Council to sell, exchange, let, or otherwise dispose of any part or parts of the Common when purchased or acquired by them under the intended Act, and to apply the moneys produced thereby in or towards any of the objects of the intended Act; or in aid of the district fund or general district rates as the District Council shall think fit, and to grant, waive, or reserve out of any purchase or sale, as the case may be, any minerals or other matters and things whatsoever, or any rights in respect of the same, and so far as necessary to alter, amend, extend, and enlarge the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands, and to make such other provisions with reference to the matters aforesaid, as the Bill may provide.

6. To enable the District Council and any Company, Corporation, or person to enter into and carry into effect contracts and agreements with respect to any such sale, grant, conveyance, disposition or lease of the Common, or any part or parts thereof, and to confirm any contract or agreement which has been or may be made relative to the matters aforesaid, and to make such other provisions touching those matters as the Bill may provide.

7. To apply with or without modification to the Common as aforesaid, or some part or parts thereof, all or some of the powers and provisions of The Commons Act, 1876, and the Inclosure Acts, 1845 to 1882, and particularly the powers and provisions of those Acts relating to recreation grounds, or to make other provisions in lieu thereof, and such other provisions relative to the matters aforesaid, as the Bill will define.

8. To authorise the District Council to lay out and maintain the Common, or some part or parts thereof, as a public park or recreation ground, and to make and maintain all necessary or proper roads, paths, approaches, works, buildings, and conveniences connected therewith, and to provide for the enclosure or appropriation of any part or parts of the Common, either before or after it shall have been laid out as a public park or recreation ground for any special or particular games, or grazing or other purposes, and to empower the District Council to let the same for such purposes at such rents and payments and under such conditions as they may from time to time think fit.

9. To enable the District Council to make and enforce bye-laws and regulations in relation

to the management of any public parks, recreation grounds, or other open spaces within the district, and the orderly conduct of persons frequenting the same, and particularly with reference to the following matters: The appointment of keepers, days and hours of closing, the regulating and controlling of the holding of public meetings, games, music, refreshments, dogs, vehicles and horses, traffic, and other matters.

10. To provide out of the general district fund, or district rate, or any money in the hands of the District Council, for the payment of compensation money and expenses of execution of this part of the intended Act, and for the application of any money to be received by the District Council under this part of the intended Act.

11. To provide for the payment or transfer to the District Council of any purchase money, or compensation money or funds, as may from time to time have accrued or may accrue or be derived from or in respect of any part of the Common already taken by the Barry Railway Company, or which that company are empowered to take under any of their Acts, or which may have been taken by the Barry United District School Board, or that Board is empowered to take, and especially a sum of £405 paid by the Barry Railway Company in or about the year 1888, in respect of part of Cadoxton Common taken by that company with all accumulations and interest thereon, and to enable the District Council to give a good discharge for the same, and, if need be, to require the said Railway Company, Board, or other person in whose name the same is standing to pay and transfer such money or funds to the District Council or in such way as the Bill will provide.

12. To provide for the application of such last-mentioned purchase money or funds in the purchase of additional lands for the purpose of a public park or open spaces, or in the improvement of the Common, or in one or more of the ways mentioned in Section 2 of The Commonable Rights Compensation Act, 1882, or in or towards any public institution, or other object or purpose, for the benefit of the persons interested in the said commonable rights or the inhabitants of the district, or in such manner as may be determined by resolution to be passed by the persons interested in the Common in the manner prescribed by such last-mentioned Act, and for any of those purposes to adopt the whole or in part the machinery provided by that Act, with such modifications as may be suitable.

13. To extend the limits of the District Council, as defined in The Barry and Cadoxton Local Board (Gas and Water) Act, 1893 (hereinafter called "The Act of 1893"), for the supply of gas and water so as to include for the supply of gas the whole of the parish of St. Andrew's Major, in the county of Glamorgan, and for the supply of water so much of the said parish of St. Andrew's Major as lies on the western side of Dinas Powis Brook, and as is not included in the limits of supply of water of the Corporation of Cardiff, and to enable the District Council within and throughout such extended limits to have and exercise all the powers, rights, privileges, and authorities conferred upon them by the Act of 1893, whether with reference to the supply of gas and water, the levying and recovery of rates and charges for and in relation to such supply, or otherwise howsoever.

14. To authorise the District Council to make and maintain the works hereinafter described or some or one of them to be wholly situate in the parish of St. Andrew's Major in the county of Glamorgan, that is to say:—

(a) A conduit, adit, or line of pipes No. 1, to commence from and out of the existing pumping works and well of the District Council on Biglis Moors, and to terminate in that portion of Dinas Powis Moor numbered 702 on the  $\frac{1}{2500}$  scale Ordnance map of that parish, and distant  $2\frac{1}{2}$  chains or thereabouts from the north-west corner of the field or inclosure numbered 707 on the said Ordnance map.

(b) A well, shaft, or boring to be situate in that part of Dinas Powis Moor numbered 702 on the  $\frac{1}{2500}$  scale Ordnance map of that parish and distant  $2\frac{1}{2}$  chains or thereabouts from the north-west corner of a field numbered 707 on the said Ordnance map.

(c) A conduit, adit, or line of pipes No. 2 to commence from or out of the well, shaft, or boring (Work B) before described, and to terminate in and near the northern corner of that part of Cog Moor, numbered 710 on the  $\frac{1}{2500}$  scale Ordnance map of the said parish.

(d) A road to commence at and from the existing pumping works and well of the District Council, before described, and to terminate by a junction with the new road of the Llandaff and Dinas Powis Rural District Council leading from Eastbrook to Cadoxton, at a point one chain or thereabouts south of the north-west corner of a field numbered 707 on the  $\frac{1}{2500}$  scale Ordnance map of the aforesaid parish, together with all necessary and proper embankments, dams, walls, sluices, weirs, outlets, overflows, washouts, bridges, roads, approaches, wells, pumps, engines, boilers, tanks, basins, gauges, filter beds, discharge pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, drains, mains, pipes, junctions, valves, telegraphs, telephones, and other means of electric communication, engines, apparatus, houses, buildings, and conveniences connected with or auxiliary to the intended works, or any of them, or necessary for inspecting, maintaining, repairing, cleansing, managing, working, and using the same.

15. To enable the District Council to hold any lands to be acquired by them under the powers of the intended Act, free from the provisions of the Lands Clauses Acts with regard to the sale of superfluous lands for the protection of the water and waterworks against pollution, nuisances, encroachment, or injury.

16. To enable the District Council to stop up and discontinue the public footpath passing through the inclosure No. 702 on the  $\frac{1}{2500}$  scale Ordnance map of the said parish of St. Andrew's Major, and to vest in the District Council for the purpose of their water undertaking the site and soil of the said footpath so far as it may intersect and lie within the lands to be acquired by the District Council under the powers of the intended Act.

17. To confer on the District Council all or some of the powers hereinafter mentioned:—

(a) To deviate from the lines and levels of the intended works to any extent defined by the Bill, or prescribed by Parliament.

(b) To purchase and acquire by compulsion or agreement, and to take grants of easements over any lands, houses, and other

hereditaments and property requisite or desirable for the purposes of the intended works or any of them or any part or parts thereof respectively or for the purposes of their water undertaking.

(c) To take, collect, divert, impound, appropriate, and use all such springs and waters as can be diverted and abstracted, or as will or may be intercepted by the proposed works, or which may be found in or under any of the lands for the time being belonging to the District Council, or in respect of which they may acquire any easements or rights.

(d) To lay down, construct, maintain, take up, alter and repair mains, pipes, apparatus, culverts, conduits, sluices, drains, and other works in, through, under, over, across, and along, and to cross, break up, open, alter, divert, stop up, or otherwise interfere, with (either temporarily or permanently) any public or other roads, highways, footways, streets, public places, bridges, works, pipes, sewers, drains, rivers, streams, brooks and water-courses, in any of the parishes, townships, and places mentioned in this notice, so far as may be necessary or convenient for all or any of the purposes of the Bill.

(e) To empower the District Council, for the general purposes of their gas and water undertakings, and for the general purposes connected with the supply of gas and water other than the manufacture of gas or conversion of residual products, to purchase by agreement, or take on lease, and hold lands, houses, tenements, and hereditaments, and easements, rights of way or other rights, in, over, or affecting lands and houses within the limits of supply of gas and water, and to sell, lease, or otherwise dispose of any lands and houses for the time being belonging to them and not required for the purposes of the gas and water undertakings.

18. To define for the purposes of the Bill and of the Public Health Acts as applicable to the district the expression "New Buildings," and to make better provision with regard to streets and buildings within the district, and particularly in the following respects, that is to say:—Limitation of time during which the District Council's approval of plan of streets and buildings shall operate, power to vary position or direction of new streets, to make provision with regard to intersecting streets, to define future line of streets, and to regulate streets and the elevation of new buildings to be erected thereon and compensation to owners in respect thereof, fencing off of gardens, forecourts, &c., fencing of vacant lands and dangerous places; formation of street before the erection of new buildings, repair and enclosure of dangerous places, for preventing the washing of soil and sand on streets from adjoining lands, and lopping of trees and shrubs overhanging streets, height of buildings, dangerous structures and projections in streets and prevention and removal of same, restrictions as to the deposit of building materials and excavations in streets, and with respect to the erection of temporary or movable buildings or structures, the furnishing of plans, sections, and specifications, and the granting of licences and the removal of such buildings or structures, and to exempt certain other buildings or structures from the operation of the foregoing provisions; power to charge for the removal of rubbish from ashpits,

height of chimneys, prohibition of cellars in parts liable to floods, undertakings given to or by the District Council to bind successive owners, alterations to old buildings, power to regulate the level of the ground floor of new buildings, and the construction of cellars and cellar floors, open spaces about buildings, as to urgent repairs to private streets, indecent shows, &c.; power to provide lavatories, covered shelters, and public drinking fountains and waterings for cattle, &c., penalty on occupiers preventing the carrying out of requirements of the District Council, and other provisions in relation to the matters aforesaid.

19. To make provisions with regard to the prohibition of blowing and stuffing of carcasses, and sending of diseased food for sale, and penalty on original vendor; power to apply the smoke and other tests to drains, extending the definition of nuisances, regulation as to cisterns and water supply to closets, filling up of cess-pools, the providing of urinals to refreshment houses, and other provisions in regard to the matters aforesaid.

20. To make further and better provision for the prevention of infectious diseases both within and beyond the district, and particularly with regard to the following matters: Dairy men to furnish list of customers and sources of milk supply in certain cases, to notify infectious diseases amongst their servants, inspection of dairies, &c., without district, infected persons not to carry on certain businesses, removal of infected persons not properly isolated, laundry keepers to supply list of owners of clothes, to empower the District Council to supply nurses, to prevent the spread of infection by means of books in public libraries, and to make compensation in certain cases.

21. To prohibit sky-signs, to restrict, license, or regulate advertising hoardings, advertising vehicles, and to make other provision in regard to street advertisements.

22. To make better provision with regard to the registration, control, management, and supervision of common lodging-houses, for imposing penalties in respect of lodging-houses not duly registered; to empower the District Council to refuse to register any person as a common lodging-house keeper unless satisfied of his character and fitness; power to cancel the registration of a common lodging-house on the keeper thereof being convicted of certain offences, and in other respects to alter and amend the law relating to common lodging-houses and the keepers thereof within the district.

24. To extend the powers of the District Council in regard to recreation grounds, to empower them to set apart portions of any recreation ground for games, to pay or contribute towards the payment of a band of music, to authorise enclosures and payment for admission thereto, and to authorise regulations in regard to the time and place of the playing of the band and admission to enclosures, and to empower the District Council to provide chairs and seats in streets and recreation grounds, and to provide that recreation grounds shall be deemed streets for police purposes.

25. To give further powers to the District Council for regulating the user of the sand and seashore within the district or adjacent thereto, and the conduct of persons using the same and for regulating bathing, and for protecting bathers, and for preserving decency and order therein, to prohibit or regulate the erection or placing of booths, tents, sheds, stands, and stalls

(fixed or movable), and the holding of shows, exhibitions, and games, and touting, singing, or playing of musical instruments, preaching, lecturing, and making speeches, and the hawking, crying, selling, or exposing for sale of any article and thing on the beach, foreshore, and sands within the district, and to authorise the District Council to grant and charge for licences for any of the before-mentioned purposes. To declare that the sands and seashore within the district shall be deemed a street for the purposes of Police and the Vagrancy Acts.

26. To empower the District Council to borrow money for all or any of the purposes of the intended Act, and to charge the same on the district fund general district rate, or other local rates, and the estates, undertakings, rates, rents, revenues and other property of the District Council or on any of such securities, and to authorise the granting and issue of mortgages, debentures, debenture stock and annuities in respect thereof, and to authorise the District Council to apply any of the funds or any money borrowed or authorised to be borrowed under any former Acts to all or any of the purposes of the intended Act, to empower the District Council to make up deficiencies out of the general district rate and to provide for the expense of carrying the Act into execution.

27. To empower the District Council to make bye-laws for the licensing of plumbers for gas and water purposes.

28. To empower the District Council to contribute towards the expenses of the erection or enlarging of any hospital, infirmary, or dispensary in the district, such sum as they may think fit towards the expense of reception and maintenance therein of inhabitants of the district, and enter into agreements with the governing body of any such hospital, infirmary, or dispensary in relation to the matters aforesaid.

29. To require street musicians to depart when requested, to prohibit the assembling of persons in streets for betting purposes, to prohibit obstruction in streets and annoyances of passengers, to make bye-laws as to steam whistles, regulation of shows, caravans, &c., to prescribe routes of processions during Divine service, and times and routes for driving cattle, and to extend the Vagrancy Act, 1824, to unfenced ground adjoining any street, to impose penalties on occupiers refusing to give names of owners, and in other respects to make further and better provision in regard to the good order and local government of the district.

30. To empower the District Council to levy tolls, rates, and charges for any of the objects of the intended Act; to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges; to authorise the levying of rates by instalments, and to make other provisions in regard to the making and collection of rates, and gas and water rates, rents, and charges.

31. To provide for the recovery and application of penalties, the laying and making of informations and complaints, and the authentication and service of notices and other documents.

32. To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect any of the objects of the intended Act, and to confer other rights and privileges.

33. To empower the District Council to impose penalties for breach or non-compliance

with the provisions of the intended Act, to make and enforce bye-laws in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of such bye-laws, and to extend the powers of the District Council in regard to the bye-laws under the Public Health Acts.

34. To incorporate and apply, with or without amendment, or render inapplicable, all or some of the provisions of the following public Acts: The Public Health Acts, the Lands Clauses Acts, the Gas Works Clauses Act 1847, the Gas Works Clauses Act 1871, the Water Works Clauses Acts 1847 and 1863, the Inclosure Acts 1845 to 1882, the Town Police Clauses Act 1847, the Towns Improvement Clauses Act 1847, the Local Loans Act 1875, the Local Government Act 1888, the Local Government Act 1894, the Sale of Food and Drugs Act 1875, and all Acts amending those Acts respectively, so far as may be necessary for effecting the objects of the Bill.

35. To repeal, alter, amend, extend, and enlarge, so far as may be necessary or expedient, all or some of the provisions of the Barry and Cadroxton Local Board (Gas and Water) Act, 1893, and all other Acts relating to the District Council or their gas and water undertaking.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill showing the lines and levels thereof, and the lands, houses, and property in or through which they will be made, and plans showing also the lands, houses, and property intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and property, and a copy of this Notice 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 book of reference as relates to each parish or extra parochial place, in or through which any of the works above described will be made, or pass, or in which any lands, houses, or other property intended to be taken compulsorily are situate, and a copy of this Notice as published in the London Gazette will be deposited for public inspection in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish, for which a Parish Council has been elected, also with the clerk (if any) of the Parish Council of each such parish, and if in any such parish there be no clerk of such Council, then with the chairman of that Council at his residence.

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

Dated this 13th day of November, 1895.

J. ARTHUR HUGHES, Solicitor, Barry.

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

In Parliament—Session 1896.

South Eastern Railway.

(Widenings of Existing Railways in County of London; Stopping-up of Level Crossing and Power to make New Footpaths at New Hythe, in County of Kent; Underpinning; Compulsory Purchase of Lands for Works in County of London, and of Additional Lands in Counties of Surrey and Kent; Power to take Part only of certain Properties; Extension of Time for Completion of Works and Purchase of Lands; Power to Bexley Heath Railway Company to Increase Capital; Amendment of Regulation of Railways Act, 1868, with reference to Railways of Chipstead Valley Railway Company, and Powers to Board of Trade in reference thereto; Application of Funds; Incorporation and Amendment of Acts; and other purposes.)

**A** PPLICATION is intended to be made to Parliament in the ensuing Session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To authorise the Company to make and maintain the railway widenings hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

In the county of London:

- (1) Widening (No. 1), commencing in the parish of St. Mary, Lambeth, by a junction with the Company's branch railway into the London and South Western Railway Company's Waterloo Station at the eastern side of Waterloo-road or thereabouts, passing through the said parish on the southern side of the Charing Cross Railway and into the parish of Christchurch, Southwark, and terminating by a junction with the said Charing Cross Railway at or about the eastern side of Gambia-street.
- (2) Widening (No. 2), wholly in the parish of St. Mary, Lambeth, on the northern side of the Charing Cross Railway, commencing at a point where the said railway crosses the northern side of Alaska-street 28 yards or thereabouts measured in an easterly direction from the eastern side of Waterloo-road along Alaska-street aforesaid, and terminating by a junction with the said Charing Cross Railway at a point 32 yards or thereabouts eastwards of the eastern side of Cornwall-road measured along the said railway.
- (3) Widening (No. 3), commencing in the parish of Christchurch, Southwark, by a junction with the Charing Cross Railway at or about the eastern face of the bridge which carries the London, Chatham, and Dover Railway over the Charing Cross Railway, passing along the northern side of the said railway, through the said parish, and terminating in the parish of St. Saviour, Southwark, by a junction with the Charing Cross Railway at a point 47 yards or thereabouts from the eastern side of Gravel-lane measured along the said railway.
- (4) Widening (No. 4), commencing in the parish of Christchurch, Southwark, by a junction with the said Charing Cross Railway at or about the eastern face of the bridge carrying the London, Chatham, and Dover Railway over the said Charing Cross Railway, passing through the said parish on the southern side of the said railway, and terminating in the parish of St. Saviour, Southwark, by a junction with the said Charing Cross Railway at a point

48 yards or thereabouts eastward of the Cannon-street west junction measured along the said railway at Southwark-street.

- (5) Widening (No. 5), commencing in the parish of St. Mary, Rotherhithe, by a junction with the London and Greenwich Railway at a point 158 yards or thereabouts westwards of Rotherhithe New-road, measured from the western side thereof along the said railway, passing eastward along the northern side of the said railway through the said parish, and terminating in the parish of St. Paul, Deptford, by a junction with the London and Greenwich Railway at a point 71 yards or thereabouts westwards of Rolt-street measured from the western side thereof along the said railway.

To provide that the widenings hereinbefore described shall for all purposes, including the levying of tolls, rates, and charges, be deemed to form part of the Company's railways and undertaking.

To enable the Company in the parish of East Malling, in the county of Kent, to stop up, and discontinue, and extinguish all rights of way over the Company's footpath level crossing at New Hythe, situate 54 yards or thereabouts south of the public road leading from East Malling to New Hythe, and to vest the site and soil of the said level crossing when stopped up in the Company, and to authorise the Company in lieu thereof to construct a footpath on each side of and adjoining the Company's railway between the level crossing and the public road respectively aforesaid.

To empower the Company to deviate in the construction of the said widenings and works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and sections, or as may be prescribed by the Bill.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended widenings and works connected therewith, and which houses and buildings may not be required to be taken for the purposes thereof.

To empower the Company to cross, divert, alter, and stop up, whether temporarily or permanently, all such public carriage and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, rivers, streams, bridges, railways, tramways, and subways within the parishes and places aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill, and to alter and interfere with telegraph, telephone, electric, pneumatic, and other wires, mains, tubes, pipes, and apparatus.

To authorise the Company to purchase and take by compulsion or agreement, and to hold land, houses, tenements, and hereditaments in the parishes and places hereinbefore mentioned for the purposes of the intended widenings, new footpaths, and other works, and for the purposes of widening, enlarging, extending, and improving their railways and station and siding accommodation, and for roads and approaches, and for other purposes of their undertaking, and also to acquire by compulsion or otherwise, and to hold for the purposes aforesaid, or any of them, 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 in, over, or affecting any such lands and buildings (that is to say):—

In the county of Surrey:

(1) Lands in the parish of Sheire, abutting on the northern side of the railway, and being parts of the fields numbered respectively on the Ordnance map of the said parish 302, 126, and 154.

In the county of Kent:

(2) Lands and houses in the parish and township of Folkestone, abutting upon the southern boundary of the Company's railway at Folkestone Central Station, and thence extending in part to the Shorncliffe-road on the northern side thereof, at a point immediately adjoining the east side of the house known as "Hillside," in the said Shorncliffe-road.

To empower the Company to take so much only of any property (in which expression is included houses, buildings, and manufactories) which may be described in the Bill as they may require for the purposes of the intended Act without becoming subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take the whole of such property.

To extend the respective periods now limited for the compulsory purchase of the lands required for, and for the completion of the Folkestone Harbour Works, in the county of Kent, described in and authorised by Section 7 of the South Eastern Railway (Various Powers) Act, 1885.

To extend the respective periods now limited for the completion of the works hereinafter mentioned (that is to say):—

In the county of Kent:

(1) The Port Victoria Docks and Works described in and authorised by Section 8 of the South Eastern Railway Act, 1889.

(2) The jetty in the parish of Lydd described in and authorised by Section 4, Sub-section (4) of the Lydd Railway (Extensions) Act, 1882.

To extend the period now limited for the compulsory purchase of the additional lands in the occupation of Messrs. Hammer and Company, situate in the parish of St. Mary Magdalene, Bermondsey, in the county of London, authorised by Section 6, Sub-section (6) of the South Eastern Railway Act, 1891.

To authorise the Bexley Heath Railway Company to raise additional capital by the creation and issue of shares or stock and by borrowing, and by the creation and issue of debenture stock, or by either of those means, and to attach to the additional capital so raised, such priority or preference as may be deemed desirable or expedient or as may be provided by the Bill.

To alter or amend as the Bill may provide, all or some of the provisions of Part V of the Regulation of Railways Act, 1868, and to make the said provisions as so amended applicable to the railways or some or one of them authorised by the Chipstead Valley Railway Act, 1893, and to confer such power upon the Board of Trade in that behalf as the Bill may prescribe or Parliament may think fit, and the Bill will or may alter and amend any license granted by the Board of Trade to the Chipstead Valley Railway Company.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorise the Company to apply to all or any of the purposes of the intended Act any

capital or funds now belonging to them, or which they are authorised to raise under any previous Act or Acts.

To amend, extend, vary, and if need be repeal and enlarge some of the powers and provisions of (in addition to the Acts hereinbefore specified and named) the several local and personal Acts following, namely:—The Act 6 Will. IV, cap. 75, and all other Acts relating to the Company; the Bexley Heath Railway Act, 1883, and all other Acts relating to the Bexley Heath Railway Company; the Chipstead Valley Railway Act, 1893, and all other Acts relating to the Chipstead Valley Railway Company.

And notice is hereby given that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and 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 regards 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 that county; as regards lands and works in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone, in that county, and as regards lands in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington Causeway, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes 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, published as aforesaid, will be deposited for public inspection as follows: As relates to the parish of St. Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington Green, in that parish; as relates to the parish of Christchurch, Southwark, with the Clerk of the District Board of Works for the District of St. Saviour's, Southwark, at his office at No. 3, Emerson-street, Bankside; as relates to the parish of St. Saviour, Southwark, with the clerk of the District Board of Works for the district of St. Saviour, Southwark, aforesaid; as relates to the parish of St. Mary, Rotherhithe, with the vestry clerk of that parish, at his office at the Public Baths, Deptford Lower-road, Rotherhithe; as relates to the parish of St. Paul, Deptford, with the clerk to the Greenwich District Board of Works, at his office at No. 141, Greenwich-road, Greenwich; and as relates to the several other parishes mentioned in this Notice, with the parish clerk of each such parish, at his residence, and where a parish council has been elected, with the clerk of such parish council, at his residence, or if there is no clerk, with the chairman of such parish council, at his residence; and as regards any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1895.

Dated this 16th day of November, 1895.

W. R. STEVENS and A. WILLIS, 22, Abingdon-street, S.W., Solicitors for the Bill.

R. W. COOPER and SONS, 5, Victoria-street, S.W., Parliamentary Agents.

In Parliament—Session 1896.

New River Company.

(New Wells, Pumping Stations, Aqueducts, and Lines of Pipes in Counties of Hertford, Middlesex, and London; Storage Reservoir and Diversion of Watercourse, in Parish of Enfield; New Subsiding Reservoir in Parish of Southgate; Enlargement of existing Subsiding Reservoir in Parish of Wood Green; Filter Beds and Pumping Station in Parish of St. Mary, Stoke Newington; Enlargement of existing Service Reservoir in Parish of St. John, Hampstead; Widening of New River, and Alterations of Bridges over same in Counties of Hertford and Middlesex; Discontinuance of Part of Waterway of New River in Parishes of Enfield and Edmonton; Appropriation of and dealing with Site thereof; Power to purchase additional Lands in Counties of Hertford and Middlesex; Commonable Lands; Incorporation of certain Provisions of the Railways Clauses Consolidation Act, 1845; Purchase of Lands by Compulsion or Agreement; Extension of Provisions of Section 12 of Waterworks Clauses Act, 1847, to Additional Lands; Opening, Stopping-up, &c., of Roads, &c.; Agreement with Sanitary Authorities, Public Bodies, &c.; Sale of Superfluous Lands; Exemption from Provisions of Lands Clauses Consolidation Act, 1845, with respect to the Sale of Superfluous Lands; Application of Funds; Further Money Powers; 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 Governor and Company of the New River brought from Chadwell and Amwell to London, commonly called the New River Company (hereinafter called "the Company"), for leave to bring in a Bill for the purposes or some of the purposes following (that is to say):—

1. To empower the Company to make and maintain the waterworks and other works hereinafter described, or some or one of them, or some part or parts thereof respectively, that is to say:—

(a) A well and pumping station ("the Mardock well and pumping station"), in the parish of Ware Rural, in the county of Hertford, upon land being the properties numbered 531 and 532, and parts of the properties numbered 533, 552, and 554 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping station will be situate 30 yards or thereabouts eastward from the south-eastern corner of the property numbered 532 on the said Ordnance map.

(b) A well and pumping station ("the West Mill Farm well and pumping station"), in the parish of Ware Rural aforesaid, upon land being the property numbered 1, and part of the property numbered 2, on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping station will be situate 100 yards or thereabouts, measured north-eastwardly from the north-eastern corner of the property numbered 1 on the said Ordnance map.

(c) A well and pumping station ("the Stapleford well and pumping station"), in the parish of Stapleford, in the county of Hertford, upon land being the property numbered 83 and parts of the properties numbered 125 and 126 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping

station will be situate 60 yards or thereabouts north-eastwardly from the south-eastern corner of the property numbered 83 on the said Ordnance map.

(d) A well and pumping station ("the Tewin well and pumping station"), in the parish of Tewin, in the county of Hertford, upon land being the properties numbered 316 and 324A, and parts of the property numbered 322 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping station will be situate 150 yards or thereabouts eastward from the south-western corner of the property numbered 316 on the said Ordnance map.

(e) A well and pumping station ("the Essendon well and pumping station"), in the parish of Essendon, in the county of Hertford, upon a piece of land forming the property numbered 50 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping station will be situate at or near a point 150 yards or thereabouts north-westward from the south-eastern corner of the said property numbered 50 on the said Ordnance map.

(f) A well and pumping station ("the Blakefield well and pumping station"), in the parish of St. John Rural, in the county of Hertford, upon land forming the property numbered 124 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which well and pumping station will be situate 100 yards or thereabouts south-eastward from the north-western corner of the said property numbered 124.

(g) An aqueduct or line or lines of pipes (No. 1), commencing in the parish of Ware Rural, at or near the north-western side of the Ware, Hadham, and Buntingford branch of the Great Eastern Railway, at a point 16 chains or thereabouts north-eastward from the booking office of the Mardock Railway Station, and terminating in the parish of Great Amwell in the New River, at a point  $8\frac{1}{2}$  chains or thereabouts, measuring along the river bank in a south-easterly direction from the footbridge over the river at Amwell Pond.

The aqueduct or line or lines of pipes (No. 1) will be made or pass from, in, through, or into the parishes of Ware Rural, Stanstead Abbots, and Great Amwell, all in the county of Hertford, or some or one of them.

(h) An aqueduct or line or lines of pipes (No. 2), commencing in the parish of Ware Rural, at or near the northern side of the Ware Park Mill Stream at a point  $1\frac{1}{2}$  chains or thereabouts eastward from the junction of the said mill stream with the River Rib, and terminating in the parish of St. John Urban, at or near the north-western side of the Lea Navigation Cut, at a point 10 chains or thereabouts north-eastward from the lower gates of Hertford Lock.

The aqueduct or line or lines of pipes (No. 2) will be made or pass from, in, through, or into the parishes of Ware Rural, Bengoe Urban, and St. John Urban, all in the county of Hertford, or some or one of them.

(i) An aqueduct or line or lines of pipes (No. 3), commencing in the parish of Stapleford, at or near the eastern side of the road leading from Stapleford to Hertford, at a point 11 chains or thereabouts southward from the junction of that road with

the road leading from that road to St. Mary's Church, and terminating in the parish of St. John Urban aforesaid, at the western side of the New River, at a point 11½ chains or thereabouts in a southward direction from the southern side of the building known as the Old Balance Engine House.

The aqueduct or line or lines of pipes (No. 3) will be made or pass from, in, through, or into the parishes of Stapleford, Bengoe Rural, Bramfield, St. Andrew Rural, St. Andrew Urban, and St. John Urban, all in the county of Hertford; or some or one of them.

(k) An aqueduct or line or lines of pipes (No. 4), commencing in the parish of Tewin, in the county of Hertford, at or near the northern side of the road leading from Welwyn to Hertford, at a point 5 chains or thereabouts eastward from the junction of that road with the road leading from the Welwyn road to Tewin Mill, and terminating in the parish of St. Andrew Rural, in the same county, at or near the junction of the road leading from Welwyn to Hertford, with the road leading from Stapleford to Hertford.

(l) An aqueduct or line or lines of pipes (No. 5), commencing in the parish of Essendon aforesaid, at or near the northern side of the road leading from Essendon Mill to Hertford, at a point 48 chains or thereabouts eastward from the junction with that road opposite Mill Green cottages, of the road leading to and past Holwell Farm and terminating in the parish of St. John Urban, at or near the south-western side of the New River, at a point 5 chains or thereabouts southward from the southern side of the bridge carrying the Hertford branch of the Great Eastern Railway over the New River.

The aqueduct or line or lines of pipes (No. 5) will be made or pass, from, in, through, or into the parishes, townships, and places following, or some of them, Essendon, Little Berkhamstead, Bayford, Brickendon Rural, Brickendon Urban, All Saints, St. Andrew Urban, and St. John Urban, all in the county of Hertford.

(m) An aqueduct or line or lines of pipes (No. 6), commencing in the parish of Brickendon Urban aforesaid, by a junction with the intended aqueduct or line or lines of pipes (No. 5) in the road leading from Bayfordbury to Hertford at a point 8½ chains or thereabouts south-westward from the western side of the house known as Westfield, and terminating in the parish of St. Andrew Urban aforesaid, by a junction with the intended aqueduct or line or lines of pipes (No. 3) at or near the junction of North-crescent and the Hertingfordbury-road with St. Andrew's-street.

(n) An aqueduct or line or lines of pipes (No. 7), commencing in the parish of St. Andrew Urban aforesaid, by a junction with the intended aqueduct or line or lines of pipes (No. 3), at or near the western side of Old Cross, Hertford, and terminating in the parish or township of Brickendon Urban or All Saints, in the county of Hertford, by a junction with the intended aqueduct or line or lines of pipes (No. 5), at a point 1½ chains or thereabouts westward from the north-western corner of Bell-lane.

(o) An aqueduct or line or lines of pipes (No. 8), commencing in the parish of St. John Rural aforesaid, at the southern side of the road leading from Monks Green to Hertford, at a point 1 chain or thereabouts eastward from the eastern corner of Blakefield Farmhouse, and terminating in the parish of Hoddesdon Urban, in the county of Hertford, at or near Lynch Mill-bridge, over the New River.

The aqueduct or line or lines of pipes (No. 8) will be made or pass from, in, through, or into the parishes of St. John Rural, Hoddesdon Rural, and Hoddesdon Urban, all in the county of Hertford.

(p) A storage reservoir ("the Enfield Chase Reservoir") in the parish of Enfield, in the county of Middlesex, to be formed by the construction of an embankment, to commence on or near the eastern side of the field numbered 818 on the 2500 Ordnance map of the said parish, and to terminate at or near the centre of the northern side of the field numbered 1,143 on the said Ordnance Map, and which intended reservoir will extend from the said embankment to a point in the northern boundary of the field numbered 529 on the said Ordnance map, about 4½ chains or thereabouts from the north-west corner of that field, together with a diversion, wholly in the parish of Enfield aforesaid, of the watercourse passing through the proposed site of the aforesaid Enfield Chase Reservoir, commencing at a point on the said watercourse near the north-western corner of the field marked 531 on the 2500 Ordnance map of the said parish of Enfield, and terminating at a point on the said watercourse 1 chain or thereabouts southward from the northern side of the field numbered 1,140 on the aforesaid Ordnance map.

(q) An aqueduct or line or lines of pipes (No. 9), wholly in the parish of Enfield, aforesaid, commencing in the intended Enfield Chase Reservoir above-described at or near the north-western corner of the field numbered 825 on the 2500 Ordnance map of that parish, and terminating at or about the centre of the south side of the field numbered 819 on the said Ordnance map.

(r) An aqueduct or line or lines of pipes (No. 10), commencing in the parish of Enfield aforesaid, at or near the termination as above described of the intended aqueduct or line or lines of pipes (No. 9) above described, passing into and through the parishes of Southgate and Edmonton, in the county of Middlesex, and terminating in the parish of Southgate, in the county of Middlesex, at a point in or near the southern side of Highfield-row, about 8½ chains eastward from the bridge over the New River in Highfield-row; together with bridges or arches for carrying the said aqueduct or line or lines of pipes (No. 10) over the brooks known as Leeging Beech Gutter, Merry Hills Brook, and Hounsden Gutter, and the banks thereof respectively.

(s) A subsiding reservoir ("Highfield Reservoir") with filter beds and a pumping station, at Highfield, to be situate in the parish of Southgate, in the county of Middlesex, between Highfield-row and Hedge-lane, upon lands and properties

- numbered 571, 572, 572A, 573, 580, 581, 582, 583, 584, 587, 591, 593, 1209, and 1210 on the  $\frac{1}{2500}$  Ordnance map of the said parish.
- (f) The enlargement of an existing subsiding reservoir of the Company, by extending the same in a westerly direction for a distance of 13 chains or thereabouts together with filter beds, in the parish of Wood Green, in the county of Middlesex, upon the properties numbered 418, 419, 420, and 421 on the  $\frac{1}{2500}$  Ordnance map of the parish of Tottenham.
- (u) Filter beds and a pumping station, in the parish of St. Mary, Stoke Newington, in the county of London, upon land already belonging to the Company, and numbered 22, 23, 49, and 50 on the  $\frac{1}{2500}$  Ordnance map of the said parish.
- (v) The enlargement of an existing service reservoir belonging to the Company on the west side of the Grove, by extending the same in a south-westerly direction for a distance of  $1\frac{1}{2}$  chains or thereabouts, in the parish of St. John, Hampstead, in the county of London.
- (w) An aqueduct or line or lines of pipes (No. 11), to form an auxiliary to the existing channel of the New River, wholly in the parish of Hoddesdon Urban, in the county of Hertford, commencing in the New River at a point  $2\frac{1}{2}$  chains or thereabouts eastward from the northern side of the bridge over the New River, adjoining the Company's Hoddesdon pumping station, and terminating in the New River at a point 4 chains or thereabouts south-eastward from the southern corner of the same pumping station.
- (x) An aqueduct or line or lines of pipes (No. 12), to form an auxiliary to the existing channel of the New River, wholly in the township of Cheshunt Street, in the parish of Cheshunt, in the county of Hertford, commencing in the New River at a point 7 chains or thereabouts, measuring southward along the river bank from the end of the footpath leading from the river bank to Brookfield Farm, and terminating in the New River at a point 5 chains or thereabouts eastward from the eastern corner of the bridge over the New River at Brookfield-lane.
- (y) An aqueduct or line or lines of pipes (No. 13), to form an auxiliary to the existing channel of the New River, wholly in the parish of Enfield, in the county of Middlesex, to commence in the New River at a point  $3\frac{1}{2}$  chains or thereabouts northward from the footpath leading from Forty Hill to Turkey-street (northward of Maidens Brook), and to terminate in the New River at a point 4 chains or thereabouts southward from the footpath leading from Forty Hill to Turkey-street (southward of Maidens Brook).
- (z) An aqueduct or line or lines of pipes (No. 14), to form an auxiliary to the existing channel of the New River, commencing in the parish of Enfield aforesaid, in the New River, in Southbury-road, at a point half a chain or thereabouts westward from the junction of Burleigh-road with Southbury-road, and terminating in the parish of Edmonton aforesaid, in the New River, at a point  $9\frac{1}{2}$  chains or thereabouts, measuring along the bank of the river from the eastern corner of the bridge over the New River at London-road.
- (aa) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying the Hertford Branch of the Great Eastern Railway over the New River, in the parishes of St. John Urban and Ware Urban, both in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 2 feet or thereabouts on the western side thereof, and 2 feet or thereabouts on the eastern side thereof.
- (bb) A widening of the New River on both sides thereof for a distance of about half a chain eastward and half a chain westward from the bridge carrying the public road leading from Ware Station to Hertford over the New River, and known as Amwell End Bridge, in the parish of Ware Urban, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 6 feet or thereabouts on the northern side thereof, and 6 feet or thereabouts on the southern side thereof.
- (cc) A widening of the New River on both sides thereof for a distance of about half a chain north-westward and half a chain south-eastward from the bridge carrying an occupation road and a public footpath over the New River between Ware Railway Station and the Hertford-road, in the parish of Ware Urban, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the north-eastern side thereof, and 4 feet or thereabouts on the south-western side thereof.
- (dd) A widening of the New River on both sides thereof for a distance of about half a chain north-westward and half a chain south-eastward from the bridge carrying New-road over the New River, in the parishes of Ware Urban and Great Amwell, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the north-eastern side thereof, and 5 feet or thereabouts on the south-western side thereof.
- (ee) A widening of the New River on both sides thereof for a distance of about half a chain north-westward and  $1\frac{1}{2}$  chains south-eastward from the bridge carrying an occupation road leading from the road between Amwell and Ware, over the New River, to Gopsill's Farm, in the parish of Great Amwell, in the county of Hertford, and an alteration of that bridge, by extending the same for a distance of 4 feet or thereabouts on the north-eastern side thereof, and 4 feet or thereabouts on the south-western side thereof.
- (ff) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains north-westward and  $1\frac{1}{2}$  chains south-eastward from the Lowfield Bridge carrying a public road between Ware and Amwell Village, over the New River, in the parish of Great Amwell, in the county of Hertford, and an alteration of that bridge, by extending the same for a distance of 5 feet or thereabouts on the north-eastern side thereof, and 5 feet or thereabouts on the south-western side thereof.
- (gg) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains north-westward and  $1\frac{1}{2}$  chains south-eastward from the bridge carrying over

the New River a private roadway forming the communication between the portions of the Grove House Estate, lying on either side of the river, in the parish of Great Amwell, in the county of Hertford, and an alteration of that bridge, by extending the same for a distance of 4 feet or thereabouts on the north-eastern side thereof, and 4 feet or thereabouts on the south-western side thereof.

- (hh) A widening of the New River on both sides thereof for a distance of about half a chain north-westward and half a chain south-eastward from the bridge carrying a public road from Amwell Village to Ware, over the New River, near Springfield House, in the parish of Great Amwell, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 3 feet or thereabouts on the north-eastern side thereof, and 3 feet or thereabouts on the south-western side thereof.
- (ii) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying a public road from Stanstead to Hertford, over the New River, in the parishes of Great Amwell and St. Margarets, otherwise Stanstead St. Margaret, both in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 7 feet or thereabouts on the eastern side thereof, and 7 feet or thereabouts on the western side thereof.
- (jj) A widening of the New River on both sides thereof for a distance of about half a chain northward and  $1\frac{1}{2}$  chains southward from the bridge carrying over the New River a private roadway forming the communication between the lands attached to the house known as St. Margaretsbury lying on either side of the river, in the parish of St. Margarets, otherwise Stanstead St. Margaret, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (kk) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains northward and half a chain southward from the bridge carrying over the New River an occupation road (sometimes called Red Marsh-lane) leading from the Ware and Hoddesdon-road to Cranborne House, in the parish of Great Amwell, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (ll) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying the public road from the old Rye House to Hoddesdon, over the New River, in the parish of Hoddesdon Urban, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (mm) A widening of the New River on both sides thereof for a distance of about half

a chain north-eastward and half a chain south-westward from the bridge carrying over the New River the occupation road leading from the Hoddesdon and Rye House-road to the Hoddesdon Sewage Farm, in the parish of Hoddesdon Urban aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the south-eastern side thereof, and 4 feet or thereabouts on the north-western side thereof.

- (nn) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{4}$  chains eastward and  $1\frac{1}{2}$  chains south-westward from the bridge carrying Lower Marsh-lane over the New River, in the parish of Hoddesdon Urban aforesaid, and an alteration of that bridge, by extending the same for a distance of 7 feet or thereabouts on the north-western side thereof, and 7 feet or thereabouts on the south-eastern side thereof.
- (oo) A widening of the New River on both sides thereof for a distance of about half a chain north-eastward and  $1\frac{1}{2}$  chains south-westward from the bridge carrying over the New River an occupation road and public footpath leading from Hoddesdon High-street to Lynch Mill, in the parish of Hoddesdon Urban aforesaid, and an alteration of that bridge, by extending the same for a distance of 5 feet or thereabouts on the north-western side thereof, and 5 feet or thereabouts on the south-eastern side thereof.
- (pp) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains north-eastward and half a chain south-westward from the bridge carrying Upper Marsh-lane over the New River, in the parish of Hoddesdon Urban aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the north-western side thereof, and 4 feet or thereabouts on the south-eastern side thereof.
- (qq) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge (sometimes called "Goodwin's Bridge") carrying an occupation road and public footpath over the New River, about 9 chains south of Upper Marsh-lane bridge last above described, in the parish of Hoddesdon Urban aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (rr) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying the public road from Broxbourne to Broxbourne Railway Station, over the New River, in the township of Broxbourne, in the parish of Broxbourne, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 3 feet or thereabouts on the eastern side thereof, and 3 feet or thereabouts on the western side thereof.
- (ss) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains north-eastward and 1 chain south-westward from the bridge known as Broxbourne Church Bridge, carrying a public road lead-

- ing from Broxbourne Mill to Broxbourne Station, over the New River, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 3 feet or thereabouts on the northern side thereof, and 3 feet or thereabouts on the southern side thereof.
- (tt) A widening of the New River on both sides thereof for a distance of about half a chain northward and 1 chain southward from the bridge known as Broxbourne Church Footpath Bridge, carrying a public footway from Broxbourne to St. Augustine's Church, over the New River, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (uu) A widening of the New River on both sides thereof for a distance of about 1 chain northward and  $1\frac{1}{2}$  chains southward from the bridge known as Broxbourne Mill Bridge, carrying over the New River a public road leading from Broxbourne High-road to Broxbourne Mill, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 6 feet or thereabouts on the eastern side thereof, and 6 feet or thereabouts on the western side thereof.
- (vv) A widening of the New River on both sides thereof for a distance of about half a chain eastward and 2 chains westward from the bridge known as Broxbourne High-road Bridge, carrying the public road from Broxbourne to Cheshunt, over the New River, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 6 feet or thereabouts on the northern side thereof, and 6 feet or thereabouts on the southern side thereof.
- (ww) A widening of the New River on both sides thereof for a distance of about 2 chains northward and 2 chains southward from the bridge carrying over the New River a private roadway, forming the communication between the portions of the grounds annexed to Bridge House, lying on either side of the river, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (xx) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains northward and  $1\frac{1}{2}$  chains southward from the bridge carrying over the New River an occupation road, known as Cozens-lane, leading out of Broxbourne High-road, in the township and parish of Broxbourne aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (yy) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying Whitehorse-lane over the New River, in the parish of Wormley, in the county of Hertford, and an alteration of that bridge by extending the same for a distance of 2 feet or thereabouts on the eastern side thereof, and 2 feet or thereabouts on the western side thereof.
- (zz) A widening of the New River on both sides thereof for a distance of about half a chain north-eastward and half a chain south-westward from the bridge carrying over the New River an occupation road, leading from the Cheshunt and Broxbourne-road to Cheshunt-park, in the townships of Woodside and Cheshunt Street, in the parish of Cheshunt, and county of Hertford, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the north-western side thereof, and 4 feet or thereabouts on the south-eastern side thereof.
- (aaa) A widening of the New River on both sides thereof for a distance of about half a chain northward and  $1\frac{1}{2}$  chains southward from the bridge carrying Church-lane over the New River, in the township of Cheshunt Street, in the parish of Cheshunt aforesaid, and an alteration of that bridge by extending the same for a distance of 6 feet or thereabouts on the eastern side thereof, and 6 feet or thereabouts on the western side thereof.
- (bbb) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains north-eastward and  $1\frac{1}{2}$  chains south-westward from the bridge (known as Pest House Bridge) carrying a public footway leading from College-road to Cheshunt Church, over the New River, in the township of Cheshunt Street, in the parish of Cheshunt aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the north-western side thereof, and 4 feet or thereabouts on the south-eastern side thereof.
- (ccc) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying College-road over the New River, in the townships of Cheshunt Street and Waltham Cross, in the parish of Cheshunt aforesaid, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the eastern side thereof, and 5 feet or thereabouts on the western side thereof.
- (ddd) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains northward and  $1\frac{1}{2}$  chains southward from the bridge carrying a public footpath leading from Church-gate, Cheshunt, to Theobald's-lane and Waltham Cross, over the New River, in the township of Waltham Cross, in the parish of Cheshunt aforesaid, and an alteration of that bridge by extending the same for a distance of 3 feet or thereabouts on the eastern side thereof, and 3 feet or thereabouts on the western side thereof.
- (eee) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying Bullmoor-lane over the New River, in the parish of Enfield aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.
- (fff) A widening of the New River on both sides thereof for a distance of about half

a chain northward and half a chain southward from the bridge carrying an occupation road over the New River, about 6 chains south of Bullsmoor-lane Bridge aforesaid, in the parish of Enfield aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the eastern side thereof, and 4 feet or thereabouts on the western side thereof.

(ggg) A widening of the New River on both sides thereof for a distance of about half a chain north-eastward and half a chain south-westward from the bridge carrying Turkey-street over the New River, in the parish of Enfield aforesaid, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the south-eastern side thereof, and 5 feet or thereabouts on the north-western side thereof.

(hhh) A widening of the New River on both sides thereof for a distance of about half a chain northward and half a chain southward from the bridge carrying Hoe-lane over the New River, in the parish of Enfield aforesaid, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the eastern side thereof, and 5 feet or thereabouts on the western side thereof.

(iii) A widening of the New River on both sides thereof for a distance of about half a chain north-eastward and  $1\frac{1}{2}$  chains south-westward from the bridge carrying Butts Farm-lane over the New River, in the parishes of Southgate and Edmonton aforesaid, and an alteration of that bridge by extending the same for a distance of 6 feet or thereabouts on the north-western side thereof, and 6 feet or thereabouts on the south-eastern side thereof.

(jjj) A widening of the New River on both sides thereof for a distance of about  $1\frac{1}{2}$  chains northward and half a chain southward from the bridge carrying a private footway over the New River, about 1 chain north of the bridge carrying Edmonton-road over the New River, in the parish of Southgate aforesaid, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the eastern side thereof.

(kkk) A widening of the New River on both sides thereof for a distance of about half a chain northward and 1 chain southward from the bridge carrying Edmonton-road over the New River, in the parish of Southgate aforesaid, and an alteration of that bridge by extending the same for a distance of 5 feet or thereabouts on the eastern side thereof, and 5 feet or thereabouts on the western side thereof.

(lll) A widening of the New River on both sides thereof for a distance of about half a chain north-eastward and  $1\frac{1}{2}$  chains south-westward from the bridge carrying Ford's Grove Farm-lane over the New River, in the parish of Southgate aforesaid, and an alteration of that bridge by extending the same for a distance of 4 feet or thereabouts on the north-western side thereof, and 4 feet or thereabouts on the south-eastern side thereof.

Together with all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, washout and other pipes, sluices, air-valves, ganges, wells, railways, tramways, approaches, buildings, engines, machinery, and appliances as

may be necessary or convenient in connection with the before-mentioned works or any of them. And for the purposes of effecting the alteration of bridges over the river proposed to be authorised by the Bill, the Bill will or may empower the Company to remove and reconstruct the same.

2. And it is proposed for the purpose of the intended works to take certain lands, being common or commonable lands, which are situate as hereinafter mentioned, and of which it is estimated that the quantities specified in each instance will be taken (that is to say) :—

Names by which lands are known.	Township, parish, and county in which lands are situate.	Quantities within limits of deviation and estimated quantity to be taken.
King's meads King's meads Hartham and King's meads King's meads King's meads	Parish of St. John Urban, in the county of Hertford.	acres. 0·37 1·36 16·26 11·70 0·40

3. To authorise the Company to discontinue, as a waterway, the whole or any part of the waterway of the New River, in the parishes of Enfield and Edmonton, in the county of Middlesex, between a point in Southbury-road opposite the end of Burleigh-road and Bush Hill-Snice, and to divert the water therefrom into the main channel of the New River, and to enable the Company to use and appropriate the site and soil of the part or parts of the said river so discontinued, or to sell and dispose of, or otherwise deal with the same.

4. To incorporate with the intended Act, and to apply to the aforesaid works, or any of them, the provisions, or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

5. To authorise the Company to make lateral and vertical deviations from the lines and levels shown on the plans and sections hereinafter mentioned, and to divert, alter, or stop up, whether temporarily or permanently, footpaths, pipes, sewers, streams, and watercourses within the parishes and places above mentioned, so far as necessary or convenient for the purposes of the intended works, or any of them, and to purchase or take by compulsion or agreement, for the purposes of the intended works, lands, houses, tenements, and hereditaments or easements or rights of way or other rights in, through, over, or affecting the same, and to vary or extinguish all rights, easements, and privileges in any manner connected with such lands, houses, tenements, or hereditaments.

6. To authorise the Company for the general purposes of their undertaking to purchase by agreement, and to hold additional lands, and on such lands or any of them to construct such works, and do such acts and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act, 1847, or by any of the Acts hereinafter mentioned or any other Act or Acts relating to the Company or their undertaking.

7. To empower the Company to open, break up, cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers,

canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes and 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 Company for or in connection with the objects of the Bill.

8. To enable the Company on the one hand, and any company, sanitary authority, public body, or persons on the other hand, to enter into and carry into effect, contracts, agreements, or arrangements for or with respect to the supply by the Company to any such company, sanitary authority, public body, or persons, of water, in bulk or otherwise, for domestic, public, sanitary, trading, or other purposes, whether within or without the Company's limits of supply, and to vary, suspend, or rescind any such contract, agreement, or arrangement, and to enter into and carry into effect other contracts, agreements, or arrangements in lieu thereof, and to authorise them to apply their respective funds, revenues, and rates to, or to borrow money for the purposes of any such contract, agreement, or arrangement, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the intended Act may be made with respect to the matters aforesaid.

9. To empower the Company to acquire by compulsion or agreement the lands next hereinafter described, or some of them or some part or parts of them respectively, for the purpose of widening the New River, and for the general purposes of the Company's undertaking, that is to say:—

In the county of Hertford:—

- (a) A piece of land in the parish of St. John Urban, Hertford, adjoining and on the northern side of the New River, at about 17 chains, measured along the river bank from the junction of the New River with the River Lea at the New Gauge.
- (b) Lands in the parish of Great Amwell, adjoining and on the north-eastern side of the New River, between the two bridges intended to be altered as above described in paragraph 1 of this Notice, under the letters (ee) and (hh).
- (c) Land in the parish of Great Amwell, adjoining and on the south-western side of the New River, between the Company's Amwell-hill Pumping Station and the bridge intended to be altered as above described in paragraph 1 of this Notice, under the letters (gg).
- (d) Lands in the parish of St. Margarets, otherwise Stanstead St. Margaret, adjoining and on both sides of the New River, and extending from the Company's Rye-common Pumping Station for a distance of about 15 chains, measured northward along the course of the river.
- (e) Land in the parish of Great Amwell, adjoining and on the eastern side of the New River, extending for a distance of about 15 chains northward from the bridge intended to be altered as above described in paragraph 1 of this Notice, under the letters (kk).
- (f) Land in the parish of Hoddesdon Urban, adjoining and on the northern side of the New River, extending to about 4 chains eastward from Lower Marsh-lane Bridge, intended to be altered as above described in paragraph 1 of this Notice, under the letters (mm).
- (g) Land in the parish of Hoddesdon Urban, adjoining and on the western side of the

New River, between the two bridges intended to be altered as above described in paragraph 1 of this Notice, under the letters (oo) and (pp).

- (h) Land in the township and parish of Broxbourne, adjoining and on the north-western side of the New River, between the two bridges intended to be altered as above described in paragraph 1 of this Notice, under the letters (rr) and (ss).
- (i) Land in the township and parish of Broxbourne, adjoining and on the eastern side of the New River, extending southward from Mill-road for a distance of 27 chains or thereabouts, measured along the course of the river.
- (k) Land in the township and parish of Broxbourne, adjoining and on the eastern side of the New River, between Cozens-lane, above mentioned, and a point about 9 chains south of that lane.
- (l) Land in the township of Cheshunt Street, in the parish of Cheshunt, adjoining and on the western side of the New River, lying between Church-lane Bridge and a point about 12 chains south-westward of Pest House Bridge.
- (m) Land in the township of Waltham Cross and parish of Cheshunt, adjoining and on the western side of the New River, extending for a distance of about 33 chains northward from Theobald's-lane.
- (n) Land in the township of Waltham Cross and parish of Cheshunt, adjoining and on the eastern side of the New River, and extending for a distance of about 14 chains southward from Theobald's-lane, measuring along the course of the river.
- (o) Land in the township of Waltham Cross and parish of Cheshunt, adjoining and on the western side of the New River, and extending for a distance of about 12 chains southward from Theobald's-lane, measuring along the course of the river.

In the county of Middlesex:—

- (p) Land in the parish of Enfield, adjoining and on the eastern side of the New River, extending for a distance of about 10 chains northward from Bulls-moor-lane.
- (q) Land in the parish of Enfield, adjoining and on the eastern side of the New River, extending for a distance of about 5 chains northward from the footpath leading (northward of Maiden's Brook) from Forty-hill to Turkey-street.
- (r) Land in the parish of Edmonton, adjoining and on the eastern side of the New River, between two points distant respectively  $3\frac{1}{2}$  chains and 12 chains, measured northwardly along the course of the river from Butts Farm-lane Bridge.
- (s) Land in the parish of Southgate, adjoining and on the north-western side of the New River, between Butts Farm-lane Bridge and a point about 7 chains south-westward from that bridge.
- (t) A triangular piece of land in the parish of Southgate, adjoining the left bank of the New River between two points distant respectively about 7 chains and 12 chains, measuring in a south-westerly direction along the course of the river from Butts Farm Lane Bridge.
- (u) Lands in the parish of Southgate, adjoining and on both sides of the New River, between Edmonton-road Bridge over the New River and a point about 7 chains northward from that bridge.

(v) Land in the parish of Southgate, adjoining and on the eastern side of the New River, lying between Ford's-grove Farm-lane Bridge and a point about 9 chains southward from that bridge.

10. To authorise the Company to sell and dispose of or let on lease or otherwise, from time to time, any land, houses, and property for the time being belonging to the Company, and to exempt such lands, houses, and property, and the Company in respect thereof, from the provisions, or some of the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

11. To authorise the Company for all or any 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.

12. 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.

13. And the Bill will or may amend and enlarge the charter granted to the Company by King James the First in the 17th year of his reign, and 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):—

13 Eliz., cap. 18; 3 James I, cap. 18; 4 James I, cap. 12; 11 George II, cap. 58; 45 George III, cap. 69; 3 George IV, cap. 109; 13 & 14 Vict., cap. 109; 15 & 16 Vict., cap. 160; 17 & 18 Vict., caps. 39 & 72; 18 & 19 Vict., cap. 196; 20 & 21 Vict., cap. 42; 29 & 30 Vict., cap. 230; and 42 Vict., cap. 10; 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.

Plans and sections showing the lines, situations, and levels of the works proposed to be authorised by the Bill, so far as it is a Bill of the second class specified in the Standing Orders of both Houses of Parliament, and the lands and other property in or through which the same 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, 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 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 Middlesex, at his office at the Guildhall, Westminster, and with the Clerk of the Peace for the county of Hertford, at his office at Hertford. 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 works proposed to be authorised by the Bill, as aforesaid, 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 for public inspection, in the case of the parish of St. Mary, Stoke Newington, aforesaid, with the vestry clerk of that parish at his office; in the case of the parish of Saint John, Hampstead, aforesaid, with the vestry clerk at his office in that parish, and in the case of each other parish with the parish clerk thereof at his residence, and also where a Parish Council has been constituted for or including any such parish with the clerk to such Parish Council at his residence, or if there is no such clerk with the Chairman of such Council at his residence, and in the case of any extra-parochial place with the clerk of some adjoining parish at his residence.

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

Dated this 14th day of November, 1895.

HOLLAMS, SONS, COWARD, and HAWKLEY,  
Mincing-lane, E.C., Solicitors for the  
Bill.

REES and FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

London, Brighton, and South Coast Railway  
(Various Powers).

(Railway at Deptford; Widening of Railway, Croydon and Balham Line, and Wimbledon and Croydon Line; Stopping Level Crossing at Norbury; Alterations of Authorised Railway at Merstham, Surrey; Extension of Tunnelling; Deviation of Chipstead Valley Railway and other Works between Coulsdon and Purley; Abandonment of Portions of Chipstead Valley Railway; Altering and Stopping up Road at Stoa's Nest, Coulsdon; Agreements with Chipstead Valley Railway Company; Purchase of Lands at Sutton; Street and other Alterations at Portsmouth Town Station; Enlargement at Portsmouth Harbour Station; New Approach to Public Landing Stage at Portsmouth; Stopping Level Crossing at Tooting; Joint Powers to Company and London and South Western Railway Company; Additional Capital; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Sundry Incidental Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London, Brighton, and South Coast Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes, viz.:—

1. To enable the Company to make and maintain the railway widenings and works hereinafter described, or part thereof, with all needful stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

(A) A railway wholly in the parish of St. Paul, Deptford, in the county of London, commencing by a junction with the Deptford branch railway of the Company at a point 8 chains, or thereabouts, west of Grove-street-hill, and terminating by a junction with the siding of the Company on the south side of their Deptford Wharf at the south-west corner of the said wharf, and in connection with the said railway, to enable the Company to cross Grove-street Hill on the level.

(B) The alteration, widening, and improvement

of the undermentioned portions of the existing railway of the Company and the laying of additional rails thereon, viz. :—

Widening No. 1 (Croydon and Balham Line), commencing in the parish of Streatham, in the county of London, by a junction with Widening No. 3 of the Company's railway authorised by the London, Brighton, and South Coast Railway (Various Powers) Act, 1890, at a point 19 chains, or thereabouts, north of the bridge carrying their Peckham and Sutton line over their line from Victoria to Croydon, and terminating in the borough and parish of Croydon by a junction with the main line of the Company between London Bridge and Croydon, at a point 20 chains, or thereabouts, north of the bridge carrying St. James's-road, in the said borough, over the Company's main line.

And in connection with the said widening to enable the Company to stop up and extinguish all rights of way in and over the level crossing of the Company's railway, situate about 17 chains to the south of Norbury Station, in the parish of Croydon, in the county of Surrey, and to enable the Company to construct in that parish a new road, commencing at and forming a junction with the high road leading from Streatham to Croydon, and terminating by a junction with the road leading to the said level crossing.

Widening No. 2 (Wimbledon and Croydon Line), commencing in the borough and parish of Croydon by a junction with the Company's line from West Croydon to Epsom at a point 1 chain, or thereabouts, southward of the bridge carrying the London-road over the said line near West Croydon Station, passing thence through the parishes of Beddington, Mitcham, Morden, and Merton, in the county of Surrey, and terminating in the said parish of Merton by a junction with the Company's line from West Croydon to Wimbledon, at a point 7 chains, or thereabouts, westward of the booking office at Merton Park Station.

In connection with this Widening No. 2 the Bill will authorise the Company to purchase and take a piece of land in the parish of Beddington, in the county of Surrey, forming part of the common known as Mitcham Common, of which 70 perches will be within the limits of deviation shown on the deposited plans, and may be taken, and may provide for the application of the purchase money and compensation for or in respect of any such common or commonable land, in such manner and to such purposes as shall be prescribed by or determined under the Bill.

To enable the Company to extend the tunnel in the parish of Merstham and county of Surrey, on Railway No. 1, authorised by the London, Brighton and South Coast Railway Act, 1894, at both the north and south ends thereof, and to construct in tunnel another portion of the said railway originally proposed to be in cutting.

The northern extension will commence at the north end of the tunnel as shown on the deposited plans and sections of the said Railway No. 1, authorised by the said Act, at the distance of 4 miles 1 furlong 4 chains on the said plans and sections from the commencement of the said Railway No. 1, and will terminate about 220 yards from the said northern end of the tunnel, as shown on the said plans and sections.

The southern extension will commence at the southern end of the said tunnel, as shown on the said plans and sections, at a distance of 3 miles 1 furlong 6 chains on the said plans and sections from the commencement of the said authorised

Railway No. 1, and will terminate about 160 yards from the said southern end of the tunnel, as shown on the said plans and sections.

To authorise the Company to construct in tunnel that portion of the said authorised Railway No. 1 in the parish of Merstham, which will be situate between the points shown on the said deposited plans and sections as 2 miles 7 furlongs 2 chains from the commencement of the said authorised railway, and 3 miles 0 furlongs 2 chains from the commencement thereof.

The said deposited plans and sections as mentioned in the said Act were deposited in November, 1893, with the Clerk of the Peace for the county of Surrey, and the parish clerks of the parishes concerned.

To authorise and empower the Company in constructing Railway No. 2, authorised by the London, Brighton and South Coast Railway Act, 1894, between Stoa's Nest and Purley Station, so to construct the embankment for the purposes thereof (between a point on the deposited plans and sections referred to in the said Act, 3 furlongs from the commencement of the said authorised Railway No. 2, and a point 1 mile from the commencement thereof), as to admit of the same being utilised for the construction of part of the railway of the Chipstead Valley Railway Company as hereafter described.

To authorise and provide for the abandonment of parts of the railways authorised by the Chipstead Valley Railway Act, 1893, viz. :—

So much of Railway No. 3, authorised by the said Act, as is situate to the northward and eastward of the point marked on the deposited plans and sections of the said railway as 1 mile from the commencement thereof.

So much of Railway No. 6, authorised by the said Act, as extends from a point shown on the said plans and sections as 15½ chains from the commencement of the said Railway No. 6, to the termination of the said Railway No. 6.

To authorise the construction of the following railway in substitution for the portions of those to be abandoned, viz. :—

A deviation railway wholly in the parish of Coulsdon and county of Surrey, commencing by a junction with the said Railway No. 6, authorised by the said Act of 1893, at a point as shown on the said deposited plans 15½ chains, or thereabouts, from the commencement thereof, and terminating by a junction with the portion of the said authorised Railway No. 3 not intended to be abandoned, at the point shown as 1 mile from the commencement of Railway No. 3.

And in connection with the works hereinbefore described, to authorise and empower the Company to divert the road crossing their railway, on the level at Stoa's Nest (Goods) Station, such diversion to commence by a junction with the main road from Croydon to Brighton at the point of the junction therewith, of the road proposed to be altered, to pass under the Company's Railway, at a point 5½ chains, or thereabouts, northward of the level crossing at Stoa's Nest (Goods) Station, and to terminate by a junction with the Stoa's Nest road, at a point 1½ chains, or thereabouts, eastward of the said railway. Such diversion being in substitution for the alterations of the said road as authorised by the London, Brighton, and South Coast Railway Act, 1894, and as shown in the deposited plans referred to in that Act.

To provide for stopping up so much of the road to be altered as will be situate between the commencement and termination of the proposed diver-

sion, and for the vesting of the site and soil thereof as may be defined by the Bill.

To provide that the powers proposed to be conferred with respect to the said road, alteration, and the deviations of the Chipstead Valley Railway, or some part or parts thereof, may be exercised by the Company, or (by agreement between the Company and the Chipstead Valley Railway Company), wholly or in part by that Company.

To authorise and empower the Company on the one hand, and the Chipstead Valley Railway Company on the other hand, to enter into and carry into effect any agreement with respect to the construction of the said diverted or altered railways, or any part or parts thereof, the alteration or diversion of the said road, and other matters relative thereto, and to confirm any agreement made, or which may be made previously to the passing of the intended Act relative to the said matters or any of them.

To authorise the Company to purchase lands, houses, and other property compulsorily, or by agreement, for the purposes of the said intended railways and works.

To enable the Company to acquire by compulsion or agreement, and hold the lands (in which term houses, buildings, and other hereditaments are in this Notice included) hereinafter described, or some of them (that is to say):—

Lands in the parish of Sutton, in the county of Surrey, near the Sutton Station of the Company, situate between that station and the Wellesley-road and the Brighton-road.

To authorise the Company and the London and South Western Railway Company (hereinafter referred to as "the two Companies") jointly to exercise the following powers in the parish of Portsea, borough of Portsmouth, and county of Southampton.

(A) To make a new street or road to commence in Dorset-street opposite the east end of Station-street, and to terminate in Durham-street at a point 80 yards, or thereabouts, to the northwards of the junction of the said Durham-street with Railway-view.

(B) To stop up so much of Dorset-street as lies to the south of the east end of Station-street, being the point of intersection with the proposed new road, and so much of Railway-view as is situate between the south end of Durham-street and the south end of Dorset-street, and to extinguish all rights of way over the said portions of street, and to vest the site and soil thereof in the two Companies.

(C) To stop up and extinguish all rights of way (if any) over the passage way or yard leading from Station-street, through Piercy's-buildings, to the road abutting on the west side of No. 4, Station-street, and to vest the soil of such passage way in the two Companies free from any such rights.

(D) To enable the Company or the two Companies to purchase and acquire by compulsion or agreement certain lands situate on the south side of, and lying between Station-street and the Portsmouth Town Station or other property of the two Companies.

To authorise and empower the two Companies to enlarge their Portsmouth Harbour Station, and in connection with such enlargement to authorise and empower them to construct a road or carriage-way in continuation or extension of the existing carriage-way now forming the approach to the Portsmouth Harbour Station. Such new or extended carriage-way to be constructed on piles or otherwise, and to extend from the termination of the present carriage-way along the west side of the said station, and to terminate opposite the floating pontoon, at the west end of the landing

stage of the two Companies, and also to authorise and empower them to remove, and abolish the existing gangway leading to the said floating pontoon, from the present approach road to the said Portsmouth Harbour Station, and to substitute therefor a new gangway on the west side of the altered and extended approach as hereinbefore described leading to the said floating pontoon.

To abolish and extinguish all rights of crossing on foot upon the level over the Tooting, Merton, and Wimbledon line of the two Companies, at a point 12 chains south-west of the Tooting Station where the two Companies have recently erected a foot bridge over the said railway, at a point known as Robinson's-crossing or Swain's-laue, in the parish of Mitcham, in the county of Surrey.

To authorise the purchase of part only of any house, building or manufactory which may be required for the purposes of the Bill, without any liability to be compelled to purchase the whole or any greater part thereof.

To authorise the levying of tolls and charges in respect of the intended widenings and works, and the exercise of other rights and privileges.

To vest in the Company, or the two Companies, as the case may be, the usual powers granted to railway companies for the construction and maintenance of railways and works, and especially the powers granted by the 16th Section of "the Railways Clauses Consolidation Act, 1845," and to enable the Company or the two Companies as the case may be to cross and interfere with public streets and roads, to deviate from the lines of the intended railway and works 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.

To authorise the Company and the London and South Western Railway Company, respectively, to raise further sums of money for the purposes of the Bill, and also for the general purposes of their respective undertakings, by the creation of new shares or stock, with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means. And also to apply to all or any such purposes any capital or funds now belonging to the Company or the London and South Western Railway Company as the case may be, or hereafter to belong to them, or to be under the control of their Directors.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with itself, with exceptions and modifications, the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Railways Clauses Acts, 1845 and 1863, and it may extend, amend, vary, and enlarge the powers and provisions of the 9 and 10 Vic., cap. 283, and any other Act relating to the Company, the 4 and 5 William IV, cap. 88, and any other Act relating to the London and South Western Railway Company, the Acts relating to the two Companies jointly, and the 56 and 57 Vic., cap. 153, relating to the Chipstead Valley Railway Company.

Duplicate plans and sections describing the line, situation and levels of the proposed railway, widenings and 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 railways delineated thereon, so as to show their general course and direction; and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green; with the Clerk of the Peace for the county of Surrey, at his office at Kingston-upon-Thames; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester; 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 railway widenings and works will be made, or in which any lands are intended to be taken, and a copy of this Notice will be deposited as follows (that is to say):—

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, and so far as relates to the parish of St Paul, Deptford, with the clerk to the Greenwich District Board of Works at his office at 141, Greenwich-road, Greenwich, so far as relates to the other parishes with the parish clerk of each such parish at his residence.

And as regards any of the beforementioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish, and if in any such parish there be no clerk of such council then with the chairman of that council at his residence.

And in the case of any extra-parochial place with the parish clerk of the parish immediately adjoining such extra-parochial place at his residence.

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

Dated this 14th day of November, 1895.

Rose and Co., 10, Victoria-street, Westminster, Solicitors.

Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Lancashire and Yorkshire and London and North-Western Railway Companies.

(Powers to Lancashire and Yorkshire and London and North-Western Railway Companies, with respect to Construction, Widenings, and Alterations of Railways, and other Works, Footpaths, and Lands in county of Lancaster; Provisions as to Preston Station; Agreements; 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 Lancashire and Yorkshire Railway Company and the London and North-Western Railway Company (which said Companies are hereinafter respectively referred to as "the Lancashire and Yorkshire Railway Company" and "the North-Western Railway 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 Lancashire and Yorkshire Railway Company to make and maintain the railway next hereinafter described, with all proper stations, sidings, roads, approaches, works, and

conveniences connected therewith (that is to say):—

- (1) A railway, commencing in the township of Walton-le-Dale, in the parish of Blackburn, in the county of Lancaster, by a junction with the East Lancashire Railway of the Lancashire and Yorkshire Company at a point 340 yards or thereabouts north-west of the north-west end of the platform of the Preston Junction Station of the Lancashire and Yorkshire Railway, and terminating in the township and parish of Penwortham, in the county of Lancaster, by a junction with the North Union Railway of the Two Companies at a point 55 yards or thereabouts south of the Ribble Viaduct of that railway, which said intended railway will be wholly situate in the townships and parishes aforesaid.

To empower the Two Companies, or either of them with the consent of the other, to make and maintain the widening and the deviation and alteration of railways next hereinafter described with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

- (2) A widening in the township and parish of Penwortham and in the township and parish of Preston, in the county of Lancaster, of the said North Union Railway on the west side thereof, between a point 55 yards or thereabouts south of the said Ribble Viaduct and the north side of Dock-street, Preston.
- (3) A deviation and alteration in the said township and parish of Preston, of so much of the Ribble Branch Railway as lies between points thereon respectively 340 yards or thereabouts and 80 yards or thereabouts south-east of the bridge which carries Walton's-parade, Preston, over the said branch railway.

To empower the North-Western Company to make and maintain the widenings and deviation and alteration of railways next hereinafter described, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

- (4) A Widening, No. 1, in the said township and parish of Preston, of the Lancaster and Carlisle Railway of the North-Western Company on the west side thereof between the north side of Dock-street, Preston, and a point 150 yards or thereabouts south of the bridge carrying Pedder-street, Preston, over the said railway.
- (5) A Widening, No. 2, in the said township and parish of Preston, of the said Lancaster and Carlisle Railway on the east side thereof, between a point 40 yards or thereabouts south of the bridge carrying that railway over Chatham-street, Preston, and a point 20 yards or thereabouts south of the bridge carrying Pedder-street, Preston, over the said railway.
- (6) A deviation and alteration in the said township and parish of Preston of so much of the Preston and Longridge Railway of the Two Companies as extends from its junction with the said Lancaster and Carlisle Railway to a point 50 yards or thereabouts south-west of the bridge carrying Leighton-street, Preston, over the said Preston and Longridge Railway.

To empower the Two Companies, or either of them with the consent of the other, to make and maintain the railway, and the widening and improvement of railway next hereinafter

described; with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

(7) A railway commencing in the township of Blackpool, in the parish of Bispham, by a junction with the Blackpool and Lytham branch of the Preston and Wyre Railway, at the south side of the bridge carrying Cow Gap-lane over that railway, and terminating in the township of Medlar-with-Wesham, in the parish of Kirkham, by a junction with the said Preston and Wyre Railway at a point 110 yards or thereabouts east of the Kirkham North Junction Signal Cabin, which said railway will be situate in the following townships and parishes, or some of them (that is to say):—Blackpool, Marton, Weeton-with-Freese, Westby-with-Plumpton, Kirkham, Medlar-with-Wesham, Bispham, and Poulton-in-the-Fylde, all in the county of Lancaster:

(8) A widening and improvement in the said township of Blackpool and parish of Bispham, of the Blackpool and Lytham branch of the Preston and Wyre Railway between the terminus of the said branch at Blackpool, and the south side of the bridge carrying Cow Gap-lane over the said branch.

To empower the Two Companies, or either of them, with the consent of the other, to execute the works in the county of Lancaster, and exercise the powers following (that is to say):—

In the township of Blackpool, in the parish of Bispham, in lieu of the diversion authorised by Section 42 of the Lancashire and Yorkshire Railway Act, 1894, to alter and divert the footpath leading from New-road to Warbreck, such alteration and diversion commencing in the said footpath at a point 60 yards or thereabouts south of the centre of the level crossing thereof by the Blackpool branch of the Preston and Wyre Railway, and terminating in the same footpath 70 yards or thereabouts north of the centre of the said level crossing, and so far as may be necessary or expedient to amend, alter, or repeal the provisions for the protection of the Corporation of Blackpool contained in Section 43 of the said Act.

In the township of Poulton-in-the-Fylde, in the parish of Poulton-in-the-Fylde, to construct a bridge with approaches over the Preston and Wyre Railway, on or about the site of the level crossing known as Singleton level crossing, and to stop up and extinguish all rights of way over the said level crossing.

To empower the Two Companies, or either of them, with the consent of the other, or the Lancashire and Yorkshire Company, or the North-Western Company, as the case may be, 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 other works, and for the purpose of extending their stations, sidings, warehouses, depôts, and other accommodation, and for other purposes connected with their undertaking, 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, all in the county of Lancaster (that is to say):—

Certain lands in the township and parish of

Preston, lying on the east side of and adjoining Walton's-parade, and at and near the southern end of Stanley-place;

Certain lands in the township of Blackpool, in the parish of Bispham, situate on the north-west side of Upper Queen-street, at the north-east end thereof, and abutting on the south end of the excursion sidings at the Talbot-road Station of the Preston and Wyre Railway;

Certain lands in the township of Blackpool, in the parish of Bispham, abutting upon the north-west side of the engine sidings of the Preston and Wyre Railway, near Talbot-road Station, opposite the coal stage. Also certain other lands in the same township and parish abutting upon the north-west side of the carriage sidings of the Preston and Wyre Railway, and extending from a point 420 yards or thereabouts south-west to a point 235 yards or thereabouts north-east of the level crossing of the Blackpool branch of the Preston and Wyre Railway by the footpath leading from New-road to Warbreck;

Certain lands in the township of Medlar-with-Wesham, in the parish of Kirkham, abutting on the south side of the Lytham branch of the Preston and Wyre Railway, and extending for 360 yards or thereabouts in a westerly direction from the western boundary of the 'Two Companies' goods yard at Kirkham.

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 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 to make provision 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 railways or works by a bridge or bridges or the immediate approaches thereto in all cases where the levels of such roads or approaches shall not be permanently altered so as to increase the gradient of any part thereof.

To provide for the user of the said works and lands by the Two companies respectively on such terms as may have been or may be agreed or prescribed or provided for by the intended Act.

To provide for the payment by the Lancashire

and Yorkshire Company and the North-Western Company respectively of such proportion of the cost of constructing the said railways and other works, and acquiring the said lands or any part or parts thereof respectively as may be agreed or prescribed or provided for by the intended Act.

To empower the Two Companies jointly and severally to demand and recover tolls, rates, and other charges for, or in respect of, the railways and other works 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 provide for the partition or division between the Two Companies of the whole or any part of the station at Preston as now existing, or as altered or enlarged under the powers of the intended Act, and of the lands, works, buildings, and approaches thereto respectively, and for the vesting of the portion allotted to each Company in the same Company, whether upon payment of a gross sum, or in consideration of an annual rent for the same, or upon any other terms or conditions which may be prescribed by or under the provisions of the intended Act.

To empower the Two Companies to sell to each other or exchange any lands, buildings, or property belonging to or to be acquired by them jointly or separately at Preston.

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 and each of them all such powers as may be deemed necessary or expedient for giving effect to the foregoing objects.

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 22 & 23 Vict., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Company;

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

The Act 5 & 6 Will. IV, cap. 58, and all other Acts relating to the Preston and Wyre Railway, Harbour, and Dock Company;

The Act 6 & 7 Will. IV, cap. 122, and all other

Acts relating to the Preston and Longridge Railway;

The Act 8 & 9 Vict., cap. 116, and all other Acts relating to the Ribble Branch Railway.

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 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 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 in which 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 as regards any rural parish for which a parish council has been elected, with the clerk of such council at his residence, or if there be no such clerk, with the chairman of such council 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 16th day of November, 1895.

CHRIS. MOORHOUSE, Hunt's Bank, Manchester, C. H. MASON, Euston Station, and 35, Parliament-street, Westminster, SHERWOOD and Co., 7, Great George- street, Westminster, Parliamentary Agents.	}	Solicitors.
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In Parliament—Session 1896.

Alexandra (Newport and South Wales) Docks and Railway.

(Agreements with Lord Tredegar and his Trustees; Modification of Land Agreement; Surrender and Termination of Lease to Newport (Alexandra) Dock Company, Limited; Purchase of Undertaking of Limited Company and Dissolution of that Company; Purchase or Lease of Undertaking of Pontypridd, Caerphilly, and Newport Railway Company; Working and Traffic Agreements; Diversion of portion of Pontypridd Railway; Increase, Conversion, and Application of Share and Loan Capital; Substitution thereof for Share and Loan Capital of Undertakings purchased; Extension of Time for Completion of Company's South Dock; Leasing Land Powers of Company Extended; Power to Sell certain Lands acquired from Newport Dock Company; Exoneration of Company from Losses caused by Fire, &c.; Confirmation of Agreements between Company and Limited Company, and Pontypridd Railway Company and Lord Tredegar, and between Lord Tredegar and Pontypridd Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Alexandra (Newport and South Wales) Docks and Railway Company (hereinafter called "the Company") for a Bill for the purposes or some of the purposes following (that is to say):—

To repeal, alter, or modify such of the pro-

visions of Lord Tredegar's Estate Act, 1865, and of the Land Agreement set forth in the Second Schedule to that Act and in the Schedule (C) to the Alexandra (Newport) Dock Act, 1865, and also the provisions contained in certain sub-sections of Section 14 of the Alexandra (Newport and South Wales) Docks and Railway Act, 1882, which relate to or provide for the reverter in certain events to Lord Tredegar, or his sequels in estate, or trustees of any land, or any portion of any land mentioned in the said Acts or agreement, and conveyed to, acquired, used, or held by the Company, or to which the Company are or may become entitled, and to declare that no such event shall be deemed to have yet happened, and that the reverter has not been capable of being enforced or otherwise to repeal the said provisions and make other provisions in lieu thereof, and also to repeal, alter, or extend the periods mentioned in the said Acts, or in any subsequent Act or conveyance for such reverter operating or taking effect.

To repeal, alter, or modify the rights conferred on the Company by the said agreement scheduled to the said Acts of 1865, and by the Alexandra (Newport) Dock Act, 1873, or any other Act or agreement to deposit ballast on certain lands mentioned or referred to in the before-mentioned land agreement, and any right or claim of the Company to deposit ballast on any other land forming part of Lord Tredegar's settled estate, and for the purposes of such deposit to exchange any such lands for any other land forming part of the said estate.

To relieve the Company from any liability or obligation to construct and from any penalty for not constructing the Ebbw Improvement and works in connection therewith authorised by the said Act of 1882, and the said works shall be deemed to have been relinquished, except that the Mendlegyf-road shall be extended in the direction and in the manner indicated in the said Act of 1882, or in such other direction and manner as may be agreed between the Company and Lord Tredegar, or as the Bill may prescribe,

To alter, modify, or repeal so much of the before-mentioned land agreement as prescribes the rents, or share of rents, payable to Lord Tredegar, and to substitute such other rents, or share of rents, or other consideration as may be agreed upon or the Bill may prescribe.

To provide that the Company's South Dock and works connected therewith authorised by the said Act of 1882 shall be deemed to have been duly executed and completed in compliance with the provisions of that Act and the Alexandra (Newport and South Wales) Docks and Railway Act, 1890, and that any lands authorised to be acquired by the Company or used for the purposes of such dock and works shall not be subject to the provisions for reverter contained in the said Act by reason of their not having been used for the purposes thereof.

To authorise Lord Tredegar and his sequels in estate and trustees and the Company respectively, from time to time, to make and enter into agreements and arrangements in regard to any of the purposes of the Bill in which they are mutually interested, and in regard to any lands which formed or now form part of Lord Tredegar's settled estate, and have been already acquired or may be required by the Company, and in regard to the payments to be made in respect thereof, and to provide for the settlement by arbitration or otherwise of any differences which have arisen or may arise under

any existing or future agreements or arrangements between the parties, and to sanction and give effect to any agreement or arrangement for such purposes, or any of them, which may be made previously to the passing of the Bill.

To authorise and provide for the termination and surrender to the Company by the Newport (Alexandra) Dock Company, Limited, of the agreement between the two Companies set forth in the schedule to and confirmed by the Alexandra (Newport) Dock Act, 1874, and the lease of 16th December, 1879, granted by the Company to the said Limited Company in pursuance of the said agreement, and for the sale or transfer and release to the Company by the said Limited Company of all works executed by, and powers and authorities conferred upon them, or included in or added to the said agreement and lease by any supplemental agreement, lease, or Act of Parliament, and the Bill will authorise and empower the Company to consent to and accept such surrender and transfer, upon such terms and conditions, and for such consideration as may be agreed upon or as the Bill may prescribe, and to re-enter upon, hold, and enjoy the premises comprised in the said agreement and lease or subsequently acquired by the Limited Company, and to provide that all capital expenditure by the Company incidental to the working of their undertaking, and providing plant and appliances for that purpose, shall be deemed to be within their powers under the said agreement and lease.

To authorise the Newport (Alexandra) Dock Company, Limited, to sell and transfer to the Company, and the Company to purchase and acquire the undertaking, plant, apparatus, property, assets, and effects of the said Limited Company, and any goodwill of the unexpired term of the said lease, on such terms and conditions and for such consideration as have been or may be agreed between the Company and the said Limited Company, or as may be settled by arbitration, and the Bill will or may vest in the Company, and the Company shall become entitled to all the undertaking, works, plant, property, assets, and effects of every description of the said Limited Company, and authorise the Company to satisfy or discharge all the debts and liabilities of that Company, and the Bill will confirm any agreement between the two Companies in relation to the aforesaid matters, and provide for the winding up and dissolution of the Limited Company and the cancellation of the said agreement and lease, and of any supplemental agreement or lease, and the repeal of any provisions in the Company's Acts of Parliament relating thereto.

To transfer to and vest in the Company by amalgamation or otherwise, subject to the provisions of the Bill, the undertaking, railways, works, lands, buildings, plant, rolling stock, machinery, books, stores, property, and effects of the Pontypridd, Caerphilly, and Newport Railway Company (hereinafter called "the Pontypridd Company"), and all the powers, rights, and privileges of or belonging to or enjoyed by the Pontypridd Company, or to which they are entitled, of whatever nature or kind, and whether with reference to their own undertaking or to the undertaking of any other company or otherwise, to provide for such transfer and vesting, upon such terms and conditions as may have been or may be agreed upon, or as may be provided for or prescribed by the Bill, and to dissolve or provide for the dissolution of the Pontypridd Company, and 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 powers, authorities, rights, privileges, agreements with other companies and parties and obligations of the Pontypridd Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates, and charges on the Pontypridd Railway or on or in respect of other railways used or authorised to be used in connection therewith, and the granting or issuing of mortgages or debenture stock and preference or ordinary shares.

To authorise the Company to lease, work, and manage the Pontypridd Railway, and to exercise the powers of the Pontypridd Company and fulfil their agreements with other companies for such period and on such terms and conditions, and for such rent or other consideration as may be agreed between them and the Pontypridd Company, and to authorise the two Companies from time to time to enter into and carry into effect working and traffic agreements, such agreements to include the fixing, levying, and apportioning of tolls, rates, and charges, the supply of rolling stock and plant, and all incidental matters.

To authorise agreements between the Company and the Pontypridd Company with reference to all or any of the matters aforesaid, 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 Bill, and also to sanction and confirm any agreement or agreements made or to be made between Lord Tredegar and the Pontypridd Company relating to matters in which they are mutually interested, and to repeal, alter, or modify any tolls, rates, or charges payable by or claimed from that Company in respect of the Park Mile Railway.

To authorise the Company or the Pontypridd Company, as the case may be, to divert a portion of the Pontypridd, Caerphilly, and Newport Railway about 350 yards in length, in the parish of Bassaleg, and county of Monmouth, such diversion commencing on the Park Mile on the south side of the Great Western Railway bridge over the public road from Newport to Machen at Pye-corner, thence passing over lands belonging to the Great Western Railway Company, and the Brecon and Merthyr Tydfil Junction Railway Company, and terminating at a point on the existing Pontypridd, Caerphilly, and Newport Railway, about 66 yards eastward of the Brecon and Merthyr Tydfil Junction Railway viaduct over the River Ebbw.

To provide for the continuance by the Company of the officers and servants of any company dissolved under the provisions of the Bill in their present or similar positions, or to make other arrangements with regard to such officers and servants.

To authorise the Company to apply any capital or funds now or hereafter belonging to them or under their control to the purposes of the Bill, and for such purposes and the general purposes of their undertaking, to raise additional capital, and for that purpose to create and issue ordinary and preference shares or stock and debenture stock, or to grant mortgages, and to provide for the classification and priorities of any such shares, stocks, or debenture stock, and to define the dividends and interest to which the same shall respectively be entitled, and to convert the existing share and loan capital of the Company, or some part thereof, and also the share and loan capital of

both or either of the Pontypridd and Limited Companies into shares or stock of the Company of the same or different amounts, and with the same or different rates of interest or dividend attached thereto, and to convert, define, and regulate the ordinary and preference capital and debenture stock and borrowing powers of the Company, and to provide for the acceptance by the shareholders and creditors of the Company and of the Pontypridd and Limited Companies of such substituted shares and stock, and empower trustees, executors, and other persons under any disability to accept and hold the same and assent to the provisions of the Bill affecting them respectively.

To revive and extend the time limited by the Alexandra (Newport and South Wales) Docks and Railway Acts, 1882 and 1890, for the construction and completion of the Company's South Dock, and all or some of the works connected therewith, authorised by the said Acts, and to confer upon the Company further powers with reference thereto.

The Bill will alter or amend the provisions of the Alexandra (Newport) Dock Acts, 1865, 1870, and 1882, and also alter or reduce the number of shareholders and amount of capital required to constitute a quorum at general meetings of the Company, and alter and regulate the power of voting of the holders of all or some of the classes of stock and shares in the Company.

In addition to the powers of granting building and other leases conferred on the Company by their said Acts of 1865 and 1873 the Bill will authorise the Company to grant leases of any lands from time to time vested in them and not required for the purposes of their undertaking and provide that the Company shall be deemed always to have possessed such power and confirm the validity of all leases already granted by them, and the Bill will authorise the Company to sell and dispose of any lands acquired by them from the Newport Dock Company and not now required by them, subject to such conditions and restrictions as the Bill may prescribe.

The Bill will contain special provisions for relieving the Company from all liability for losses, damages, demurrage, and expenses caused or arising from or in consequence of fire, theft, storm, earthquake, tempest, civil commotion, the act of the Queen's enemies, or by unauthorised interruption or stoppage of work of or by persons whether or not in their employment or service, and from any consequences arising therefrom, or other inevitable cause or accident, or any other cause not arising from default or neglect of the Company.

The Bill will vary or extinguish all rights and privileges which would or might in any manner interfere with the objects and purposes thereof, or of any such agreements as aforesaid, and confer other rights and privileges, and the Bill will amend, enlarge, or repeal all or some of the provisions of the Acts following (that is to say): Lord Tredegar's Estate Acts, 1865, 1874, and 1878; the Alexandra (Newport) Docks Acts, 1865, 1868, 1870, 1873, 1874, and 1876; the Alexandra (Newport and South Wales) Docks and Railway Acts, 1882, 1885, and 1890; the Newport Dock Act, 5 & 6 Will. IV, cap. 75; the Newport Dock (Transfer) Act, 1883, and of any other Acts relating to the Newport Dock or to the Alexandra (Newport and South Wales) Docks and Railway Company and their undertaking; the Pontypridd, Caerphilly, and Newport Railway Acts, 1878, 1880, and 1883, and of any other Acts relating to the Pontypridd

Caerphilly, and Newport Railway Company and 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 18th day of November, 1895.

MARKBY, STEWART, and Co., 57, Coleman-street, London, Solicitors.

W. & W. M. BEM, 27, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

Amersham, Beaconsfield and District Water.  
(Provisional Order.)

(To authorize Construction of Water Works; Purchase of Lands by Agreement; Levying of Rates, &c.; Borrowing of Money; Agreements with Authorities, Corporations, Companies, and Persons; General Powers.)

**N**OTICE is hereby given that the Amersham, Beaconsfield and District Waterworks Company, Limited (hereinafter called "the Undertakers") intend to apply to the Board of Trade, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order to be confirmed in Parliament in the ensuing Session for the following purposes:—

To authorize the Undertakers to supply water for domestic, trading, sanitary, public, and other purposes within the parishes of Amersham, Coleshill, Beaconsfield, Chesham Bois, Chalfont St. Giles, Chenies, Seer Green, and Penn, and Tyler's Green, in the parish of Chepping Wycombe, all in the county of Buckingham, or some of them.

To authorize the Undertakers to make, sink, construct, and maintain in the said several parishes, or some of them, the works hereinafter described and more particularly shown on the plan hereinafter mentioned:—

1. A well and artesian boring, with pumping station, works, and buildings, upon land situate in a field numbered 288 on the  $\frac{1}{2500}$  Ordnance Map for the parish of Amersham aforesaid adjoining the London-road, and belonging to Thomas William Tyrwhitt Drake, Esq.
2. A covered service reservoir upon land in the parish of Coleshill aforesaid, known as the "Brickfield," belonging to Mr. Henry Alfred Rogers.
3. A line of pipes forming the rising main from the said pumping station to the said reservoir.
4. An aqueduct or line of pipes commencing at the aforesaid reservoir passing through Coleshill aforesaid, and terminating about the centre of the town of Beaconsfield, with distributing branches carried along the various roads and streets in the town and parish of Beaconsfield aforesaid.
5. An aqueduct or line of pipes commencing from a junction with the last-mentioned aqueduct or line of pipes, passing through Winchmore Hill to Tyler's Green, in the parishes of Penn and Chepping Wycombe, and terminating near Holy Trinity Church in the village of Penn, with a branch commencing at Winchmore Hill aforesaid and terminating near Holy Trinity Church, Penn-street, in the said parish of Penn.
6. An aqueduct or line of pipes commencing at the pumping station in the town of Amersham aforesaid and terminating at the head of the High-street there, near Little Shardeloes, with branches along Church-street and Whielden-street, in the same town.
7. An aqueduct or line of pipes commencing at the said pumping station, passing along the

London-road and the new road to the Metropolitan Railway Station at Amersham, and along the White Lion Inn-road to Chalfont-road Station of the same railway, in the parish of Chalfont St. Giles, terminating about the centre of the village of Chenies, with distributing branches in the roads and streets; also branches commencing from the last-mentioned aqueduct or line of pipes at Amersham Common, and terminating near Bois Farm and Manor Farm respectively, in the parish of Chesham Bois.

8. An aqueduct or line of pipes commencing from the aqueduct or line of pipes mentioned in Clause 7, near the Chequers public house, in the town of Amersham aforesaid, and carried along the London road to the village of Chalfont St. Giles, and terminating at Three Households, in the same village, with distributing branches in the various roads and streets.

Together with all needful goits, conduits or pipes, channels, dams, weirs, sluices, pens, locks, engines, pumps, machinery, stand-pipes, tanks, valves, hydrants, apparatus, buildings, walls, fences and other works and conveniences connected with the before mentioned works or any of them.

The intended Order will confer on the Undertakers the following or some of the following powers, viz:—

To maintain, use, alter, repair and renew their waterworks and works connected therewith, and to make provision for the protection of the works, property and water supply of the Undertakers, and for prohibiting the fouling or contamination of the water in any reservoirs, wells, or other works belonging to them and the waste or misuse of water.

To lay down and maintain conduits, pipes and other works in, under, over, across and along, and to cross, break up, open, alter, divert, or temporarily stop up roads, footpaths, streets, pavements, bridges, public places, sewers, drains, streams, and watercourses within the limits of supply.

To purchase and acquire by agreement, and hold lands, waters and other hereditaments and property; and also to take grants of or acquire easements in and over lands, springs, streams, waters and other hereditaments for the purposes of their undertaking.

To supply water for domestic, public, trading, sanitary, and other purposes; and to demand, collect and recover rates, rents and charges for such supply; to confer, vary, or extinguish exemptions from the payment of rates, rents and charges; to provide and sell or let meters, and to supply water by measure and otherwise; to vary or extinguish all rights and privileges which would interfere with the objects of the intended Order, and to confer other rights and privileges.

To authorize the Undertakers to borrow any money which may be required for the purposes of this Order, upon the security of the intended rates, rents, and charges leviable thereunder, and upon such other security as shall be defined by the Order.

To authorize the Undertakers to contract, and agree with any authorities, corporations, companies, or persons, for a supply of water, in bulk or otherwise, for any purpose whatsoever.

And the Order will alter and enlarge or repeal the provisions of any Act of Parliament or Charter which would interfere with its objects, and will incorporate all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consoli-

dation Act, 1845, as relate to the temporary occupation of lands and such other matters as may be deemed expedient, and will also confer upon the Undertakers the powers mentioned or referred to in the Gas and Waterworks Facilities Act, 1870, and all other powers usually conferred upon Water Companies.

On or before the 30th day of November, 1895, a copy of this advertisement, and a plan and section of the proposed works will be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office at the County Hall, Aylesbury, in the said county, and also at the office of the Board of Trade, Whitehall, London; and on and after the 23rd day of December next, printed copies of the draft Provisional Order as deposited, and also printed copies of the Order, when made by the Board of Trade, may be obtained on application at the office of Mr. R. H. Rushforth, Solicitor, Amersham, Bucks, and at the office of Messrs. Warren, Murton, and Miller, 45, Bloomsbury-square, London, W.C., at the price of 1s. each.

And notice is hereby further given, that all companies or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 15th day of January, 1896, and a copy of such representations and objections must at the same time be sent to the Undertakers or their agents.

Dated the 20th day of November, 1895.

R. H. RUSHFORTH, Amersham, Bucks,  
Solicitor.

WARREN, MURTON, and MILLER, 45,  
Bloomsbury-square, London, Agents.

In Parliament—Session 1896.

North Cornwall Railway.

(Revival of Powers for the Compulsory Purchase of Lands and Extension of Time for the Construction of a Portion of Railway No. 1, authorised by the North Cornwall Railway Act, 1882; Additional Lands; Working and other Agreements, with Powers of Lease, and Subscription, Guarantee, Raising and Application of Funds by the London and South-Western Railway Company and the Proprietors of all or any of the Separate Undertakings of the North Cornwall Railway Company; Amendment and Repeal of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the North Cornwall Railway Company (hereinafter called "the Company") for an Act for the following or some of the following purposes (that is to say):—

To revive and extend the powers conferred upon the Company by the North Cornwall Railway Act, 1882 (hereinafter called "the Act of 1882"), for the compulsory purchase of lands and buildings excepted in Section 4 of the North Cornwall Railway Act, 1894, viz., so much of Railway No. 1 as lies between the points marked 0 mile 1 furlong and 1 mile 4 furlongs respectively on the plans deposited with respect to such railway, which former point is in the parish of Padstow, and which latter point is in the parish of St. Issey, both in the county of Cornwall, and to extend the time for the construction and completion of that portion of Railway No. 1 authorised by the Act of 1882.

To revive and enable the Company to exercise all or some of the powers and provisions of the

Act of 1882 aforesaid, and especially the powers and provisions relating to the compulsory purchase and taking of lands, the levying, demanding, and taking of tolls, rates, and charges, the raising of capital, and borrowing of money.

To discharge and relieve the Company from all penalties, liabilities, and obligations which they may have incurred or may incur by reason of their failure to construct or complete the railway and works authorised by the Act of 1882, within the periods limited thereby.

To empower the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railway and works, or either of them, or any part or parts thereof respectively, and also the lands, houses, and buildings following (that is to say):—Lands and buildings in Wadebridge, in the parish of St. Breock, in the county of Cornwall, adjoining Molesworth-street.

To alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and property which would in any manner impede or interfere with the objects of the intended Act, or any of them.

To authorise the Company to enter into arrangements with and lease, either in perpetuity or for a limited period, or sell and transfer their undertaking and the railway, works, lands, property, estate real and personal, rights, powers, privileges, and easements connected therewith, or any part or parts thereof now or hereafter vested in or belonging to or enjoyed by the Company, or which they now are or shall be authorised to construct, purchase, or acquire, and either before or after the completion thereof, to the London and South-Western Railway Company (hereinafter called "the South-Western Company"), and to authorise the South-Western Company to take such lease upon such terms and conditions, for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the Bill, and upon such lease to authorise and require the lessees during the continuance thereof, to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, and authorities, obligations, claims, or demands of the Company.

To authorise the merging, union, consolidation, and amalgamation from and after such period and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the Bill of the undertaking, railway, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Company, or some part thereof, in or with those of the South-Western Company.

To authorise the South-Western Company and the proprietors of all or any of the separate undertakings of the Company, to subscribe towards and take and hold shares in the capital of the Padstow Separate Undertaking, and to guarantee to and for the Company interest, dividends, annual or other payments on all or any of the shares and stock of the Padstow Separate Undertaking, and also to guarantee the principal and interest of any loan or any rent or other fixed charges of the Padstow Separate Undertaking.

To sanction and give effect to any contract, agreement, or arrangement made, or which prior to the passing of the Bill may be made between

the Company and the South-Western Company with reference to all or any of the matters aforesaid, or other the objects and purposes of the Bill.

To incorporate with the intended Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Railways Clauses Consolidation Act, 1845, the Railway Clauses Act, 1863, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the intended Act.

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 or privileges.

To alter, amend, extend, and enlarge, and if need be to repeal all or some of the provisions of the following Acts (local and personal), that is to say, the North Cornwall Railway Act, 1882, and all other Acts relating to the Company, 4 and 5 William IV., cap. 18, 18 and 19 Vic., cap. 188, and all other Acts relating to or affecting the South-Western Company.

And Notice is hereby given, that plans of the lands, houses, and other property proposed to be taken under the powers of the intended Act, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses, and other property, together with 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 Cornwall, at his office at St. Austell, and with the Parish Clerk of the parish of St. Breock, at his residence, and with the Clerk of the Parish Council of the said parish of St. Breock, at his office, and 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 18th day of November, 1895.

COODE, SHILSON, and Co.,  
St. Austell, } Solicitors  
VENNING and GOLDSMITH, } for the Bill.  
Devonport, }  
BURCHELL and Co.; 5, The Sanctuary,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Port Talbot Railway and Docks (Ogmore Valleys Extension).

(Railways and works in County of Glamorgan; Acquisition by Agreement of the Morfa Railway and the Cefn and Pyle Railway; Agreements with public bodies, and power to them to apply their Funds therefor; Running Powers and Facilities over portions of Great Western Railway; Power to the Company to complete the Dimbath Branch Railway in certain events; Traffic and other Agreements with that Company; Additional Capital; Diversion of Roads and Footpaths; Purchase of Lands Compulsorily and by Agreement; Commonable Lands; Exemption from provisions of Section 92 of Lands Clauses Consolidation Act, 1845; Repair of Surface of Roads over Bridges; Agreements with Local Authorities; Underpinning; Power to pay Interest out of Capital; Incorporation of Acts; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the next Session thereof, by

the Port Talbot Railway and Docks 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 county of Glamorgan, the railways, hereinafter described, 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, as intended to be stopped up or diverted (that is to say):—

A Railway (No. 1), commencing in the parish of Margam, by a junction with Railway No. 1 authorized by the Port Talbot Railway and Docks Act, 1894, at a point on the said authorized railway, about 483 yards, measured in a south-westerly direction from the southernmost corner of the buildings known as Margam Copper Works, and terminating in the parish of Pyle, in the enclosure marked and numbered 52 on the Sheet No. XXXIII. 16 on the 25-inch Ordnance Map of the parish of Pyle, at a point 30 yards, or thereabouts, measured in a south-westerly direction, from the easternmost corner of the enclosure numbered 63 on the said Ordnance Map, and 121 yards, or thereabouts, measured in a north-westerly direction, from the easternmost corner of the enclosure marked and numbered 74 on the said Ordnance Map.

The said railway will pass from, through, in, or into the parishes of Margam, and Pyle.  
A Railway (No. 2), commencing in the parish of Pyle by a junction with Railway No. 1, at the termination thereof, hereinbefore described, and terminating in the parish of St. Bride's Minor, at a point in the western fence of the private road leading to Goetre Hen House, 52 yards, or thereabouts, measured in a south-westerly direction from the centre of the bridge carrying the said private road over the river Llynfi.

The said railway will pass from, through, in, or into the parishes of Pyle, Margam, Tythegston, Laleston, Newcastle, and St. Bride's Minor.

A Railway (No. 3) wholly in the parish of St. Bride's Minor, commencing by a junction with Railway No. 2, at the termination thereof, hereinbefore described, and terminating by a junction with the Great Western Railway, at a point on that Railway 273 yards or thereabouts measured in a south-westerly direction along the said Railway, from the centre of the bridge carrying the Garw branch of that railway over the River Garw.

A Railway (No. 4), commencing in the parish of St. Bride's Minor by a junction with Railway No. 2 at the termination thereof, hereinbefore described, and terminating in the parish of Llangeinwyr, at a point 60 yards, or thereabouts, measured in a west-north-westerly direction from the westernmost corner of the building marked and numbered 865 on Sheet No. XXXIV. 8 of the 25-inch Ordnance Map of the said parish of Llangeinwyr, and 102 yards, or thereabouts, measured in a north-easterly direction from the easternmost corner of the building marked and numbered 864 on the said Ordnance Map.

The said railway will pass from, through,

in, or into the parishes of St. Bride's Minor, and Llangeinwyr.

A Railway (No. 5), commencing in the parish of Llangeinwyr by a junction with Railway No. 4 at the termination thereof, hereinbefore described, and terminating in the parish of Llandyfodwg by a junction with the partially constructed tramway or railway connected with and belonging or reputed to belong to the Great Western Railway Company, and at a point between the enclosures numbered 374 and 374A on sheet No. XXXV., 1 of the 25-inch Ordnance Map of the parish of Llandyfodwg on the western side of the bridge carrying the road numbered 375 on the said Ordnance sheet over the said tramway or railway.

The said railway will pass from, through, in, or into the parishes of Llangeinwyr, and Llandyfodwg.

A Railway (No. 6), commencing in the parish of Llandyfodwg by a junction with Railway No. 4 hereinbefore described, at a point 173 yards or thereabouts, measured in a north-easterly direction from the northernmost corner of the building marked and numbered 714 on sheet No. XXXV., 5, of the 25-inch Ordnance Map of the said parish of Llandyfodwg, and 60 yards or thereabouts, measured in a south-south-westerly direction from the south-easternmost corner of the enclosure marked and numbered 332 on the sheets Nos. XXXV., 1 and XXXV., 5, of the 25-inch Ordnance Map of the said parish, and terminating in the parish of Llantrisant by a junction with the Great Western Railway at a point thereon 210 yards or thereabouts, measured in a southerly direction along the said railway from the southern side of the signal cabin at the southern end of the station platform at Gilfach.

The said railway will pass from, through, in, or into the parishes of Llandyfodwg and Llantrisant.

A Railway (No. 7), commencing in the parish of Llangeinwyr by a junction with Railway No. 4 at the termination thereof, hereinbefore described, and terminating in the parish of Llandyfodwg by a junction with the tramway or private railway leading to the colliery belonging or reputed to belong to the Ocean Coal Company at a point 141 yards, or thereabouts, measured in a south-south-westerly direction from the southernmost corner of the engine house of the said colliery, and 93 yards, or thereabouts, measured in a north-easterly direction along the said tramway, from the centre of the bridge carrying the said tramway over the public road from Nant-y-moel to Ogmere Vale.

The said Railway will pass from, through, in, or into the parishes of Llangeinwyr and Llandyfodwg.

A Railway (No. 8), commencing in the parish of Llandyfodwg by a junction with Railway No. 7, hereinbefore described, at a point 124 yards or thereabouts, measured in an easterly direction from the northernmost corner of the enclosure marked and numbered 392 on sheet No. XXVI., 12, of the 25-inch Ordnance Map of the said parish, and 130 yards or thereabouts, measured in a north-easterly direction from the northernmost corner of the enclosure, marked and numbered 395 on the said Ordnance Map, and terminating in the parish of Llangeinwyr by a junction with a siding of

the Wyndham Colliery at a point 67 yards or thereabouts, measured in a southerly direction from the centre of the southernmost shaft of the said colliery, and 138 yards or thereabouts, measured in an easterly direction from the north-easternmost corner of the enclosure, marked and numbered 146 on sheet No. XXVI., 8, of the 25-inch Ordnance Map of the parish of Llangeinwyr.

The said Railway will pass from, through, in, or into the parishes of Llandyfodwg and Llangeinwyr.

A Railway (No. 9), commencing in the parish of Margam by a junction with Railway No. 1, hereinbefore described, at a point thereon 65 yards, or thereabouts, measured in a south-easterly direction from the north-west angle of the enclosure marked and numbered 1667 on sheet No. XXXIII., 10, of the 25-inch Ordnance Map of the parish of Margam, and 107 yards or thereabouts, measured in a south-westerly direction from the north-easternmost angle of the said enclosure, and terminating in the parish of Kenfig, at a point in the enclosure marked and numbered 302 on sheet No. XXXIX., 8, of the 25-inch Ordnance Map of the parish of Kenfig, 100 yards, or thereabouts, measured in a south-easterly direction from the south-westernmost corner of the enclosure numbered 300 on the said Ordnance sheet, and 103 yards, or thereabouts, measured in a south-westerly direction from the south-easternmost corner of the enclosure numbered 300 on the said Ordnance sheet.

The said Railway will pass from, through, in, or into the parishes of Margam and Kenfig.

A Railway (No. 10), commencing in the parish of Kenfig by a junction with Railway No. 9 at the termination thereof, hereinbefore described and terminating in the parish of Pyle at a point in the tramway or private railway belonging, or reputed to belong, to the Pant Mawr Quarries, at a point 58 yards or thereabouts measured in a north-north-westerly direction from the northernmost corner of the enclosure marked and numbered 336 on sheet No. XXXIX., 8, of the 25-inch Ordnance map of the parish of Pyle, and 95 yards, or thereabouts, measured in a south-easterly direction from the easternmost corner of the Three Horseshoes public house, at South Cornelau.

The said Railway will pass from, through, in, or into the parishes of Kenfig and Pyle.

A Railway (No. 11), commencing in the parish of Aberavon by a junction with the Rhondda and Swansea Bay Railway, at a point 414 yards, or thereabouts, measured along the said railway in a north-westerly direction from the centre of the bridge carrying the Jubilee-road over the said Rhondda and Swansea Bay Railway, and terminating in the parish of Margam by a junction with Railway No. 12, herein-after described, at the termination thereof.

The said Railway will pass from, through, in or into the parishes of Aberavon and Margam.

A Railway (No. 12), wholly in the parish of Margam, commencing by a junction with Railway No. 1, authorized by the Port Talbot Railway and Docks Act, 1894, at a point measured along the said railway in a

South-westerly direction 50 yards, or thereabouts; from the centre line of the Great Western Railway, where the said Port Talbot Railway crosses the said Great Western Railway, and terminating by a junction with Railway No. 1 hereinafter described at a point about 714 yards, measured in a south-easterly direction from the commencement thereof.

Railway (No. 13), wholly situate in the parish of Margam, commencing by a junction with Railway No. 11, at a point 160 yards, or thereabouts; measured in a north-westerly direction from the north-westermost corner of the buildings known as Margam Copper Works, and 430 yards, or thereabouts, measured in a north-easterly direction from the commencement of Railway No. 1, and terminating by a junction with Railway No. 12, at the commencement thereof.

2. To empower the Company to purchase and acquire, by agreement, the railways situate in the said parish of Margam, and known respectively as the Morfa Railway and the Cefn and Pyle Railway, and all lands, buildings, bridges, sidings, junctions, approaches, property and rights, powers and privileges connected therewith, and, if thought fit, to extinguish all existing rights thereover or therein, or to maintain, improve and utilise the said respective railways, or any part or parts thereof respectively, and the before-mentioned matters appurtenant thereto, or exercisable therewith respectively, for the purposes of the said intended railways, or any of them, or other the purposes of the Company.

3. To authorize the purchase and taking of the following pieces of land, or such part or parts thereof as may be required for the intended railways and works, which land is, or is reputed to be, common or commonable land, viz. :—

Work for which the Lands will be taken.	Name by which the Lands are known.	Parish in which the Lands are situate.	Quantity within Limits of Deviation.			Estimated Quantity to be taken.		
			a.	r.	p.	a.	r.	p.
Railway No. 4 ..	Brynmeirin ..	St. Bride's Minor ..	19	0	0	3	0	0
Railway No. 4 ..	Graig Tal-y-fau ..	Llangeinwyr ..	71	2	0	14	0	0
Railway No. 7 ..	Cymdda Bach ..	Llangeinwyr ..	8	2	0	2	0	0
Railway No. 4 ..	Frithwaun ..	Llangeinwyr ..	7	2	0	1	2	0

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 them in connection with and for the purposes of all or any of the said railways and works, to make such alterations in the line, width, and 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 constructing the said intended railways and works, and to deviate from the lines of the railways and 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.

5. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads and footpaths rendered unnecessary by reason of any diversions thereof or which are shown on the deposited plans, hereinafter referred to as intended to be stopped up or diverted, or which are included within the limits of the lands shown on those plans as intended to be compulsorily taken, and which shall be so taken, or which they are in any way authorized to stop up, and will or may provide that every new or diverted or substituted street, 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 streets, roads, footpaths, or highways in the parishes, townships, or places within which such new, diverted, or substituted street, road, or footpath will be

situate, are for the time being legally repairable, or in such other manner as the Bill 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 by a bridge or bridges unless the level of such road be permanently altered so as to increase the gradient of any part thereof.

6. To empower the Company on the one hand, and any municipal, sanitary, highway, or local authority, and any county, urban, rural, or parish council, 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 authorized or agreed to be done or executed, and the cost thereof and incidental thereto, the construction, repair, and maintenance of any streets, roads, or footpaths, and the taking of any lands in which they may respectively be interested, and to enable any such authority and council 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.

7. To authorize 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.

8. To authorize the Company from time to time to purchase or take on lease or otherwise acquire lands (including in that word where used in this Notice, houses, buildings, mills, warehouses, sheds and wharves), and other property, compulsorily or by agreement, and to acquire, compulsorily or by agreement, easements over, under, or in respect of, and to vary and extinguish existing rights and privileges over such lands and property, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the Bill.

9. 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.

10. To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways and works, and which houses and buildings may not be required to be taken for the purposes thereof.

11. To enable the Company and all bodies and persons lawfully using any railway of the Company, to run over and use with their engines, carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description the following railways and portions of railways (that is to say) :—

So much of the Great Western Railway as lies between the termination of the said intended Railway (No. 5) and the said termination of the authorized Dimbath Branch of the Great Western Railway, and so much of the Great Western Railway as lies between the said termination of the said intended railway (No. 6) and the termination of the Gilfach Branch of the Great Western Railway, with all ways, sidings, turntables, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, telephones, signals, machinery, appliances and conveniences on or connected with such railways or portions of railways respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed on, or as in default of agreement shall be determined by arbitration, or defined by the Bill, and to require the companies and persons owning or working the said railways or portions of railways respectively, to afford all requisite facilities for the purpose, and to receive, book through, invoice, forward, and deliver to and from the same, and at the stations, warehouses, booking offices and premises of such companies and persons, all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed on or as in default of agreement shall be determined in any of the manners aforesaid, and to enable the Company and all such bodies or persons to receive tolls, rates, and charges, in respect of passengers, animals, merchandize, articles, and things conveyed by them over the before-mentioned railways or portions of railways, and to alter the tolls, rates, and charges to be hereafter taken thereon or in respect thereof, and to confer exemptions from such tolls, rates, and charges.

12. The Bill will or may take power to enable

the Company upon such terms and conditions as may be agreed on, or settled by arbitration, or defined in the Bill, to complete the said Dimbath Branch in default of the said Dimbath Branch being completed by the Great Western Railway Company before a period to be limited by the intended Act, and for that purpose to exercise the powers of the Great Western Railway Company in that behalf.

13. To authorize the Company to levy tolls, rates, and charges for and in respect of the said intended railways and works, and the said railways to be acquired by the Bill when acquired and for the purposes of the Bill, and to alter existing and confer exemptions from tolls, rates, and charges, and to exercise other rights and privileges.

14. The Bill will authorize the Company to raise further sums of money for the purposes of the Bill, and also for the completion of works already authorized, 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 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 now belonging to the Company or hereafter to belong to them, or under the control of their Directors.

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

16. The Bill will vary or extinguish all existing rights or privileges which will interfere with its objects, and it will incorporate with itself such 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, as may be deemed expedient. And it will, so far as is necessary or expedient for the purposes of the Bill, alter and enlarge the powers and provisions of the Port Talbot Railway and Docks Act, 1894, and of any other Act or Acts relating, directly or indirectly, to the Company or their undertaking; 5 and 6 Wm. IV., cap. 98, and any other Act or Acts relating, directly or indirectly, to the Great Western Railway Company or their undertaking; the Rhondda and Swansea Bay Railway Act, 1882, and any other Act or Acts directly or indirectly affecting the Rhondda and Swansea Bay Railway Company, or their undertaking; and any other Act or Acts which may interfere with any purposes of the Bill.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and other works, and the lands in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property; also an Ordnance Map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff. And on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the

intended railways and other works will be made, or in which any lands are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish for which a parish council has been elected, also with the clerk (if any) of the parish council of every such parish at his residence, and if in any such parish there be no clerk of such council, then with the chairman of that council 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 18th day of November, 1895.

CHESTON and SONS, 1, Great Winchester-street, London;

L. G. WILLIAMS, 8, Charles-street, Cardiff, Solicitors for the Bill.

DYSON and Co., 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Sheffield District Railway.

Incorporation of Company; Construction of Railways in the West Riding of the County of York and Derbyshire; Compulsory Purchase of Lands, &c.; Stopping up Streets; Power to take parts only of certain properties; Running Powers; Working and Traffic Agreements; Powers to other Railway Companies; Payment of Interest out of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, and to authorize the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railways and works next hereinafter described, or some of them, or some part or parts thereof, with all proper stations, buildings, sidings, approaches, and other works and conveniences connected therewith respectively (that is to say):—

(1) A Railway (No. 1) wholly in the parish, township, or place of Attercliffe-cum-Darnall, within the city and ancient parish of Sheffield, in the West Riding of the county of York, commencing by a junction with the main line of the Manchester, Sheffield and Lincolnshire Railway, at a point distant  $1\frac{1}{2}$  chain or thereabouts, measured in a westerly direction along the said railway from the bridge which carries the footpath known as Broad Oak-lane, over the said railway, and terminating in the north-west corner of a field numbered 203 on the  $\frac{1}{2500}$  Ordnance Map for the parish of Attercliffe-cum-Darnall aforesaid.

(2) A Railway (No. 2) commencing in a vacant piece of land at or about  $1\frac{1}{2}$  chain, measured in a northerly direction from the northern termination of Faraday-road, in the said parish, township, or place of Attercliffe-cum-Darnall, and terminating at the point of termination of Railway No. 1 before described. The said Railway No. 2 will pass from, in, through, or into the following parishes and places, or some of them, viz.: Brightside, Bierlow, Attercliffe, Attercliffe-cum-

Darnall, Darnall, ancient parish of Sheffield and city of Sheffield, all in the West Riding of the county of York.

(3) A Railway (No. 3) wholly situate in the West Riding of the county of York, commencing in the parish and city of Sheffield, at a point in the south-western boundary of the piece of land known as the Manor Yard, distant  $4\frac{1}{4}$  chains or thereabouts, measured along the said boundary from Blast-lane and terminating at the point of termination of Railways Nos. 1 and 2 before described, which said intended railway will pass from, in, through, or into the following parish of Sheffield, ancient parish and city of Sheffield, and the parishes, townships, or places of Sheffield, Attercliffe-cum-Darnall, Nunnery, and Darnall, or some or one of them.

(4) A Railway (No. 4) wholly situate in the West Riding of the county of York, in the ancient parish and city of Sheffield, and the parish, township, or place of Attercliffe-cum-Darnall, commencing by a junction with the railway leading to the Sheffield goods station of the London and North Western Railway, at the eastern end of the bridge which carries Woodburn Road over that railway, and terminating at a point near the western boundary, and 1 chain measured along the said western boundary from the northern corner of a field numbered 161 on the  $\frac{1}{2500}$  Ordnance Map for the said parish of Attercliffe-cum-Darnall, by a junction with the said intended Railway No. 1.

(5) A Railway (No. 5) commencing by a junction with Railways Nos. 1, 2, and 3, at the common point of termination thereof before described, and terminating in the parish of Killamarsh, in the county of Derby, by a junction with Railway No. 12 (Beighton Branch) authorized by the Lancashire, Derbyshire, and East Coast Railway Act, 1891, and now in course of construction, at a point distant 29 chains or thereabouts measured in a north-westerly direction along the said railway from the crossing of the public road from Spinkhill over the said railway, which said intended railway will pass from, in, through, or into the city of Sheffield, ancient parish of Sheffield, and the townships, parishes, and places of Attercliffe, Attercliffe-cum-Darnall, Darnall, Handsworth, and Normanton Springs, in the West Riding of the county of York, Beighton, Mosborough, Hackenthorpe, Eckington, and Killamarsh; in the county of Derby, or some or one of them.

(6) A Railway (No. 6) commencing in a field numbered 537 on the  $\frac{1}{2500}$  Ordnance Map for the parish of Handsworth, at a point on the western boundary of the said field, distant 7 chains or thereabouts from Stabbing-lane, by a junction with the said intended Railway No. 5, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway, Birley Colliery Branch, at a point distant 4 chains or thereabouts, measured in an easterly direction along the said railway, from the bridge which carries the public road known as Normanton-hill, over the said Colliery Branch, which said intended railway will be wholly situate in the parish of Handsworth, in the West Riding of the county of York.

The Bill will authorize the Company to stop

up and discontinue the public use of the following streets in the parish and city of Sheffield, viz., so much of Blast-lane as lies between Broad-street and Navigation-hill, and also the whole of Broad-street Lane, and the Bill will vest the sites and soil of all streets and places wholly or partially closed in the Company, freed from all public and other rights over or affecting the same or the portions thereof stopped up.

The Bill will authorize the Company to exercise the powers and effect the objects following viz. :—

To deviate laterally from the lines of the intended railways and works, and vertically from the levels thereof shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be authorized by the Bill.

To cross, divert, alter, or stop up, temporarily or permanently, roads, highways, streets, pipes, telegraphs, electric apparatus, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, stop up, or interfere with for the purposes of the intended railways and works.

To purchase and take by compulsion and also by agreement lands, houses, and other property and easements in, under, or over lands for the purposes of the intended railways and works, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement any land, vaults, cellars, arches, or other offices, or a part or parts only of any house, building, manufactory, or other premises, without being required or compelled to purchase the whole of any such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or parts thereof, so purchased or taken.

To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses or buildings may not be required to be taken for the purposes thereof.

To hold, build upon, demise, or lease and otherwise deal with or dispose of any lands, superfluous or otherwise, for the time being belonging to the Company, for such periods and upon such terms (pecuniary and otherwise) and conditions as the Company think fit, and to raise money upon mortgage of all or any lands, buildings, or property, acquired or erected under the powers of the Bill, and the Bill will; so far as may be necessary or expedient, exempt all or some of such lands and the Company in respect thereof from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To demand, take, and recover tolls, rates, and charges upon, or in respect of, the said intended railways and works, and upon the portions of railway over which running powers are intended to be exercised as hereinafter mentioned, to vary or extinguish existing tolls, dues, rates, and charges, and to confer exemptions from the payment of tolls, rates, dues, and charges and to confer, vary, or extinguish other rights and privileges.

To empower the Company and any company or persons for the time being lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, wagons, and officers and servants, for

the purposes of traffic of every description upon such terms and conditions, and upon payment of such tolls and rates as may be agreed upon or settled by arbitration, or prescribed by the Bill, the portions of railway and stations next hereinafter mentioned, or some part or parts thereof respectively (that is to say) :—

(A) So much of the Manchester, Sheffield, and Lincolnshire Railway as is situate between the junction therewith of the intended Railway No. 1 before described, and the Victoria Station, Sheffield, including that station;

(B) So much of the Lancashire, Derbyshire, and East Coast Railway as is situate between the termination of the intended Railway No. 5, and Spinkhill Station, including that station;

(C) So much of the Manchester, Sheffield, and Lincolnshire Railway as is situate between the termination of the intended Railway No. 6 before described, and Birley Colliery, including the station and the sidings there.

Together with the use of all other stations, sidings, platforms, points, signals, junctions, roads, water, watering places, and water engines, engine sheds, standing room for engines and carriages, booking and other offices, warehouses, staithes, tips, hydraulic and other machinery, works and conveniences connected with the aforesaid portions of railway and stations.

The Bill will authorize the Company on the one hand, and the Lancashire, Derbyshire, and East Coast Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Lancashire and Yorkshire Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of some part or parts of the railways and works of the contracting Companies, the supply and maintenance of engines, rolling stock, and plant, and the employment of officers and servants, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the fixing, collection, payment, division, and appropriation of the tolls, rates, and charges, and other income and profits arising from the traffic on the railways of the contracting Companies, and the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the railways of those Companies.

To empower the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the Great Eastern Railway Company, the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, and the Lancashire, Derbyshire, and East Coast Railway Company, or any one of those Companies, to subscribe to and to take and hold shares in the capital of the Company, and to authorize any one of the before-mentioned Companies to raise the capital necessary for such subscription or contribution by the creation and issue of ordinary or preference shares or stock, or by debentures or debenture stock, as the case may be, or to guarantee interest on a portion of the capital of the Company, or by such other means as the Bill may prescribe.

The Bill will enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the con-

trary, to pay out of the capital or funds of the Company from time to time interest or dividends on any shares or stock of the Company.

The Bill will vary or extinguish all rights and privileges which would interfere with any of the objects thereof or any such contracts, agreements, arrangements, or facilities as aforesaid, and confer other rights and privileges.

The Bill will incorporate the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and so far as may be requisite for any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal some of the provisions of the local and personal Acts following (that is to say): 9 and 10 Vict., cap. 71, and any other Act relating to or affecting the Great Northern Railway Company, 9 and 10 Vict., cap. 268, and any other Act relating to or affecting the Manchester, Sheffield, and Lincolnshire Railway Company, 3 and 4 Will. IV., cap. 36, and any other Act relating to or affecting the London and North Western Railway Company, 6 and 7 Will. IV., cap. 3, and any other Act relating to or affecting the Lancashire and Yorkshire Railway Company, and the Lancashire, Derbyshire, and East Coast Railway Acts, 1891, 1892, 1893, 1894, and 1895, and the Great Eastern Railway Act, 1862, and any other Act relating to or affecting the Great Eastern Railway Company.

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 thereof or other purposes 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 West Riding of the county of York at his office at Wakefield, with the Clerk of the Peace for the city of Sheffield at his office in Sheffield, and 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 with the clerk of the parish council, or in the absence of a clerk with the chairman of the parish council of each such parish at his residence, and in the case of any extra-parochial place with the clerk or chairman of the parish council or parish clerk, as the case may be, 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 18th day of November, 1895.

BUSBY, DAVIES, SANDERS and Co., Chesterfield;

DEVONSHIRE, MONKLAND, DAVIES, and SANDERS, 1, Frederick's-place, Old Jewry, London, and 16, Great George-street, Westminster, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Brighton Corporation.

(Shoreham and District Waterworks Transfer.)

(Transfer to the Corporation of Brighton of Undertaking, &c., of Shoreham and District Waterworks Company; Extension of Corporation's Limits of Water Supply to Company's District and West Blatchington; Construction of Works; Compulsory Purchase of and Powers as to Lands, Easements, &c.; Power to Take Springs and Waters, Break up Streets, &c., Supply Water in Bulk, Levy Rates, Apply Funds, Borrow or Raise Money; Dissolution of said Company; Amendment of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mayor, Aldermen, and Burgesses of the Borough of Brighton 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):—

To transfer to and vest in or to provide for the transfer to and vesting in the Corporation of the undertaking, works, lands, property, powers, rights, and privileges of the Shoreham and District Waterworks Company (hereinafter called "the Company"), for such consideration and upon such terms and conditions, and subject to such provisions as to the debts, liabilities, and obligations of the Company as may have been or may be agreed upon between the Corporation and the Company, or as Parliament may prescribe, and if thought fit, to sanction and confirm or embody in the Bill the provisions of any such agreement, and to confer upon the Company and the Corporation respectively all powers, and to make all provisions necessary or expedient for effecting such transfer, and to enable the Corporation to hold, work, and use the said undertaking, and to have, exercise, and enjoy all or any rights, powers, privileges, and authorities of the Company whether with reference to the supply or taking of water, levying of rates or otherwise, howsoever, and to extend the limits within which the Corporation are authorised to supply water so as to include the following parishes and places or some of them, or some parts thereof respectively (that is to say): Old Shoreham, New Shoreham, Kingston-by-Sea, Southwick, Portslade, Aldrington, Lancing, Upper Beeding, and Bramber (being the district within which the Company is authorised to supply water) and the parish of West Blatchington, all in the county of Sussex, and to authorise the Corporation to exercise within such parishes, or any of them, all or any of the powers, rights, authorities, and privileges which the Company now have or may exercise within the district in which they are authorised to supply water, and all or any of the powers, rights, privileges, and authorities which the Corporation have or may exercise within any part of their existing limits for the supply of water, and to demand, take, and levy rates, rents, and charges for the supply of water, and to vary existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment thereof respectively.

To empower the Corporation to make and maintain the following waterworks all in the parish of Old Shoreham, in the county of Sussex:—

An adit or heading (No. 1) commencing on the east side of the reservoir or pond in which the spring, commonly called the Spring Dyke, rises on the property of the Company, and running thence for a distance of 3 chains, and thereabouts, in an easterly direction and there terminating.

An adit or heading (No. 2), commencing at or about the termination of the proposed adit or heading (No. 1) hereinbefore described, and running thence for a distance of 33 chains or thereabouts in a southerly direction and there terminating.

An adit or heading (No. 3), commencing at or about the termination of the proposed adit or heading (No. 1) hereinbefore described, and running thence for a distance of 37 chains or thereabouts in a northerly direction and there terminating.

To empower the Corporation---

(A) To make and maintain all such wells, shafts, cuts, channels, adits, drifts, catch-waters, drains, gauges, engines, pumps, tanks, works, and conveniences as may be necessary or convenient in connection with the before-mentioned works, or the existing works of the Company, or any of them, and to exercise on any lands for the time being belonging to them, all or any of the powers conferred by Section 12 of the Water Works Clauses Act, 1847.

(B) To deviate laterally from the lines, or vertically from the levels of the before-mentioned works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the Bill.

(C) To lay down, maintain, alter, repair, and renew mains, pipes, and other works, and to cross, open, or break up, alter, divert, or stop up or otherwise interfere with, either temporarily or permanently, any roads, lanes, highways, footpaths, bridges, railways, tramways, rivers, streams, water-courses, sewers, drains, pipes, wires, and other apparatus or works within the aforesaid parishes and places, or any of them.

(D) To purchase and acquire compulsorily or by agreement, and to hold lands, rights of water, and other hereditaments within the said parish of Old Shoreham, or estates, interests, easements, rights, or privileges in, over, or affecting the same for the purposes of the proposed works, and in the vicinity of such works for other the general purposes of their waterworks undertaking, and for such purposes also to purchase lands or any such rights easements, and privileges by agreement elsewhere within their limits for the time being for the supply of water and to sell and dispose of or let on lease any such lands, houses, and property, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any estate, easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, or take as aforesaid, and will or may enable the Corporation to acquire compulsorily easements or wayleaves in, through, under or over any lands shown on the deposited plans in lieu of acquiring those lands.

(E) To divert, collect, impound, take and use in or by means of the existing works of the Company and the works proposed to be authorised by the Bill, or any enlargement or extension thereof respectively, all such streams, springs, and waters as will or may be intercepted by such works or as may be found on, in or under any of the lands for the time being belonging to the Corporation, or over or in respect of which, they have or may acquire easements, and especially the spring commonly called the Spring Dyke in the aforesaid parish of Old Shoreham, which now

flows directly or indirectly into the River Adur and into New Shoreham Harbour.

To exempt the Corporation from the provisions of the Lands Clauses Consolidation Act, 1845, and of the existing Acts of the Company with respect to the sale of superfluous lands.

To empower the Corporation to enter into and carry into effect agreements for the supply of water in bulk, within or beyond their limits of supply for the time being, for the supply of water to any county council, sanitary authority, or company, and to sanction and confirm any such agreement as may be entered into prior to the passing of the Bill.

To authorise the Corporation for the purposes of the Bill, or any of them, and of their waterworks undertaking to apply their funds, rates, and revenues, and any moneys which they are authorised to raise, and to make and levy additional, and alter existing rates and charges, and to borrow and raise money on the security of the rates, rents, and charges leviable in respect of the supply of water within their limits of water supply, the special water rate, the borough fund, and borough rate, the district fund, and general district rate, of the borough and any other funds, rates, or revenues, or any property of the Corporation, or such of them as the Bill may define, by mortgage, debentures, or corporation stock, or in such other manner as the Bill may prescribe.

To provide for or require the exchange and acceptance of any securities of the Corporation for any shares, stock, or securities of the Company, and for the distribution of the assets, and the winding-up of the affairs and dissolution of the Company.

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

To alter, amend, extend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Brighton, Hove, and Preston (Constant Service) Waterworks Act, 1854, the Brighton, Hove, and Preston (Constant Service) Waterworks Act, 1857, and the Brighton, Hove, and Preston (Constant Service) Waterworks Amendment Act, 1865, the Brighton Corporation Waterworks Acts, 1872 and 1883, the Brighton Corporation Loans Act, 1896, and any other Act relating to the Corporation or their waterworks undertaking, the Shoreham and District Waterworks Act, 1870, the Shoreham and District Waterworks Order, 1879, and any other Act or Order relating to the Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections, showing the line and levels of the proposed works, such plans showing also the lands intended to 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 be deposited with the Clerk of the Peace, for the county of Sussex, at his office at Lewes in that county, and that on or before the said 30th day of November a copy of the said plans, sections, book of reference, and notice will be deposited for public inspection with the parish clerk of the parish of Old Shoreham 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 18th day of November, 1895.

FRANCIS J. TILLSTONE, Town Clerk,  
Brighton.

REES and FRERE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1896.

London and North Western Railway.

(Additional powers to Company with reference to New Railway and widenings of existing Railways and other Works, Roads, Footpaths, and Lands in the Counties of Lancaster, Chester, Flint, Denbigh, Warwick, York (West Riding), Carnarvon, Middlesex, and Stafford; Powers to Company and Great Western Railway Company as to Works and Lands in the County of Chester; Powers to Shropshire Union Railways and Canal Company as to Lands in County of Stafford; Revival and extension of Powers for acquisition of Lands for and for completion of portions of Heaton Lodge and Wortley Railways; Extension of time for sale of and further Powers in relation to superfluous Lands of Company and Great Western Railway Company, and of Company and Furness Railway Company, and of Company and Midland and North London Railway Companies as lessees of North and South Western Junction Railway; Further Provisions as to Savings Banks; Additional Capital and application of Funds; Application of Funds by Great Western Railway Company and Shropshire Union Railways and Canal Company; Amendment of Acts.)

**N**OTICE 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 Railway and the widenings of the portions of their existing railways hereinafter described with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):—

A railway at Pennington, to be situate wholly in the township and parish of Leigh, in the county of Lancaster, commencing by a junction with the Company's West Leigh Branch Railway No. 1, at a point 1,120 yards, or thereabouts, measured along that railway from its junction with the Company's Bolton and Kenyon Railway near Pennington Station, and terminating by a junction with the Company's Bedford Leigh Branch Railway, at a point 180 yards, or thereabouts, south-west of the bridge carrying that branch railway over St. Helen's-road, Leigh.

The widening of the Company's Grand Junction Railway, between a point 550 yards, or thereabouts, south-west of Moore Station, and a point 55 yards, or thereabouts, north of the bridge which carries Liverpool-road, Warrington, over that railway, which said intended widening will be situate in the parishes, townships, and places following, or some of them (that is to say), Runcorn, Keckwick Moore, Acton Grange, and Walton Inferior, in the county of Chester, and Warrington, and Little Sankey, in the county of Lancaster.

The Widening No. 1 of the Company's Chester and Holyhead Railway, between the west side of the Morfa level crossing by that railway, of the public road from Gwespyr to the Point of Ayr, and a point 130 yards, or thereabouts north-east of the bridge over the said railway at Rhyl Station, which said intended widening will be situate in the parishes, townships, and places following, or some of them (that is to say), Llanasa, Trewaelod, Gronant, Meliden, Nant-with-

Prestatyn, Dyserth, Rhyd, Rhuddlan, Rhydorddwy, Brynhedydd, and Rhyl, all in the county of Flint.

The widening No. 2 of the said Chester and Holyhead Railway, on the south-east side thereof, between the west side of Warren-street, Rhyl, and the Foryd Junction of the Company's Vale of Clwyd Railway therewith, which said intended widening will be situate in the parishes, townships, and places following, or some of them (that is to say), Rhuddlan and Rhyl, in the county of Flint, and Abergele in the county of Denbigh.

The widening No. 3 in the parish of Abergele, in the county of Denbigh, of the Company's Chester and Holyhead Railway between the west end of Foryd Station and the east end of Abergele Station.

It is proposed to take for the purposes of the intended widening No. 1 of the Chester and Holyhead Railway a portion of a certain common or commonable lands on the sea-shore, known as Gronant Marsh, in the township of Gronant, in the parish of Llanasa, in the county of Flint.

The quantity of the said lands is estimated to be 4 a.c.s.

To empower the Company to execute the works and acquire the lands (in which term houses and buildings are included), and exercise the powers following (that is to say):—

In the parish of Berkswell, in the county of Warwick—

To stop up and discontinue so much of the public footpath which crosses on the level the Company's London and Birmingham and Kenilworth and Berkswell Railways, 180 yards or thereabouts south-east of the junction of those railways at Berkswell Station, as lies between a point 120 yards or thereabouts south of the last-mentioned railway and Truggist-lane:

To stop up and discontinue so much of the public footpath which crosses on the level the said Kenilworth and Berkswell Railway 380 yards or thereabouts south-east of the said junction as lies between points respectively 70 yards or thereabouts on each side of the said railway, and to divert the portion of the said footpath between the points aforesaid, and to carry it over the said railway by means of a footbridge:

To make two new footpaths (namely):—

(1) A footpath from the northern end of the bridge carrying the existing footpath secondly hereinbefore mentioned over the London and Birmingham Railway to a point on the south side of Truggist-lane, 65 yards or thereabouts east of the junction therewith of the existing footpath firstly hereinbefore mentioned:

(2) A footpath from a point on the north side of Truggist-lane, 45 yards or thereabouts east of the junction therewith of the footpath firstly hereinbefore mentioned, to a point in the same footpath 20 yards or thereabouts north of Truggist-lane:

In the township of Basford, in the parish of Wybunbury, in the county of Chester—

To make additional archways or openings under the public road from Shavington to Weston, which crosses over the Company's Grand Junction Railway at Basford Hall on the west side of and adjoining the existing archway by which the said road is carried over the said railway, and for that purpose to alter the levels of the said road:

In the township of Basford, in the parish of Wybunbury, and in the township of Crewe, in

the parish of Barthomley, in the county of Chester—

To stop up, and discontinue, and to divert so much of the public footpath which leads from the said road near Basford Hall to Weston-road, near to and north-west of Park Farm, as extends for a distance of 140 yards, or thereabouts, southward from its crossing over the North Staffordshire Railway.

In connection with the construction of the Railway No. 1 authorised by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act, 1892, to execute the works and exercise the powers following (that is to say):—

In the township of Heckmondwike, in the parish of Birstal, in the West Riding of the county of York—

To stop up and discontinue so much of Powell-street, Heckmondwike, as lies between Horton-street and Sharpe-street, and also so much of Francis-street, Heckmondwike, as extends for a distance of 55 yards, or thereabouts, south-west of Horton-street, and in lieu thereof to make a new road in continuation of Brunswick-street between Sharpe-street and Horton-street, and to carry the said new road over the said authorised railway by means of a bridge:

In the township of Gomersal, in the parish of Birstal, in the West Riding of the county of York—

To stop up, and discontinue, and to divert—

(A) So much of the public footpath which leads from Spen-lane to Gomersal-lane as extends for a distance of 120 yards, or thereabouts, measured along the said footpath in a south-easterly direction from its junction with Spen-lane at or near Spen bank:

(B) So much of the public footpath which leads from Spen-lane along the south side of Spen Hall to Cleckheaton as extend for a distance of 320 yards or thereabouts, measured along the said footpath in a north-westerly direction from Spen-lane:

(C) So much of the public footpath which leads from Cliff-lane along the west side of Round Hill Mill to Cleckheaton as lies between points 130 yards and 530 yards or thereabouts respectively, measured along the said footpath in a south-westerly direction from Cliff-lane, and so much of another public footpath which joins the lastmentioned footpath, at a point 350 yards or thereabouts south-west of Cliff-lane as extends for a distance of 100 yards or thereabouts, measured along the said footpath in a north-westerly direction from the said junction:

And to carry the diverted footpaths (B) and (C) under the said authorised railway by means of subways:

(D) So much of the public footpath which leads from Cliff-lane to Swinley as extends for a distance of 20 yards or thereabouts in a north-westerly direction from Cliff-lane:

(E) So much of the public footpath which leads from Swinley by way of Wood Nook to Drub-lane as lies between a point 190 yards or thereabouts, measured along the said footpath in a westerly direction from Wood Nook, and a point 170 yards or thereabouts, measured along the said footpath in a northerly direction from Wood Nook:

In the townships of Manor-and-Rake and Saltney in the parish of Hawarden in the county of Flint—

To alter and divert so much of the public road

leading from Manor Hall to Cop Farm, which crosses on the level the Company's Chester and Holyhead Railway, about 1,600 yards south-east of Sandycroft Station as lies between points respectively 300 yards or thereabouts, east, and 130 yards, or thereabouts, south-west of the said level crossing, and to carry the road over the said railway by means of a bridge, and to stop up and discontinue all rights of way over so much of the existing road as lies between the boundaries of the Company's property:

In the township of Saltney, in the parish of Hawarden, in the county of Flint—

(1) To alter and divert so much of the public road which crosses on the level the said Chester and Holyhead Railway at Sandycroft Station as lies between points respectively 180 yards, or thereabouts, north-east and south-west of the said level crossing, and to carry the road over the said railway by means of a bridge, and to stop up and discontinue all rights of way over so much of the existing road as lies between the boundaries of the Company's property:

(2) To make a new road from a point in the said existing road, 80 yards, or thereabouts, south-west of the junction of Phoenix-street therewith to a point in Phoenix-street 100 yards, or thereabouts west of the said junction:

In the parishes of Llangwstenin and Eglwys Rhos in the county of Carnarvon—

To alter and divert so much of the Chester and Holyhead-road as lies between points 35 yards and 610 yards, or thereabouts, respectively east of the level crossing of that road by the Company's Elandudno Branch Railway. And to acquire by compulsion or agreement, and to hold certain lands in the said parishes lying between the said road as diverted and the Company's railway and property. And to stop up and discontinue all rights of way over the said portion of the existing road.

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 railway, widenings 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 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 execute the works and exercise the powers hereinafter mentioned (that is to say):—

In the county of Middlesex—

Certain lands in the parish of Willesden lying on the northern side of and adjoining the Company's London and Birmingham Railway, and between the Midland and South Western Junction Railway and Acton-lane:

In the county of Stafford—

Certain lands in the parish of Tipton lying on the north-east side of and adjoining the Company's Stour Valley Railway, and between Watery-lane and Workhouse-lane, Tipton:

Certain lands in the parish of Norton-under-Cannock lying on the east side of and adjoining the Company's Railway to Five Ways and 200 yards or thereabouts, south of the bridge carrying the public roads at Norton Canes over that railway:

## In the county of Chester—

Certain lands in the township of Shavington-with-Gresty in the parish of Wybunbury lying on the south-east side of and adjoining the Company's Crewe and Shrewsbury Railway, and between Gresty Green and Gresty-road.

Certain other lands in the same township and parish lying on the south side of and adjoining Gresty Brook and 220 yards or thereabouts, east of the bridge carrying Gresty-road over the said brook:

With power to extend for a distance of 40 yards or thereabouts, in a southerly direction, the bridge carrying the said railway over Gresty-road:

Certain lands in the township of Basford, in the parish of Wybunbury, lying on the west side of and adjoining the Company's Grand Junction Railway, and between Casey-lane and the road from Shavington to Weston, which crosses over the Company's Grand Junction Railway at Basford Hall:

Certain lands in the township of Monks Coppenhall, in the parish of Coppenhall, lying on the north side of and adjoining the Valley or Coppenhall Brook, east of and near to Queen's Park, Crewe:

Certain other lands in the same township and parish lying on the south-east side of and adjoining the Company's Crewe and Manchester Railway, and between Manchester Bridge and Sydney Bridge, Crewe, near Hall o' Shaw Farm:

With power to stop up and discontinue the public footpaths within the limits of the said lands, and to make two new footpaths in lieu thereof:

Certain lands in the township of Whatcroft, in the parish of Davenham, lying on both sides of and adjoining the Company's Sandbach and Northwich Railway, and extending for a distance of 250 yards, or thereabouts, south-east of the bridge carrying that railway over Whatcroft-lane and the Trent and Mersey Canal:

Certain other lands in the same township and parish lying on the south-west side of and adjoining the said railway, and extending for a distance of 150 yards, or thereabouts, north-west of the said bridge:

## In the county of Lancaster—

Certain lands in the township of Little Sankey, in the parish of Warrington, lying under and on both sides of, and adjoining, the Company's Grand Junction Railway at or near the bridge carrying the said railway over an occupation road 200 yards, or thereabouts, south of the southern end of the platforms at Bank Quay Station, Warrington:

Certain lands in the township or extra-parochial place of Toxteth Park, lying on the north side of and adjoining Warwick-street, and between Sefton-street and Caryl-street, Liverpool.

Certain lands in the township of St. Helen's, in the parish of Prescott, lying on the south side of and adjoining the Company's Liverpool and Manchester Railway, and between points 330 yards and 600 yards, or thereabouts respectively west of the bridge over the said railway at Lea Green Station:

Certain lands in the township of Tyldesley-with-Sbakerley, in the parish of Leigh, lying on both sides of and adjoining the Company's Eccles, Tyldesley and Wigan Railway, and extending for a distance of 270 yards, or thereabouts, west of Elliott-street, Tyldesley:

Certain lands in the township and parish of Leigh, lying on the east side of and adjoining Princess-street, Leigh, and between Lord-street, south and east Bond-street:

Certain lands in the township and parish of Lancaster, lying on the east side of and adjoining the Company's Lancaster and Carlisle Railway, and between Carr House-lane and Meeting House-lane:

## In the West Riding of the county of York—

Certain lands in the township and parish of Sheffield, lying on the north side of and adjoining Broad-street and between Wharf-street and Blast-lane, Sheffield. And to repeal so much of Sub-section (8) of Section 14 (for the protection of the Duke of Norfolk) of the London and North Western Railway Act, 1893, as prohibits the Company from acquiring the freehold of any portion of the lands coloured brown upon the plan mentioned in such sub-section:

Certain lands in the townships of Cleckheaton and Gomersal, in the parish of Birstal, lying between a point on Bradford-road, Cleckheaton, 20 yards, or thereabouts, south of Chapel-street and Spen Hall:

Certain lands in the township of Gildersome, in the parish of Batley, lying on the south side of and adjoining the Great Northern Railway Company's Gildersome Branch Railway, and west of and adjoining Gildersome Foundry:

Certain lands in the townships of Gildersome and Morley, in the parish of Batley, lying on the south-west side of and adjoining the new road from Gildersome to Morley, and on both sides of and adjoining Dean Beck:

In the County of Flint.

Certain lands in the township and parish of Flint, lying on both sides of and adjoining the Company's Chester and Holyhead Railway at, and near, and including the Pentre Alkali Works:

Certain other lands in the same township and parish lying on the south-west side of and adjoining the Chester and Holyhead-road at Oakenholt:

Certain lands in the townships of Bagillt-Fawr, Whelston, Holywell, and Greenfield, in the parish of Holywell, lying on the south-west side of and adjoining the Company's Chester and Holyhead Railway, and between a point 150 yards or thereabouts north-west of the Dee Bank signal box, and the bridge which carries the Holywell Railway over the said Chester and Holyhead Railway, south-east of and near to Holywell Station.

In the County of Carnarvon.

Certain lands in the parish of Llangwstenin, lying on the south side of and adjoining the Company's Chester and Holyhead Railway, and between their Llandudno Junction Station, and a point 570 yards, or thereabouts, west of the bridge carrying the public road from Llansantffraid-Glan-Conway to Llandudno over the said railway.

To empower the Company and the Great Western Railway (hereinafter called "the Great Western Company"), or either of them, with the consent of the other, to execute the works and exercise the powers hereinafter mentioned, and to acquire by compulsion or agreement, and to hold for those purposes lands (in which term houses and buildings are included) in the township and parish hereinafter mentioned, and also to acquire by compulsion or agreement and to hold the lands hereinafter described (that is to say):—

For the purpose of complying with the pro-

visions of Section 15, Sub-section (e) of the London and North Western and Great Western Railway Companies Act, 1893 (for the protection of the Corporation of Chester), to divert and alter the levels of the public road called Brook-lane, numbered on the deposited plans referred to in the said Act 7 in the parish of Chester, in the city and county of the city of Chester, and 3 in the township of Newton-by-Chester, in the parish of St. Oswald, in the county of Chester:

And to acquire by compulsion or agreement, and to hold—

Certain lands in the township of Moston, in the parish of St. Mary-on-the-Hill, and in the township of Great Mollington, in the parish of Backford, all in the county of Chester, lying on the south-west side of and adjoining the Birkenhead Railway of the Company and the Great Western Company, and east of and adjoining the Shropshire Union Canal near Mollington Viaduct.

To authorise agreements between the Company and the Great Western Company with respect to the exercise of the said powers, and 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 to acquire by compulsion or agreement, and to hold—

Certain lands, houses, and buildings in the township of Longport, in the parish of Burslem, in the county of Stafford, lying on the east side of and adjoining Station-street, Longport, and north of and adjoining the Trent and Mersey Canal.

To authorise the purchase and acquisition of a 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 exercising the said powers becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish, or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, in the company or companies upon whom the powers to stop up the same are conferred.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the 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 or highway which shall be carried over the intended railway by a bridge or bridges or the immediate approaches thereto, except so far as the level of such road or highway or approaches is permanently altered.

To empower the Company to demand and recover tolls, rates, and other charges for or in respect of the use of the railway and widenings, 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 revive and extend the powers for the compulsory purchase of lands for so much of Railway No. 1, authorised by the London and North Western Railway (Heaton Lodge and Wortley Railway) Act, 1892, as is situate in the township of Gomersal, in the parish of Birstal, in the West Riding of the county of York, and lies between the north-west side of the road numbered on the deposited plans referred to in the said Act 474A in that parish, and known as Spenslane, and the south side of the road numbered on the said plans 506 in the same parish, and known as Water or Cliff Lane. And to extend the time for the completion of (1) so much of the said Railway No. 1 as extends from the south side of the road numbered on the said plans 272 in the parish of Mirfield, in the same Riding, and known as Jill-lane, Northhope, to the authorised terminating of the said Railway No. 1, and (2) Railway No. 2 authorised by the said Act.

To extend the time for the completion of so much of the railway at Peasley Cross, in the county of Lancaster, authorised by the London and North Western Railway Act, 1891, as was not authorised to be abandoned by the London and North Western Railway Act, 1894.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to the Company jointly with the Great Western Company in connection with the West Kirby Extension Railway, and to the Company jointly with the Furness Railway Company in connection with the Whitehaven, Cleator, and Egremont Railway, and belonging to the North and South Western Junction Railway Company, or to the Company, and the Midland and North London Railway Companies as lessees of the North and South Western Junction Railway, and to confer upon the said Companies respectively further powers with reference to the retention, sale, or disposition of such lands, and to repeal, 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 confer further and other powers upon the Company for and in relation to the retention, holding, use, sale, exchange, lease, letting, and disposition of lands, and to enable them notwithstanding anything contained in the Lands Clauses Acts or any other Acts to retain, hold,

and use, and from time to time for such consideration, and upon, under, and subject to such terms, conditions, rights, covenants, and restrictions as they shall think fit to sell, exchange, lease, let, and dispose of any lands acquired under the powers of any of the Acts relating to the Company, including the intended Act, and to empower the Company to sell or dispose of any rent-charges, ground rents, or other rents reserved on any sale, exchange, lease, or disposition of such lands, and the reversion of any lands let or leased under the powers of the intended Act, and to provide for the application of the proceeds of any such sale, exchange, lease, or disposition and of any rents reserved thereon.

To repeal Section 317 of the Act 7 and 8, Vic., cap. 65, entitled "an Act for making a railway from Chester to Holyhead."

To extend and make applicable the provisions of Sections 19 to 21 of the London and North Western Railway (Additional Works) Act, 1858, with respect to savings banks to the officers, servants, workmen, and apprentices of the Shropshire Union Railways and Canal Company and the Dundalk, Newry and Greenore Railway Company, and to all officers, servants, workmen, and apprentices who are directly or indirectly employed or paid by the Company or are engaged in the conduct of any of the business of the Company, either solely or jointly with any other company or companies, or of any business or undertaking of which the Company either solely or jointly with any other company or companies are the lessees, or who are paid their salaries or wages through or by means of the salary and wages lists of the Company, and to the members of the families of such officers, servants, workmen and apprentices.

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 Company and the Shropshire Union Railways and Canal Company respectively to apply to all or any of the purposes of the intended Act in which they are interested any capital or funds belonging to them.

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

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned 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 Company:

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

The Act 7 and 8 Vic., cap. 22, and all other

Acts relating to the Furness Railway Company:

The Act 14 and 15 Vic., cap. 100, and all other Acts relating to the North and South Western Junction Railway Company:

The Act 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company:

The Act 9 and 10 Vic., cap. 396 and all other Acts relating to the North London Railway Company.

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 Gazette, will be deposited as follows (that is to say):—As relates to the works and lands in the county of Lancaster and the works and lands partly in that county and partly in the county of Chester, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; as relates to the last-mentioned works and lands and the works and lands wholly in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; as relates to the works and lands in the county of Flint and the works and lands partly in that county and partly in the county of Denbigh, with the Clerk of the Peace for the county of Flint, at his office at Mold; as relates to the last-mentioned works and lands and the works and lands wholly in the county of Denbigh, with the Clerk of the Peace for that county, at his office at Ruthin; as relates to the lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington; as relates to the works and lands in the West Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Wakefield; as relates to the works and 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 Middlesex, with the Clerk of the Peace for that county, at his office at the Guildhall, Westminster; and as relates to the lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford.

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 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 Toxteth Park, with the parish clerk of the adjoining parish of Liverpool, at his residence; and as regards any rural parish for which a parish council has been elected with the clerk of such council at his residence, or (if there be no clerk) with the chairman of such council 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 9th day of November, 1895.

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

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

In Parliament—Session 1896.

Malvern Link.

(Extension of Malvern Link Urban District; Alteration of County Boundaries; Adjustment; Compensation; Construction of Waterworks; Road Diversion; Interference with Land Springs, Streams, Roads, and other Property; Compensation to Streams; Common Lands; Power to Supply Water and levy Rates, Rents, and Charges; Prevention of Waste; Regulations; Supply in Bulk; Borrowing Powers; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given that the Urban District Council of Malvern Link, in the county of Worcester (in this Notice referred to as "the Council"), intend to apply to Parliament in the next Session for leave to bring in a Bill for the following or some of the following purposes:—

1. To alter and extend the boundary of the district of the Council, and to include within the boundary as extended that portion of the parish of Cradley, in the county of Hereford, bounded on the east side by the present county boundary between Hereford and Worcester, and partly by the Malvern Link Urban District (in this Notice referred to as "the district"), and partly by the Malvern Urban District, on the south by the county boundary between Hereford and Worcestershire, and the West Malvern portion of the district, on the west side by a water-course called Whippets Brook, flowing in a northerly and north-easterly direction, on the north side partly by Whippets Brook and partly by a road called Cowleigh-road, as far as the north-east corner of Field No. 1,253 on the 25-inch Ordnance map of the said parish, thence crossing the said Cowleigh-road in a northerly direction along the western and north-western boundaries of Fields numbered 1,259, 1,260, and 1,258 on the 25-inch Ordnance map of the said parish, terminating at the northern point of Field No. 1,258 on the said map, at the point where it joins the existing county boundary between Herefordshire and Worcestershire and the district, and containing in the whole about 228½ acres, more or less.

2. To form the added area, or parts thereof, into a new ward, or, if thought fit, to appropriate and apportion the added area, or some portions thereof, to a ward or wards of the district as it now exists, and to determine the name and boundaries of any new or altered ward, and to alter the number of Councillors, and to apportion the additional Councillors to the new ward, and to provide for the election, time of going out of office of any added Councillors, and to make provision in the Bill for the doing and determining of anything in connection with the aforesaid matters.

3. To make provision for the alteration of the boundaries of the counties of Worcester and Hereford by the inclusion within the area of the county of Worcester of the before-mentioned portion of the county of Hereford, and to provide for the adjustment of all matters, financial or otherwise, in connection therewith, including the alteration of the boundaries of the electoral districts of such counties, and to make all such provisions as might be made by the Local Government Board under the powers of the Local Government (England and Wales) Act, 1888.

4. To authorise the Council to levy rates within the added area, and to provide that it shall for all purposes be deemed to be part of

the district, and be subject to the same rights, privileges, debts, and obligations. To provide that the powers of the Cradley Parish Council, the Bromyard Rural District Council, the Hereford County Council, and all other authorities having jurisdiction within such added area, shall cease, except in so far as such authorities may now have powers over the district of the Council.

5. To provide for the collection of the general district rates and the alteration of the manner of the assessing and levying of rates within the district of the Council and the assessment of automatic machines to such rates.

6. To provide compensation to any officer wholly or partially displaced by reason of any provision of the Bill.

7. To empower the Council to make and maintain the following waterworks and other works, or some of them, or some part or parts thereof:—

Work No. 1. A storage reservoir (herein called "the Park Wood Reservoir"), to be situate partly in the parish of Colwall, in the county of Hereford, and partly in the parish of Mathon Rural, in the county of Worcester, formed by means of the construction of an embankment, 6½ chains long, across the valley at a point about 8½ chains measured in a straight line from the north-east corner of a building known as The Purlieu, in the parish of Colwall aforesaid, and which embankment is intended to cross the valley in a north-north-westerly and south-south-easterly direction, and the reservoir will extend from the said embankment in an easterly direction to a point about 6½ chains measured in a straight line east of the said embankment.

Work No. 2. A filter bed or filter beds and a covered pure water tank or tanks, and a pumping station, wholly in the parish of Colwall aforesaid, to be constructed in Fields Nos. 277 and 281 on the 25-inch Ordnance map of the said parish.

Work No. 3. The diversion of a road, partly in the parish of Mathon Rural aforesaid, and partly in the parish of Colwall aforesaid, commencing at a point in the said road about 11½ chains south-west of the corner of the Royal Malvern Well Hall Art Gallery and Spa Pump-room, and terminating at a point in the said road about 5 chains north-north-east of the building known as The Purlieu aforesaid.

Work No. 4. A conduit or sewer, wholly in the parish of Colwall aforesaid, commencing in the High-road leading from West Malvern to Upper Wyche, at about the county boundary between Hereford and Worcester near the Royal Well Brewery, and terminating in Colwall Coppice, No. 280 on the 25-inch Ordnance map of the said parish, at a point 11½ chains or thereabouts measured in a straight line from the south-east corner of the building known as The Purlieu aforesaid.

Work No. 5. A conduit or line of pipes, commencing in the parish of Mathon Urban aforesaid at a point about 4 chains north-north-west of the county boundary, and terminating in the parish of Colwall aforesaid in the stream flowing past The Purlieu at a point 3 chains or thereabouts east of the building known as The Purlieu aforesaid.

Work No. 6. A conduit, catchwater drain, or line of pipes, commencing in the parish

- of Mathon Rural aforesaid, at the north-west corner of the intended reservoir (Work No. 1), and passing through the said parish of Mathon Rural and the parish of Mathon Urban and through or into the parish of Cradley aforesaid, and terminating in that parish at a point in Field No. 1274 on the 25-inch Ordnance map of that parish, about 3 chains or thereabouts from the southern boundary of the said field,  $3\frac{1}{2}$  chains or thereabouts directly west of the county boundary on the western side of the Malvern Hills.
- Work No. 7. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point on the western side of the road leading from West Malvern to Upper Wyche about 23 chains north-west of the county boundary where it crosses such road; and extending in a south-easterly direction for a distance of about  $12\frac{1}{2}$  chains, and there terminating.
- Work No. 8. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with work No. 6 at a point about  $3\frac{1}{2}$  chains directly south-west of the south-west corner of the house known as "Hillside" in the said parish, and terminating in the plot numbered 660 on the 25-inch Ordnance map of the said parish, at a point about  $12\frac{1}{2}$  chains north-east of the north-west corner of "Hillside" aforesaid.
- Work No. 9. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point about  $7\frac{1}{2}$  chains south-east, measured in a straight line from the south-east corner of the Westminster Arms Hotel, and extending for a distance of about 2 chains in an east-north-easterly direction, and there terminating.
- Work No. 10. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point about 15 chains in a north-easterly direction from the north-east corner of the Westminster Arms Hotel, and extending in a south-easterly direction for a distance of about  $2\frac{1}{2}$  chains, and there terminating.
- Work No. 11. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point about 18 chains in a north-easterly direction from the north-east corner of the Westminster Arms Hotel, and extending in a south-easterly direction for a distance of about 2 chains, and there terminating.
- Work No. 12. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point about  $20\frac{1}{2}$  chains in a north-easterly direction from the north-east corner of the Westminster Arms Hotel, and extending in a south-easterly direction for a distance of about 2 chains, and there terminating.
- Work No. 13. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 6 at a point about 26 chains in a north-easterly direction from the north-east corner of the Westminster Arms Hotel, and extending in an east-south-easterly direction for a distance of about 3 chains, and there terminating.
- Work No. 14. A conduit, catchwater drain, or line of pipes, commencing by a junction with Work No. 7 at its termination, and extending along the eastern side of the public road between West Malvern and Upper Wyche, as far as the county boundary, thence passing along the county boundary between the counties of Worcester and Hereford, and terminating in Work No. 1, and which work is situate in the parishes of Mathon Urban, Mathon Rural, and Colwall aforesaid.
- Work No. 15. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with the Work No. 14 at a point about 2 chains from the county boundary, measured in a north-westerly direction on the public road leading from West Malvern to Upper Wyche, and terminating at a point about  $3\frac{1}{2}$  chains measured in a north-easterly direction from the north-west corner of the Royal Malvern Spa Pump-room aforesaid.
- Work No. 16. A covered reservoir and drains, wholly in the parish of Mathon Urban aforesaid, to be constructed on the Malvern Hills at a point about  $18\frac{1}{2}$  chains distant from the house called "Hillside" aforesaid, measured in a south-easterly direction, and about  $2\frac{1}{2}$  chains distant from the road leading from West Malvern to Upper Wyche.
- Work No. 17. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing in Work No. 16, and extending in a south-south-westerly direction for a distance of about 5 chains, and terminating at a point about  $2\frac{1}{2}$  chains east of the road leading from West Malvern to Upper Wyche aforesaid.
- Work No. 18. A conduit, catchwater drain, or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing by a junction with Work No. 16, and extending in a north-westerly direction for a distance of about 11 chains, and terminating at a point about  $7\frac{1}{2}$  chains south-east of the south-east corner of the house known as "Hillside" aforesaid, and  $5\frac{1}{2}$  chains directly east of the road leading from West Malvern to Upper Wyche.
- Work No. 19. A covered reservoir and drains in connection therewith, wholly in the parish of Mathon Urban aforesaid, to be constructed in the Dingle about 10 chains directly east of the public road leading from West Malvern to Upper Wyche.
- Work No. 20. A conduit or line of pipes, commencing in the proposed Work No. 2, in the parish of Colwall aforesaid, passing through Park Wood, in the parish of Mathon Rural, and terminating in Work No. 16, in the parish of Mathon Urban aforesaid.
- Work No. 21. A conduit or line of pipes, wholly in the parish of Mathon Urban aforesaid, commencing in Work No. 16 and terminating in Work No. 19.
- Work No. 22. A conduit or line of pipes, wholly in the parish of Mathon Urban aforesaid, and commencing by a junction with Work No. 20 at a point about 3 chains west of the proposed Work No. 16, and terminating by a junction with Work No. 21 at a point

about  $2\frac{1}{2}$  chains west of the proposed Work No. 16.

Work No. 23. A conduit or line of pipes, commencing in Work No. 1, with branches therefrom to Work No. 2, and terminating in the lower public road leading from Malvern Link to West Malvern at a point about  $4\frac{1}{2}$  chains north-east from the north-east corner of the public house known as the Redan, which conduit or line of pipes will be situate in and will pass from or through or into the parishes of Colwall and Cradley, in the county of Hereford, and Mathon Urban, and Mathon Rural, and Malvern Link, in the county of Worcester.

Work No. 24. A conduit or line of pipes commencing in the parish of Mathon Urban aforesaid, at a point where the county boundary crosses the public road leading from West Malvern to Upper Wyche, and extending through the parish of Cradley aforesaid, and terminating in the parish of Malvern Link aforesaid in the North Malvern-road, at the county boundary between Hereford and Worcester.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, and filter-beds, dams, sluice, bye-washes, waste weirs, outfalls, discharge pipes, shafts, adits, tunnels, aqueducts, culverts, cuts, catchwaters, channels, conduits, mains, pipes, stand-pipes, junctions, valves, drains, telegraphs, telephones, engines, apparatus, roadways, approaches, buildings, houses, works, and conveniences connected with the hereinbefore-described works

or any of them, or incidental thereto or necessary for conducting, inspecting, cleansing, repairing, or managing the same, and together with full power and right at all times of approach and access to the works aforesaid or any of them.

8. To authorise the Council to deviate laterally from the lines of the intended works as shown upon the plans thereof, to be deposited as hereinafter mentioned, to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works as shown upon the deposited sections thereof, to be deposited as hereinafter mentioned to such extent as the Bill may prescribe.

9. To empower the Council to purchase and take or acquire by compulsion or agreement, or to take on lease and to hold within the parishes aforesaid lands, streams, springs, waters, houses, and hereditaments and rights and easements in, over, or connected with lands, streams, springs, waters, houses, and hereditaments, for the purpose of constructing the said intended works or for other purposes of the Bill or of their waterworks undertaking, and to empower the Council to purchase so much only of any property as they may require for the purposes of the Bill without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

10. To authorise the Council to take for or in connection with the proposed works certain lands being, or reputed to be, common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken:—

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.		
		a.	r.	p.	a.	r.	p.
Malvern Hills .. ..	Portions of plots numbered 660, 720, 553, 552, and 679 on the 25-inch Ordnance map of the parish of Mathon Urban aforesaid .. ..	40	0	0	2	2	0
	Portions of plots numbered 285 on the 25-inch Ordnance map of the parish of Colwall aforesaid.						
	Portions of plots numbered 1275, 1274, and 1276 on the 25-inch Ordnance map of the parish of Cradley aforesaid.						

11. To enable the Council to take, intercept, collect, impound, use, divert, and appropriate for the purposes of the waterworks and other purposes of the Bill, the water from or to be met within the limits of deviation defined upon the plans hereinafter mentioned, or which can or may be intercepted or abstracted by means of the waterworks hereinbefore described, or any of them, and particularly the stream flowing past the Purlieu, the Hayslade Spring or stream, and the Dingle Spring or stream, all which streams or waters flow directly or indirectly into the Cradley Brook, Leigh Brook, River Teme, River Severn, and thence into the Bristol Channel.

12. To authorise the Council to hold any lands which they may acquire under the powers of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and, if thought fit, to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

13. To empower the Council so far as may be necessary for executing the purposes of the intended Act to lay down, maintain, and renew or remove mains, pipes, conduits, and other works and apparatus for the supply of water along, through, over, and across, and to break, open, cross, alter, raise, lower, stop up, divert, or interfere with (temporarily or permanently) highways, public and private streets and roads, bridges, railways, tramroads, tramways, canals, towing paths, sewers, drains, culverts, rivers, streams, watercourses, footpaths, ways, passages, and other places, and to alter the position of, remove, and interfere with (temporarily or permanently) gas and water mains, pipes, and works, telegraphic, telephonic, and electric pipes, lines, wires, posts, and apparatus, and any other works laid or placed in, under, along, or over any such highways, streets, roads, bridges, footpaths, ways, passages, and places.

14. To discontinue as public highways and to vest in the Council the site and soil of the portions of all public roads and footpaths shown upon the said plans as intended to be diverted

or stopped up under the powers of the intended Act, and to extinguish all rights of way and other rights in or over any lands which shall be taken under the powers of the intended Act; and to provide for the maintenance and repair of the new or diverted portions of road by and at the expense of the road authorities or other persons respectively who are for the time being legally liable for the repair and maintenance of the portions of road so diverted or as may be prescribed by the intended Act.

15. To make such provisions as may have been or may be agreed upon, or as may be thought proper by Parliament, to be prescribed or authorised by the intended Act for the protection and benefit of the landowners, mine-owners, owners of mills and other works, and other bodies and persons whose property, rights, and interests will or may be affected by the intended works, and of their property, rights, and interests, and to authorise, confirm, or give effect to any agreements or arrangements which may be entered into between the Council and such land, mine, mill, owner or owners, bodies, or persons, or some or any of them.

16. To make provisions with reference to the quantity or amount of compensation (if any) by water or otherwise to be given by the Council in respect of the proposed taking, impounding, and diverting of such water, and (in case of compensation by water) with reference to the time and manner of the delivery thereof, and the mode of measuring or ascertaining the quantity to be delivered.

17. To make provisions for the prevention of waste, misuse, undue consumption, or contamination of the water of or to be used by the Council for the purposes of their supply, and with respect to the fittings to be used for the purposes of the supply and user of the said water, and for protecting, repairing, and removing the said fittings, and for defining and preventing frauds on the Council in relation to such supply and user; and to empower the Council from time to time to make and enforce by penalties and otherwise bye-laws, rules, and regulations for and in relation to the several matters aforesaid, with all requisite powers of entry on the premises so supplied or to be supplied; to authorise the Council to supply pipes, fittings, and other apparatus, and to execute plumbing and other work and to charge for the same; to make special provision for protecting the waterworks property and water supply of the Council, and for preventing the pollution of the streams and gathering grounds and sources of water supply of the Council, and to confer on the Council all necessary powers in that behalf.

18. To empower the Council to make and carry into effect agreements with the Malvern Hill Conservators or any owners, lessees, or occupiers of any lands within the drainage areas of their existing or intended reservoirs and works with reference to the execution by the Council or such owners, lessees, or occupiers of such works as may be necessary for the purpose of draining such lands, or any of them, or for more effectually collecting, conveying, and preserving the purity of the water flowing to, upon, or from such lands directly or derivatively into such reservoirs and works.

19. To make such provisions (if any) as the Bill may prescribe or as Parliament may authorise or require with reference to the supply of water by the Council by means of their intended works, or any of them, to other local, sanitary, and other authorities and bodies, whether within

or without the Council's limits of supply, whose districts are situate in the neighbourhood of the said intended works, or any of them, and the terms, conditions, limitations, rights, and reservations under which any such supply is to be afforded by the Council.

20. To fix the limits within which the Council are authorised to supply water, and to confer upon the Council all necessary powers to supply water for all domestic, trade, and other purposes, public and private, within the district of the Council, and also within the following townships and places, or some of them, or some part or parts thereof, that is to say:—Colwall, Cradley, Leigh, Mathon Rural, Madresfield, Newland, and Powick; and to authorise the Council within such limits to levy, demand, and take rates, rents, and charges, and to exercise, subject to the provisions of the Bill, all or some of the powers of the Council under the Bill, in relation to the supply of water.

21. To authorise the Council on the one hand, and any local or sanitary authority, County, District, or Parish Council, corporation, company, trustees, bodies, persons, or person (corporate or not corporate) on the other hand, to enter into and carry into effect and to vary or rescind contracts and agreements for the sale or supply by the Council from their intended works of water in bulk by measure, or otherwise, to any such authority, corporation, trustees, bodies, persons, or person for use either within or beyond the limits for the supply of water by the Council, on such terms and conditions as may be agreed between them or the Bill may prescribe.

22. To empower the Council for the purposes of the Bill to raise further money, and to charge the same by mortgage, or other means, on the general district fund and general district rate, and upon the revenue of their waterworks undertaking, and the rates and revenues to arise under the Bill, or other funds, rates, and revenues of or under the control of the Council, or on any of the funds, rates, and revenues aforesaid as they may determine.

23. To confirm or otherwise to give effect to any agreements which may be made before the passing of the Bill touching any of the matters mentioned or contained in this Notice.

24. To incorporate with the Bill or make applicable thereto with such alterations, modifications, or exceptions as may be deemed necessary or expedient all or some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Acts, 1875 and 1878, and of any Acts amending or extending the same Acts respectively, and if thought fit to exempt the Council from the provisions of Section 35 of the Waterworks Clauses Act, 1847.

25. To alter, amend, extend, or repeal the provisions of the Malvern Hills Act, 1884, the County of Worcester (Malvern Link) Confirmation Order, 1890, the County of Worcester (Malvern Link) Confirmation Order, 1891, so far as may be necessary for effecting any of the purposes of the Bill, to vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

26. And notice is hereby also given, that on or before the 30th day of November instant

plans and sections of the works intended to be authorised by the Bill showing the lines and levels thereof, the plans showing the proposed extension of the district of the Council, and showing also the lands intended to 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 be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office at the Shirehall, Worcester, and with the Clerk of the Peace for the county of Hereford, at his office at the Shirehall, Hereford, and with the Clerk to the Urban District Council of Malvern Link, at his office at Malvern Link, and that on or before the 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 works or any of them will be made or pass, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this Notice, will be deposited with the parish clerk of each such parish, at his residence, and as regards any rural parish for which a Parish Council has been elected, with the Clerk of the Council, at his residence, or (if there be no clerk) with the Chairman of such Council, 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 13th day of November, 1895.

G. H. T. FOSTER, Malvern Link, Solicitor for the Bill.

BAKER, LEES, and POSTLETHWAITE, 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Colwyn Bay and District Gas.

(Dissolution and Re-incorporation of Colwyn Bay and District Gas and Lighting Company, Limited; Powers to Supply Gas; Defining and Increasing Capital; Maintenance and Extension of existing, and construction of new, Works; Manufacture and Storage of Gas and Residual Products; Purchase of Lands; Powers to Manufacture and Deal in Stoves, Machinery, and Appliances; Acquire Patent Rights; Levy Rates and Charges; Agreements with Public Bodies and Companies, and Other Powers; Amendment or Repeal of Acts and Provisional Orders.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Colwyn Bay and District Gas and Lighting Company, Limited, (hereinafter called the Limited Company), for leave to bring in a Bill for all or some of the following among other purposes, that is to say:—

1. To dissolve the Limited Company, and to incorporate into a Company (hereinafter called "the Company"), the members of the Limited Company and all other persons and corporations who shall hereafter become proprietors in the undertaking of the Company, for the purpose of making and maintaining Gasworks and manufacturing, storing, and supplying gas within the limits hereinafter mentioned, and for carrying on any business usually carried on by Gas Companies, and for other the objects and purposes of the Bill.

2. To vest in the Company all the undertaking, works, lands, buildings, stock, plant, moneys, securities, and other property of what nature or kind soever, interests, rights, powers, privileges, easements, contracts, licenses, and agreements,

and benefits of all contracts, licenses, and agreements now vested in or belonging to, or enjoyed by the Limited Company, or any person on their behalf.

3. To declare void the memorandum of association and regulations of the Limited Company, and to make all necessary provisions consequent thereon.

4. To declare, define, and regulate the capital and borrowing powers of the Company, and to authorize the Company to raise further money by the creation and issue of shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any of such means.

5. To authorize the Company to supply gas for public and private purposes to and within the parishes, townships, extra-parochial, and other places following, or some of them (that is to say):

Llandrillo-yn-Rhos, Eirias and Colwyn Bay and Colwyn, in the county of Carnarvon, and Llandrillo-yn-Rhos and Colwyn Bay and Colwyn, in the county of Denbigh.

6. To authorize the Company to maintain, alter, improve, enlarge, extend, and renew or discontinue the existing gasworks of the Limited Company upon the lands on which the same are erected, or any part thereof, and which are firstly hereinafter described, and on those lands, and also on the lands secondly hereinafter described, or on any part or parts thereof respectively, to erect, lay down, make, maintain, alter, improve, enlarge, extend, and renew or discontinue with all necessary roads, approaches, sidings and conveniences, gasworks, retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, machinery, and other apparatus, appliances, works, and conveniences, and to do all such acts as they think proper for the making, manufacture, conversion, utilization, storage, and supply of gas and coke, and other products, or residuum of any materials employed or obtained in, or resulting from, the manufacture of gas and matters producible therefrom; and to make, store, and supply gas; and to manufacture, convert, store, sell, supply and deal in coke, tar, pitch, asphaltum, lime, ammoniacal liquor, oil, and all other products, or residuum of any materials employed in, or arising or resulting from the manufacture of gas and matters producible therefrom.

The lands above referred to are—

Firstly.—A field or piece of land on which the existing works of the Limited Company are constructed, situate in the parish of Llandrillo-yn-Rhos, and in the Urban District of Colwyn Bay and Colwyn, in the county of Denbigh, containing by admeasurement two acres of statute measure more or less, bounded on the north by the London and North Western Railway, on the south by the highway leading from Colwyn Bay to Conway, on the east by a road leading from the said highway to Plas Newydd Farm, and on the west by a portion of Glanywern Farm.

Secondly.—A field or piece of land adjoining and on the western side of the field or piece of land firstly above described, situate in the said parish of Llandrillo-yn-Rhos, and in the Urban District of Colwyn Bay and Colwyn, containing by admeasurement two and a half acres or thereabouts, bounded on the north by the London and North Western Railway, on the south by the highway leading from Colwyn Bay to Conway, on the west by a portion of Glanywern Farm, and on the east by the field or piece of land firstly above described, on which the exist-

ing works of the Limited Company are constructed.

7. To authorize the Company to purchase by compulsion or agreement the field or piece of land secondly above described, or any part thereof, and also to purchase by agreement and hold and to take on lease and to take grants of easements over any lands, houses, or other hereditaments within the aforesaid parishes, townships, and places, or any or either of them which may be required for the purposes of their Gas Works, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and hereditaments, and from time to time to sell, let, or otherwise dispose of any lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their undertaking.

8. To authorize the Company to manufacture, purchase, provide, sell, let on hire, and otherwise deal in and fix stoves, ranges, meters, fittings, engines, machinery, pipes, lamps, burners, fittings, apparatus, and appliances for lighting, for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial, or any other purpose whatsoever, and to supply or work the same by means of gas.

9. To authorize the Company to acquire, hold, use, and exercise patent rights and licenses in relation to the manufacture and distribution of gas and the conversion, manufacture, or utilization of any products or residuum of any materials used or employed in, or resulting from the manufacture of gas, and to erect, fit up, and maintain and let houses, cottages, and dwellings for the officers and servants of the Company.

10. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of gas, and for the sale and hire of meters, fittings, stoves, ranges, engines, machinery, apparatus, appliances, pipes, lamps, burners, fittings, articles, and things to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

11. To maintain, take up, alter, and repair the existing mains, pipes, and other works of the Limited Company, and to lay down, maintain, take up, alter, and repair additional mains, pipes, and other works in, through, under, over, across, and along, and to cross, break up, alter, divert, stop up, or otherwise interfere with either temporarily or permanently any turnpike or other roads, highways, footways, occupation roads, footpaths, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, sidings, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in the said parishes, townships, and places, or any of them, so far as may be necessary or convenient for all or any of the purposes of the Bill.

12. To enable the Company, and any county, urban, local, or sanitary authority, company, corporation, public body, officers, or persons to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to any county, urban, local, or sanitary authority, company, corporation, or public body, officers, or persons of gas in bulk, or otherwise, for any public sanitary, trading or other purposes, and to authorize any such county, urban, local, or sanitary authority, corporation, company, public body, officers, or persons respectively to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement and to sanction and confirm any such contract, agreement, or

arrangement already made, or which, prior to the passing of the Bill, may be made with respect to the matters aforesaid.

13. To confer upon the Company all powers, rights, authorities and privileges which are or may become necessary for carrying the powers of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would, in any manner, impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

14. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Acts; the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

15. To alter, amend, extend, enlarge, or to repeal and to re-enact, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Colwyn Bay and District Gas Order 1884, and of the Gas Orders Confirmation (No. 1) Act, 1884, confirming such Order, and any Local and Personal Acts and Provisional Orders which may relate to or be affected by the objects of the Bill.

And notice is hereby further given that

On or before the 30th day of November instant plans describing the lands and property to be purchased compulsorily under the powers of the Bill, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin; in the said county, and with the parish clerk of the said parish of Llandrillo-yn-Rhos, at his residence, and

On or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons. Dated this 13th day of November, 1895.

WM. JONES, PORTER, and AMPHLETT,  
Colwyn Bay and Conway, Solicitors.

JOHN CHARLES BALL, 16, Parliament-  
street, Westminster, Parliamentary  
Agent.

In Parliament.—Session 1896.

West Grinstead and Haywards Heath Railway.  
(New Railway between West Grinstead and Haywards Heath; Agreements with London, Brighton, and South Coast Railway Company; Running Powers into West Grinstead and Haywards Heath Stations; Amendment of Acts.)

**A**PPPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes:—

To incorporate a company (herein referred to as "the Company") and to enable them to make and maintain, in the county of Sussex, the railway hereinafter mentioned, or part thereof, with all needful works, stations, approaches and conveniences connected therewith respectively (that is to say):—

A railway commencing in the parish of West Grinstead in the county of Sussex by a junction with the London Brighton and South Coast Railway at a point 20 yards or thereabouts, south of the southern end of the platform of the West Grinstead Station on that railway, and terminating in the parish of Cuckfield in the county of Sussex by a junction with the main line of the London Brighton and South Coast Railway at a point 7 chains or thereabouts, north of

the booking office of the Haywards Heath Station on that railway.

Which said intended railway will be made or pass in or through the parishes and places following, or some of them, that is to say, West Grinstead, Cowfold, Shermanbury, Twineham, Bolney, Lindfield, Hurstpierpoint, and Cuckfield, all in the county of Sussex.

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

To enable the Company to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railway and works.

To authorise the Company to purchase and take by compulsion and by agreement lands, houses, tenements, and hereditaments; and to empower the Company; notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion a part or parts of any house, building, manufactory, or premises without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To empower the Company on the one hand, and the London, Brighton, and South Coast Railway Company on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic on the said railway, and to the costs, charges, and expenses of such construction, working, use, management, and maintenance, and to the regulation, management, and transmission of the traffic of the railways of the contracting companies, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic; and the Bill will or may confirm any agreement or agreements made, or hereafter to be made, with relation to all or any of the matters aforesaid.

To empower the Company on such terms and conditions and on payment of such tolls, rates, and charges as may be agreed on or may be settled by arbitration, or be provided by the Bill to run over and use with their engines, carriages, and wagons, and clerks, officers, and servants whether in charge of or accompanying any engines or trains or for other purposes, and for the purposes of their traffic of every description the railways or portions of railway hereinafter mentioned, viz.:—

So much of the railways of the London,

Brighton, and South Coast Railway Company as will be situate between the commencement of the intended railway and West Grinstead Station and between the termination of the intended railway and Haywards Heath Station, including those two stations and all roads, platforms, points, signals, water, watering places, engine sheds, standing room for engines, carriages and wagons, booking and other offices, warehouses, sidings, loading and unloading places, turntables, junctions, machinery, works, and conveniences of or connected with the said portions of railways and stations.

To enable the Company to fix, demand, take, and recover tolls, rates, and charges upon or in respect of the portions of railways, stations, and works to be run over and used as hereinbefore mentioned, and to confer, vary or extinguish exemptions from tolls, rates, and charges.

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

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate, with or without exemptions and modifications, the Lands Clauses Acts; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Act, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it may extend, amend, vary, and enlarge the powers and provisions of the 9 and 10 Vic., cap. cclxxxiii., and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company.

On or before the 30th November instant, plans and sections of the intended railway and 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 or reputed owners, lessees or reputed lessees and occupiers of the said lands, and also an ordnance map with the lines of the said intended railway delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended railway is 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 as regards any of the beforementioned parishes or places which is a rural parish for which a parish council has been elected; also with the clerk (if any) of the parish council of every such parish, and if in any such parish there be no clerk of such council, then with the chairman of that council, at his residence.

And notice is hereby 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, 1895.

F. C. MATHEWS, BROWN and Co., 151, Cannon-street, E.C., Solicitors.

DYSON and Co., 24 Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Weston-super-Mare Urban District Council.  
(Powers to acquire, hold, maintain, develop, and improve undertaking of Knightstone, Weston-super-Mare (Limited), Dissolution and Winding up of that Company; Powers to Construct Marine Lakes, Pier, and widening and extension of Marine Parade, and incidental Works; Purchase of Lands, Easements, Rights, and Privileges by Compulsion and Agreement; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Powers and Provisions as to Dredging, Excavating, Deviating, Levying of Tolls and Charges, Building and Letting on Hire Pleasure Boats, and employing Boatmen and others, Reading, Refreshment, Assembly, Concert, and other Rooms, Saloons, Pavilions, Lavatories, and other accommodation and conveniences; Bathing and Boating in Lakes; Leasing and Letting of Undertakings, Works, Buildings, Premises, Conveniences, Rights, and Powers of Council; Buildings, Streets, Sewers, Drains, and Sanitary Matters, Hoardings, Dangerous Structures and Projections; Certifying Dwelling-houses before Occupation; Filling-up and Removal of Cesspools; Removal of Urinals; Prevention of Spread of Infectious Disease; Street Traffic; Police; Parks and Pleasure Grounds; Raising and Application of Money; Preventing Nuisances and Annoyances in Streets and Places; Making and Enforcing Bye-laws; Recovery of Penalties; and for the Improvement, Health, and local Government of the District; Incorporation, Amendment, or Repeal of Acts; and other Powers.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Weston-super-Mare (hereinafter called "the Council") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To authorise Knightstone, Weston-super-Mare, Limited (hereinafter called "the Company") to sell, and the Council to purchase, or otherwise to provide for the transfer to and vesting in the Council, the undertaking of the Company (including in that expression the island or land known by the name of Knightstone, situate in the parish of Weston-super-Mare, in the county of Somerset, and the approach road thereto, and the baths, swimming-baths, buildings, messuages, tenements, hereditaments, machinery, apparatus, fixtures, fittings, and effects in or upon or connected therewith, and all other the rights and property of the Company), upon such terms and conditions, and for such considerations, and subject to such stipulations as have been agreed upon or as may be defined in the Bill or prescribed by Parliament, and to sanction, confirm, and give effect to any agreement with respect to the matters aforesaid which may have been entered into between the Company and the Council, and to authorise the Council in their own name and for their own benefit to have and hold the said undertaking, and to maintain, improve, and develop the same, and to enlarge, extend, and improve the swimming and other baths, buildings, machinery, works, and conveniences comprised in the said undertaking, and to lay out, plant, and maintain any portion of the said island or land as pleasure or recreation grounds; and generally to appropriate the said undertaking to such purposes and deal with it in such manner as the Council think fit.

2. To provide for the distribution by the Company of the purchase money, or other consideration paid to them by the Council, and other moneys of the Company, and for the winding up of the affairs and the dissolution of the Company.

3. To authorise the Council to make and maintain the works hereinafter described, or some or one of them, or some part or parts thereof respectively, to be wholly situate in the parishes of Weston-super-Mare and Uphill, or one of them, as hereinafter mentioned, in the county of Somerset, and on the bed and shore of the sea adjoining or near thereto (that is to say):—

(1) A marine lake or marine lakes in Weston Bay to be formed by the following sea walls or embankments, viz.:

(a) A sea wall or embankment, commencing in the said parish of Weston-super-Mare, on the sea face of the Marine Parade, at a point 150 yards or thereabouts to the eastward of the junction of the Knightstone-road with the road or causeway leading to the island or parcel of land known as "Knightstone," thence proceeding in a south-westerly direction for a distance of 210 yards or thereabouts, thence proceeding in a south by westerly direction, for a distance of 120 yards or thereabouts, and thence curving to the westward and proceeding in a south-westerly direction for a distance of 280 yards or thereabouts, thence proceeding in a south by west direction for a distance of 1,700 yards or thereabouts, and thence proceeding in an easterly direction to and terminating in the parish of Uphill; and in the parish of Weston-super-Mare, or one of them, at a point 240 yards or thereabouts from and to the west of the south-west corner of the building known as the West of England Sanatorium.

(b) A sea wall or embankment wholly situate in the said parish of Weston-super-Mare, commencing at a point to the westward of the Marine Parade, and 290 yards or thereabouts from and to the westward of the house known as "Lewinsdale," situate in the Beach-road, thence proceeding in a westerly direction for a distance of 620 yards or thereabouts, to and terminating by a junction with the sea wall or embankment (a) above described.

(c) A sea wall or embankment wholly situate in the said parish of Weston-super-Mare, commencing by a junction with the sea wall or embankment (a) above described, at or near a point 150 yards or thereabouts, measured in a south-westerly direction from the south-eastern corner of Knightstone aforesaid, and thence proceeding in an easterly direction to and terminating at a point 100 yards or thereabouts from the point of commencement.

(d) A sea wall or embankment wholly situate in the said parish of Weston-super-Mare, commencing by a junction with the sea wall or embankment (a) above described, at or near a point 210 yards or thereabouts from the point of commencement thereof as above described, and thence proceeding in a westerly direction, to and terminating at a point 35 yards or thereabouts from the point of commencement.

(2) A marine lake in Weston Bay, to be formed by a sea wall or embankment and causeway situate wholly in the said parish

of Weston-super-Mare, commencing in the road or causeway leading from the Knightstone-road to Knightstone aforesaid at a point 80 yards or thereabouts from and to the south-westward of the junction of those roads and terminating by a junction with the pathway leading from the Marine Parade to Anchor Head at a point 30 yards or thereabouts from and to the westward of the eastern end of the row of houses known as Claremont-crescent.

(3) A pier commencing in the said parish of Weston-super-Mare, by a junction with the lastly above described intended sea wall or embankment and causeway at a point 190 yards or thereabouts measured in a north-westerly direction from the south-westerly corner of Knightstone, thence proceeding seaward in a westerly direction to, and terminating at, a point 1,130 yards or thereabouts from the point of commencement.

(4) A widening and extension of the Marine Parade, wholly situate in the said parish of Weston-super-Mare, commencing at a point 90 yards or thereabouts northwards of the north end of a row of houses known as Princes-buildings, and terminating at a point measured in a westerly direction 550 yards or thereabouts from the point of commencement, and at or near the south-west corner of the refreshment bar of the Pier Hotel, known as the Café de Paris.

(5) In connection with and as part of the before-mentioned works all necessary or convenient embankments, walls, bridges, groynes, locks, gates, sluices, culverts, dams, cuts, jetties, landing-places, quays, wharves, beacons, lights, toll-houses, warehouses, sheds, cranes, lifts, machinery, waiting, refreshment, concert, and other rooms, saloons, pavilions, and other accommodation, parades, promenades, roads, approaches, tramways, shelters, steps, sewers, drains, works, appliances, and conveniences, and to empower the Council to work any of their tramways by steam, electrical, or other motive power.

4. To confer on the Council the following powers, that is to say:—

(a) To deviate laterally from the lines of the intended works to any extent shown on the plans and vertically from the levels shown on the sections to be deposited as hereinafter mentioned.

(b) To dredge, excavate, scour, deepen, cleanse, and improve the bed and shore of the sea on the site of and at or near any part of the intended works, and to use, sell, and dispose of any materials dredged or excavated.

(c) To purchase and take by compulsion and agreement lands, easements, rights, powers, privileges, and other hereditaments for all or any of the purposes of the Bill, and also to purchase and acquire by compulsion or agreement, part only of or easements in, over, or under any property which may be required for any of the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory or premises, without being subject to the liabilities imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

(d) To appoint and remove pier-masters and other officers and servants, and to define the

limits within which their powers and the powers of the Council may be exercised.

(e) To purchase, hire, provide, and maintain dredging and other machines, engines, cranes, vessels, boats, barges, craft, machinery, appliances, apparatus, works, and conveniences necessary or convenient for or in connection with the construction, working, use, management, and maintenance of the intended works, and for any of the purposes of the Bill, and to build, acquire place, and let on hire pleasure boats and vessels, shelters, bathing machines, and other conveniences, and to employ boatmen and other persons to take charge of such boats and vessels, shelters, bathing machines, and conveniences, and to permit bathing in the intended lakes, and to make and recover rates and charges in respect thereof.

(f) To make, alter, vary, repeal, rescind, and enforce bye-laws, rules, and regulations for or with respect to the management, working, use, regulation, and protection of, and the prevention of injury and damage to the marine lakes, pier, works, and conveniences; the conveyance, embarking, and disembarking of passengers, animals, goods, and traffic of every description; the prevention of nuisances in or upon any of the works; and for regulating the duties and conduct of officers and servants of the Council, and other persons employed in and about the works; and to impose penalties for the breach, non-observance, or non-performance of any such bye-laws, rules, and regulations.

(g) To cross, stop up, alter, divert, or remove, and to provide for the extinguishment of all rights of way over highways, landing-places, works, and conveniences.

(h) To demand, levy, and recover tolls, rents, rates, duties, dues, and charges for or in respect of the use of the said works, buildings, machinery, appliances, and conveniences; and for or in respect of all or any of the purposes, matters, and things hereinbefore mentioned to alter existing tolls, rates, duties, dues, and charges; to confer exemptions from the payment of tolls, rates, duties, dues, and charges; and to confer, vary, and extinguish other rights and privileges.

5. To authorise the Council on all or any of the intended works, and on any of the lands to be acquired by or vested in them under the powers of the Bill, or on any other lands now or hereafter belonging to the Council, and on the parades, foreshore, sands, and wastes, to erect, provide, and maintain waiting, refreshment, assembly, concert, and other rooms, saloons, pavilions, and other accommodation for music and other public entertainments and assemblies, swimming and other baths, washhouses, shops, and other places and conveniences, and to appropriate, lay out, plant, improve, and maintain any of such lands for pleasure or recreation grounds, and to charge for the admission to and use of any such rooms, buildings, baths, places, conveniences, and grounds, and for admission to such entertainments and assemblies.

6. To authorise the Council from time to time to demise or lease their undertakings under the Bill and the works, buildings, and conveniences, lands and other property constructed or acquired under the powers of the Bill, and the tolls, rates, duties, and charges which they may be authorised to demand, take,

and recover, or any or either of them, or any part or parts thereof respectively, and to transfer all or any of their rights, powers, privileges, and obligations in respect thereof, for such period and for such considerations, and generally on such terms and conditions and subject to such stipulations as they may think fit, or as may be prescribed by or provided for under the Bill.

7. To confer on the Council powers, and to make provisions with reference to streets, buildings, sanitary and other matters, and for preventing obstructions, nuisances, annoyances, and indecencies in the streets and places within the urban district of Weston-super-Mare (hereinafter called "the district"), and for the improvement, health, and local government of the district, including, amongst other objects, purposes, matters, and things, the following (that is to say):—

- Erection, maintenance, and repair of hoardings, and the prevention of nuisances created thereby or arising therefrom.
- Taking down, removal, repair, or securing of dangerous structures and projections.
- Prevention of dwelling-houses being occupied until certified to be fit for human habitation.
- Filling up and removal of cesspools.
- Removal of offensive urinals.
- Requiring persons engaged in washing or mangling clothes to furnish list of their customers.
- Restraining the use of advertising vehicles.
- Prevention and removal of dangerous or obstructive projections over streets.
- Regulating or prohibiting the use of organs and other musical instrument worked by steam.
- Prohibiting for specified hours the playing of music and singing in streets and places and on the foreshore sands and wastes near the parades.
- Prohibiting the use of water or stack pipes as ventilating shafts.
- Providing sinks and drains for dwelling-houses.
- Disconnecting pipes from sewers.
- Applying the smoke test to drains.
- Providing separate sewers for surface water and for sewage.
- Prohibiting the drainage of sewage into surface water drains.
- Regulating the burning of refuse.
- Lopping of trees, hedges, or shrubs overhanging public streets.

8. To empower the Council to erect, maintain, furnish, equip, and remove reading, refreshment, and assembly rooms, and other buildings and conveniences in any of their public parks or pleasure or recreation grounds, and to let the same, to set apart any portions of such parks or grounds for games, the drill of volunteers, military, police, or others, or for meetings or other purposes, to place, or to authorise persons to place seats or chairs in such parks, grounds, and other places, and to charge or authorise other persons to charge therefor, and to empower the Council to appoint officers for any of the purposes of the Bill, and to procure such officers to be sworn as constables, and to provide that the public parks, gardens, recreation-grounds, and parades shall for the purposes of police be deemed streets.

9. To authorise the Council to provide and maintain lavatories and urinals for the use of the public, and to make reasonable charges therefor, and to make and enforce bye-laws for

the management thereof, and as to the conduct of persons frequenting the same, and to employ and pay attendants.

10. To alter, amend, extend, and enlarge Sections 18 and 84 of the Weston-super-Mare Improvement Act, 1887, and to provide that the doing of any of the things mentioned in the said Section 18 shall, for the purposes of the Public Health Act, 1875, and any Acts amending that Act, and of any bye-laws made thereunder, be deemed to be the erection of a new building, and to empower the Council to make such charges as they think fit for the use of any of the buildings, premises, places, and conveniences mentioned in the said Section 84.

11. To confer new and enlarged powers on the Council for the making and enforcing bye-laws, rules, and regulations, and to enable the Council from time to time to make, enforce, vary, or rescind bye-laws, rules, and regulations for all or any of the purposes mentioned in this Notice, or other the objects and purposes of the Bill, and to provide for the imposition and recovery of penalties for breach or non-observance of any of the provisions of the Bill, or of any bye-laws, rules, and regulations which may be made thereunder, or now existing or in force within the district.

12. To enable the Council to apply to the purposes of the Bill any funds, moneys, tolls, rates, rents, or revenues now belonging to them, or which they are now or may hereafter be authorised to raise, or which may come into their possession in exercise of the powers from time to time conferred upon them, and to levy, make, and receive additional, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges, and to enlarge the borrowing powers of the Council, and to authorise them to raise additional funds for all or any of the purposes of the Bill, and for temporarily providing for expenses of private street works, and for other purposes of the Council, by borrowing, on mortgage, or bond, or debenture stock, or by way of annuity or otherwise, on the security of any of their funds, moneys, tolls, rates, rents, revenue, undertakings, or property.

13. To confer upon the Council all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere therewith, and to confer other rights and privileges, and to enact by the Bill all such provisions as may be incidental or necessary for giving full effect to the objects thereof.

14. To incorporate with the Bill, or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of, amongst other Acts, the Lands Clauses Acts; the Town Police Clauses Acts, 1847 and 1889; the Commissioners Clauses Act, 1847; the Towns Improvement Clauses Act, 1847; the Public Health Act, 1875, and any Acts amending or extending that Act; the Local Loans Act, 1875; the Harbours, Docks, and Piers Clauses Act, 1847; and the Railways Clauses Consolidation Act, 1845.

15. To alter, extend, amend, or repeal, so far as may be necessary or expedient for the purposes of the Bill, the provisions of some of the provisions of the Weston-super-Mare Improvement Act, 1887; and all other Acts and Orders relating to the Council and the district, and all other Acts which may relate to or be in any

way affected by any of the objects and purposes of the Bill.

And notice is hereby further given, that—

On or before the 30th day of November instant, plans and sections showing the line, situation, and levels of the works proposed to be authorised by, and the lands to be compulsorily taken under, the Bill, together with books of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Frome, and with the respective Parish Clerks of the said parishes of Weston-super-Mare and Uphill, at their respective residences, and

On or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons. Dated this 14th day of November, 1895.

WM. SMITH and SONS, Weston-super-Mare, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1896.

#### Brighton Improvements.

(Construction of and Provisions as to Embankments, Swimming Baths, and Improvements; Compulsory Purchase of and Provisions as to Lands; Transfer to Corporation of North Enclosures; Provisions as to same, and Race Ground, Parks, and Recreation Grounds, and Public Places; and as to Infectious Diseases, and Sanitary and Police Matters, and Drainage, and Buildings, and Roads; Bye-Laws; Application of Funds; Levying Rates and Charges; Borrowing of Money; Corporation Stock; Power to lend Money to other Authorities; Amendment of Acts, &c., &c.)

**N**OTICE is hereby given, that an application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of Brighton (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):

To authorise the Corporation to make and maintain in the parish of Brighton, in the county of Sussex, and on the adjoining foreshore, the works hereinafter described (that is to say):

An embankment or retaining wall No. 1, commencing by a junction with the existing retaining wall on the south side of the Madeira-road, at a point 30 yards or thereabouts westward of the station at the western end of Mr. Magnus Volk's electric tramway, thence running in a southerly direction for a distance of 88 yards or thereabouts, thence running eastward for a distance of 290 yards or thereabouts, thence running northward for a distance of 46 yards or thereabouts, thence eastward to and terminating at the concrete groyne opposite Paston-place, at a point in that groyne 64 yards or thereabouts southward of the face of the archway under the centre of the steps leading from the beach to the marine-parade, opposite Paston-place aforesaid;

An embankment or retaining wall, No. 2, commencing at the eastern side of the said concrete groyne, at a point therein 34 yards, or thereabouts, southward of the face of the said archway, running thence in an easterly and

north-easterly direction, and terminating at the concrete groyne in the course of construction at the eastern boundary of the said borough and parish of Brighton, at a point in that groyne 42 yards, or thereabouts, south of the commencement of that groyne;

together with all proper walls, fences, footways, stairs, landing places, approaches, works, and conveniences connected therewith.

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

To empower the Corporation to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, footpaths, pipes, sewers, landing places, railways, tramways, gas, water, and other pipes and telegraphic apparatus within the borough and parish aforesaid and on the foreshore adjoining the same, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works or of the Bill.

To authorise the Corporation to purchase and take lands by compulsion, and also by agreement, for the purposes of the intended works and of the Bill, and easements or rights in, over, or affecting lands, and to vary or extinguish all rights and privileges in any manner connected with the lands so purchased or taken.

To authorise the Corporation to make and maintain, conduct, and regulate tidal or other swimming baths, and other baths, and to demand and take charges for the use thereof, and from time to time to close any swimming bath belonging to them, and to grant the exclusive use thereof for such purposes as the Bill may define, and take payment for such exclusive use, and if thought fit to revive and extend or re-enact, with or without amendment, the provisions of Part III of the Act of 1884, with respect to the construction by the Corporation and of the seaside improvements thereby authorised, and otherwise relating to such improvements.

To transfer to the Corporation all powers, rights, duties, and authorities, of William Percival Boxall, Henry Davey, Oliver Weston, William Botting, and Edward James Reeves, as the trustees of the pieces of ground in the parish of Brighton, lying between the Royal Pavilion and St. Peter's Church, known as the North Steine Enclosures or North Enclosures, under the Indenture of the 25th August, 1849, scheduled to the Brighton Borough Extension Act, 1873, and under that Act, and to cancel the said Indenture and vest the said Enclosures in the Corporation as a public walk or pleasure ground, and to relieve and indemnify such trustees from all claims, liabilities, and obligations.

To authorise and require the Corporation to hold as part of the Brighton Race Ground, certain pieces of land in the parish of Ovingdean, in the county of Sussex (being that part of the Brighton Racecourse, which is situate outside the borough, and a strip of land 15 feet in width adjoining the same on the south and west, and rights of access thereto, all of which were conveyed to the Corporation by an indenture, dated the 4th day of May, 1895, and made between the Reverend Arthur Douglas Wagner, Henry Wagner, and Henry Thomas West of the first part, the said Henry Thomas West, and Thomas Faulconer Wisden of the second part, the said Thomas Faulconer Wisden of the third part, Sarah Ann Jones of the fourth part, Steyning Beard of the fifth part, Henry Abbey, John Leonhardt Brigden, and William Seymour Burrows of the sixth part,

and the Corporation of the seventh part) and to confer upon the Corporation with respect thereto, all rights, powers, and authorities, they now have, or may exercise, with respect to that portion of the Brighton Racecourse, which is situate within the borough, and is included in the description of the Racecourse, as defined in Part II. of Schedule B. to the Brighton Improvement Act, 1884 (hereinafter called "the Act of 1884"), and if thought fit, to extend to the lands so conveyed to the Corporation by the said indenture of the 4th day of May, 1895, any bye-laws now affecting the portion of the race ground situate within the borough.

To empower the Corporation from time to time to utilise the whole or any part of the North Enclosures, Queen's Park, Race Ground, and the Blaker Recreation Ground for games, gymnastics, drill, concerts, or other special purposes; to provide and charge for apparatus for such purposes in any recreation ground or park belonging to them, and to let the same, or the right to provide the same; to close the whole or any part of any such enclosures, park, or grounds, at and for such periods and for such purposes as the Bill may define; and to demand and take charges for and regulate the use thereof and the sale of refreshments therein; and to erect, maintain, and equip conservatories, refreshment rooms, and other buildings in any such enclosures, park, or grounds, and to let the same.

To empower the Corporation to let or grant licenses for the use, exclusive or otherwise, of all or any part of the Queen's Park and Race Ground as extended as aforesaid, which have been heretofore, or are now, let for such purposes as the Bill may define, and to accept surrenders of leases thereof respectively.

To make provision for the preservation of order and public safety in parks, gardens, and recreation grounds, and to enable the Corporation to appoint officers for that purpose, and to provide and charge for chairs and seats therein and in public walks, esplanades, and public buildings, and to provide and sell programmes of any entertainment therein, and to let the right to provide chairs, seats, and programmes as aforesaid, and to provide for the application of any rents or other money received by the Corporation under any such lease or license as aforesaid, or otherwise, from the user of any of the aforesaid enclosures, park, or grounds, or any buildings or articles provided or let by the Corporation as aforesaid.

To make provision:—

- (1) With respect to slaughter-houses within the borough, and for the purchase thereof, and of interests therein by the Corporation, and the discontinuance of the user thereof; for preventing the spread of infectious diseases through food supplies from places whether within or without the borough; and for extending the existing provisions for the prevention and notification of such diseases; with respect to the sale, or deposit for sale, of unsound food, the provision of nurses by the Corporation, the repair of sewers or drains, and especially of those draining more than one house or building, and the prevention of the occupation of insanitary dwellings, or dwellings which have been closed as unfit for human habitation.
- (2) For prohibiting the use of steam or mechanical musical instruments or whistles or horns within and near the borough; with respect to advertisements in streets and on hoardings, to unfenced land adjoining streets, and the regulation of common lodging-houses, and the keepers thereof, and the registration thereof, and of such keepers; and for authorising entry on buildings and lands in case of

fire; and with respect to the authentication and service of notices, orders, demands, &c., of or by the Corporation.

- (3) With respect to the re-erection and roofing of buildings and conversion thereof into dwelling-houses or change of character of buildings.

To alter the provision at present affecting roads within the borough, and to extend to such roads the provisions of the Highways Act, 1835, or some of them, to make undertakings binding on successive owners of property, and empower the Corporation to enforce such undertakings, and to recover any damages or other expenses claimed from the Corporation in respect of any work, act, or thing done by them for persons in default from such persons.

To confer further powers upon the Corporation with respect to the purchase, sale, lease, or other disposal of lands, and to enable the Corporation to appropriate to all or any of the purposes of the Bill any lands for the time being vested in them.

To enable the Corporation 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 Corporation all necessary powers, privileges, and authorities for enabling them effectually to carry out the provisions of the Bill, 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-laws, license, rules, and regulations now existing within the borough, or which may be made under the provisions of the Bill, and for the obstruction of persons carrying out the provisions thereof respectively.

To empower the Corporation to lend money to the School Board for the United District of Brighton and Preston, the Board of Guardians of the Poor Law Union of Brighton, and any other public body having rating power or powers of charging rates within the borough, and to authorise such bodies to borrow money from the Corporation.

To authorise the Corporation for the purposes of the works proposed to be authorised by the Bill, and for all or any of the purposes of the Bill to apply their funds, rates, and revenues, and any moneys which they are authorised to raise, or which may be payable to them under the Bill, or otherwise, and to make and levy additional, and to alter existing rates and charges, and to confer exemptions from the payment of rates and charges, and to borrow or raise money on the security of any such funds, rates, or revenues, or of any property of the Corporation, by mortgages, debentures, or debenture stock, or in such other manner as the Bill may prescribe.

To authorise the Corporation to create and issue different classes of Corporation Stock bearing different rates of dividend or interest, and to alter and amend the Brighton Corporation Loans Act, 1886.

To empower the Corporation to enter into and carry into effect agreements for or with respect to the exercise of all or any of the powers proposed to be conferred upon them by the Bill, and to confirm and give effect to any agreements which may have been or may be made or entered into by the Corporation in that behalf.

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 or privileges.

To amend and extend the provisions of the Act

of 1884, and to amend, alter, or repeal the provisions, or some of the provisions, of the several local and personal Acts following, or some of them (that is to say):—6 Geo. IV., cap. 179; 13 Vict., cap. 5; 18 and 19 Vict., caps. 6 and 31; 24 and 25 Vict., cap. 39; 27 and 28 Vict., cap. 26; 30 Vict., cap. 22; 33 and 34 Vict., cap. 100; 35 and 36 Vict., cap. 86; 36 and 37 Vict., cap. 125; 39 and 40 Vict., caps. 34, 87, and 198; and the Brighton Corporation Waterworks Act, 1883; the Brighton Corporation Loans Act, 1886, and any other Act or Acts relating to the Corporation.

And notice is hereby also given that, on or before the 30th day of November instant, plans, and sections of the beforementioned works proposed to be authorised by the Bill, showing the lines and levels thereof and the lands intended to 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 be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes in that county, and that, on or before the said 30th day of November, a copy of the said plans, sections, book of reference, and notice will be deposited for public inspection with the parish clerk of the parish of Brighton aforesaid 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 13th day of November, 1895.

FRANCIS J. TILLSTONE, Town Clerk,  
Brighton;

REES and FRERE, 5, Victoria-street,  
Westminster, Parliamentary Agents.

Board of Trade—Session 1896.

(Electric Lighting Acts, 1882 and 1888.)  
Battersea Electric Lighting.

(Power to the Vestry of the Parish of St. Mary, Battersea, to Produce, Store, and Supply Electricity, Electric Energy, and Power for Public and Private Purposes in the parish of St. Mary, Battersea, in the county of London; to Construct Works; to Lay Down Wires and other Apparatus; to Levy and Recover Rates and Charges; to Acquire Lands; to Make Arrangements with Local Authorities; to Open and Break up Streets; to Manufacture, Hire, Sell, and Let Electric Apparatus; Incorporation of Acts; Transfer of Acts; and other Purposes.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade on or before the 21st day of December next by the Vestry of the Parish of St. Mary, Battersea, in the county of London, whose address is the Municipal Buildings, Lavender-hill, Battersea, aforesaid (and who are hereinafter called "the Vestry"), for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts, 1882 and 1888, for all or some of the following purposes (that is to say):—

To authorise and empower the Vestry to produce, store, sell, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, or either of them, within the parish of St. Mary, Battersea, aforesaid (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing-paths, bridges, and

to take up, relay, divert, and alter all culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to construct, lay down, set up, maintain, renew, or remove either above or under ground, or otherwise, chambers, pipes, boxes, tubes, wires, posts, apparatus, or other works or things required for enabling the Vestry to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Vestry as may be necessary for effecting the objects of the proposed undertaking.

To enable the Vestry to purchase, hold, acquire, or take on lease any lands or interests or easements in lands for the purposes of the Order, with power to sell and dispose of same.

To authorise the Vestry to construct, provide, lay down, alter, renew, and maintain on lands belonging to or leased by, or to be acquired or leased by, the Vestry within the area of supply, such central and other stations, buildings, and works for the generation, storage, supply, and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the area of supply, or for other the purposes of the Order, together with engines, machinery, and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter, and renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity and electric currents in, through, under, over, along, or across all streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, railways, tramways, waters, public passages, and places within the area of supply.

To authorise the Vestry to purchase, manufacture, hire, sell, and let all necessary machines, lamps, accumulators, transformers, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents and licences for patents for the making, producing, controlling, regulating, transforming, or otherwise relating to the supply of electricity.

To enable the Vestry on the one hand, and any county council, corporation, vestry, district board, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and carry into effect agreements for the production and distribution of electricity; and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and to relieve the Vestry from the consequences of any Acts or defaults of any such contractors, and to empower the Vestry to sell or transfer to companies or persons all or some of the rights, powers, privileges, and obligations intended to be conferred or imposed by the Order, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Vestry to enter upon any houses, buildings, or land supplied or proposed to be supplied with electricity for any purpose relating to such supply.

To authorise the Vestry to take, collect, and recover rents and charges for the supply of

electrical energy and power, and the use of any machines, lamps, meters, transformers, fittings, or apparatus connected therewith.

To empower the Vestry to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

To confer upon the Vestry, and incorporate in the Order, all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and such other powers, rights, and privileges as may be deemed necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines be laid down in the following streets within a period of two years after the commencement of the Order, viz. :—

Lavender-hill from the boundary of the parish by Queen's-road to St. John's-road, St. John's-road, Northcote-road to Belleville-road, St. John's-hill, Falcon-road, Battersea Park-road from Falcon-road to Latchmere-road, Bridge-road from Battersea Park-road to Cambridge-road, Cambridge-road, Albert-road from Cambridge-road to the River Thames, Prince of Wales'-road from Albert-road to Victoria-road, Latchmere-road,

The streets, roads, or places within the said area not repairable by the local authority, which the Undertakers propose to take power to break up, are as follows :—

Altenburg - gardens, Balingdon - road, Brewery-cottages, Brighton-terrace, Buckton - street, Cringle - street, Emu - road, Gaines-cottages, Gambetta-street, Garden-cottages, Garden Wharf-lane, Gayville-road, Goslings-yard, Juer-street, Kirtling-street, Kyrle-road, Longbeach-road, Marjorie-grove, Mayfield-road, Miles-cottages, Old Park-avenue, Ravenslea-road, St. Peter's-place, Starch Factory-road, Stonells-place, Taybridge-road, Tennyson-street (Thackeray-street to Robertson-street), Thurleigh-road (Rusham-road to Wroughton-road), Warriner-mews, Wexford-road, Winifred-grove.

The railways which the Vestry propose to take powers to pass or cross over or under or along are the London and South-Western Railway, the London, Brighton, and South Coast Railway, the London, Chatham, and Dover Railway, the Midland Railway, the London and North-Western Railway, and the West London Extension Railway.

The river which the Vestry propose to take powers to pass or cross over or under is the Thames.

The tramways which the Vestry propose to take powers to break up, pass, or cross over or under are the South London Tramways.

And notice is hereby given that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order when made, may be

obtained at the respective offices of the under-mentioned clerk and solicitor to the Vestry at the price of one shilling for each copy. And that a map showing the boundaries of the area of supply, and a copy of this advertisement as published in the London Gazette and the South-Western Star, will be deposited on or before the 30th November instant, for public inspection at the office of the Clerk of the Peace for the county of London, Sessions House, Newington, in the same county, with the clerk to the Vestry, at his offices at the Municipal Buildings, Lavender-hill, in the same county, and at the office of the Board of Trade, Whitehall, in the same county.

And notice is hereby further given, that every person, local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter addressed to the Board of Trade, Whitehall, S.W., marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1896, and a copy must also at the same time be forwarded to the undersigned Solicitor to the Vestry.

Dated this 13th day of November, 1895.

W. MARCUS WILKINS, the Municipal Buildings, Lavender-hill, S.W., Clerk to the Vestry.

WALTER WM. YOUNG, 24, Ely-place, London, E.C., Solicitor for the Vestry.

In Parliament.—Session 1896.

Ilford, Barkingside, and Chigwell Row Railway.

(Incorporation of Company, with Powers to make new Railways in County of Essex; Compulsory Purchase of Lands and Interference with Public Highways; Tolls; Power to run over and use portion of Great Eastern Railway; Working and Traffic Agreements with Great Eastern Railway Company; and other provisions.)

A PPLICATION will be made to Parliament next Session for leave to bring in a Bill to incorporate a Company, and confer on the Company so incorporated all necessary powers for making and maintaining the following railways, or some or one of them, namely :—

Railway No. 1. A railway to be wholly situate in the parish of Ilford, commencing by a junction with the Great Eastern Railway (Colchester Line), at a point 50 yards, or thereabouts, measured in an easterly direction, from the eastern face of the bridge carrying Hainault-street over the said railway at Ilford; and terminating at a point 10 yards southwards from the southern fence of the public road leading from Fulwell Hatch to Hog Hill, and 70 yards eastward from the westernmost corner of the field numbered 142 on the Ordnance Map (scale  $\frac{1}{2500}$ ) of the county of Essex, Sheet LXVI. 9.

Railway No. 2. A railway to be wholly situate in the parish of Ilford, commencing at the point of termination of the intended Railway, No. 1, and terminating at a point 10 yards southward from the southern fence of the New North-road, and 120 yards from the junction of that road with Fence-piece-road.

Railway No. 3. A railway commencing at the termination of the intended Railway, No. 2, in the parish of Ilford, and passing thence into and terminating in the parish—

of Chigwell, at a point about 10 yards, measured south-westward from the south-western fence of the public road leading from Chigwell Row to Collier Row and Romford, and 80 yards or thereabouts south-eastward from the Turnstile at the south-eastern corner of the Chigwell Row Recreation Ground.

**Railway No. 4.** A railway to be wholly situate in the parish of Ilford, commencing by a junction with the intended Railway, No. 2, at a point about 270 yards, measured in a southerly direction from the junction of the New North-road with Fencepiece-road, and 30 yards eastward of the eastern fence of Fencepiece-road, and terminating at Townswood Hill, in the grounds of the London County Asylum, Claybury, at a point 5 yards, measured in a westerly direction from the eastern fence of the asylum grounds, and 43 yards, measured in a north-westerly direction from the south-western angle of the field numbered 14 on the said Ordnance Map, Sheet LXVI., 5.

Together with all necessary junctions, stations, sidings, approaches, works, and conveniences. The said railways will be wholly situate in the county of Essex.

The Bill will confer upon the Company the following powers or some of them, that is to say:—To deviate laterally and vertically from the lines and levels of the intended railways, as shown upon the plans and sections thereof to be deposited as hereinafter mentioned; to purchase and take by compulsion or agreement, lands and houses and rights and easements in or over lands and houses, and to vary or extinguish existing rights and privileges connected therewith, and to confer, vary, or extinguish other rights and privileges, so far as may be necessary for executing the powers of the Bill; to cross, alter, divert, raise, lower, and stop up; whether temporarily or permanently, or otherwise interfere with public carriage and other roads (public or private), streets, lanes, footpaths, passages, streams, brooks, and watercourses, sewers and drains, gas and water pipes, and telegraphic, telephonic, and electric wires, tubes, poles, and apparatus, and other works, so far as may be necessary for the purposes of the Bill, and to provide for the maintenance of any new or altered roads by the road authorities liable for the maintenance and repair of the existing or diverted roads, and to empower the Company to purchase so much only of any property as may be required for the purposes of the Bill, without being subject to the liability to take the whole, imposed by Section 92 of the Lands Clauses Consolidation Act, 1845; to levy tolls, rates, and charges for, or in respect of the intended railways, and in respect of the portion of railway, station, and works hereinafter mentioned of the Great Eastern Railway Company, and to confer exemptions from the payment of such tolls, rates, and charges; and to pay interest on the share capital of the Company out of the capital, during the construction of the railway.

And the Bill will or may empower the Company and any Company or person for the time being working or using the intended railways, and on such terms and conditions, and on payment of such tolls, rates, and charges or other consideration as may be agreed on, or failing agreement, be settled by arbitration or prescribed by the Bill, to run over, work, and use with their engines, carriages and wagons, officers and servants, and for purposes of their traffic

of all descriptions, or for any other purposes whatsoever

So much of the Great Eastern Railway as lies between the point of commencement of the intended Railway No. 1 and Ilford Station, including that Station and the works and conveniences connected with that Station, and portion of railway respectively.

And will or may empower the Company and the Great Eastern Railway Company from time to time to enter into and carry into effect, vary and rescind agreements and arrangements with respect to the construction, working, use, management, and maintenance by the two Companies, or either of them, of the intended railways and works, or any part thereof; the management, regulation, interchange, collection, transmission, and delivery of traffic upon; or coming from, or destined for the railways of the two Companies or either of them; the supply and maintenance of engines, rolling stock, and plant; the fixing, collection, payment, appropriation, and apportionment, of the tolls, rates, income, and profits arising from the respective railways of the two Companies, or any part thereof, and the employment of officers and servants, and the construction, alteration, improvement, use, management, and maintenance by the two Companies, or either of them, of new or existing stations, platforms, sidings, yards, wharves, sheds, buildings, signals, works, and conveniences upon the railways of the said Companies respectively in connection with the traffic upon the railways of the two Companies, or either of them, and will or may confirm any agreement which may be made before the passing of the Bill touching any of the matters aforesaid.

The Bill will incorporate with or without alteration all or some of the provisions of the Lands Clauses Consolidation Acts 1845, 1860, and 1869, the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and any Acts amending or extending the same Acts respectively.

On or before the 30th day of November instant duplicate plans and sections of the intended railways, showing the lines, situation, and levels thereof, the plans also showing the lands and houses which may be taken for the purposes thereof, together with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, and an ordnance map showing the line of the intended railways marked thereon and 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 Essex, at his office at Chelmsford, 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 will be made, or pass, or in which any lands or houses intended to be taken are situate, with a copy of this Notice published as aforesaid, will be deposited with the Parish Clerk of such parish, at his residence; and 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, 1895.

DURNFORD and Co., 38, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Ystradyfodwg Urban District Council (Gas and Water).

(Purchase by Compulsion or Agreement and Transfer of the Undertakings of the Ystrad Gas and Water Company to the Ystradyfodwg Urban District Council; Special Directions to Arbitrators; Winding-up and Dissolution of Company; Power to District Council to carry on Undertakings; Conversion, Redemption or Extinction of Debenture Stock, &c.; Power to Supply Gas and Water; Power to Break Up Streets and Otherwise in Connection with Supply of Water and Manufacture and Supply of Gas and Residual Products; Power to Continue and Maintain Existing Waterworks and Construct New Waterworks; Power to Divert and Use Waters; Purchase of and Interference with Lands, Streams, Waters, &c.; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Power to hold Lands for Protection of Waterworks; Bye-laws, Rules, and Regulations; Rates, Rents, and Charges; Borrowing and other Powers; Contracts with Local Authorities; Alteration, Amendment, and Incorporation of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Ystradyfodwg Urban District Council, being the Urban Sanitary Authority for the district of Ystradyfodwg, in the county of Glamorgan (hereinafter referred to as "the District Council"), for leave to bring in a Bill for the following, among other, purposes (that is to say):—

1. To authorise and empower the District Council to purchase by agreement or compulsion, and to provide for the transfer to and vesting in the District Council of the gas and water undertakings, or either of them, and the works, waters, streams, mains, pipes, machinery, lands, buildings, plant, easements, real and personal property, rights, powers, privileges, and authorities, or some of them, belonging to, or held, or used, or exercisable by the Ystrad Gas and Water Company (hereinafter called "the Company") for such consideration, upon such terms, pecuniary or otherwise, and conditions, and subject to such restrictions and stipulations (if any) as may have been or may be agreed to between the District Council and the Company, or as may be settled by arbitration, or defined in the Bill, or prescribed by Parliament, and to authorise the Company to sell and transfer their undertakings, property, and rights accordingly.

2. To authorise the District Council and the Company, from time to time, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to all or any of the matters aforesaid, and all matters incidental thereto, and to sanction, confirm, and give effect to any such contract, agreement, or arrangement already, or which, prior to the passing of the Bill, may be made or entered into.

3. To require the arbitrators in the event of the consideration or value being determined by arbitration to have regard, amongst other matters, to the following matters, or some of them:—The adequacy and efficiency of the present sources of water supply, and of the reservoirs, filter-beds, filtration arrangements, wells, mains, conduits, pipes, machinery, and plant of the Company to meet present and future requirements; the probable necessity of the future introduction of a new source of supply

of water, or new or improved waterworks, and the deductions from any compensation claimed by the Company which may in the opinion of the arbitrators be reasonably made in respect of any insufficiency of the present storage or filtration of the Company, or in respect of the provision of supplementary supplies of water, and to prescribe various other matters and things to be taken into consideration by the arbitrators.

4. To provide for the maintenance of the gasworks and waterworks by the Company and the conduct of the undertakings until the transfer thereof to the District Council; the transfer of books, deeds, and documents; the payment of debts; the continuance of actions; compensation to officers and servants; and other incidental matters.

5. To provide for the dissolution and winding up of the Company, and the payment of the debts and liabilities of the Company, and for the distribution of the purchase money or allocation of the annuities or other securities or consideration to be issued in payment for, or satisfaction of, the transfer of the said undertakings or any part thereof, and of their other assets respectively, amongst the shareholders or other persons entitled thereto.

6. To empower the District Council to convert by agreement any debentures or debenture stock of the Company into debentures, debenture stock, or other security of the District Council, and to confer on the District Council power to redeem and cancel any outstanding debentures or debenture stock of the Company as from such date and at such price or on such terms as may be defined in the Bill.

7. To authorise the District Council to maintain and carry on the gas and water undertakings of the Company or either of them, and from time to time enlarge, improve, alter, renew, and repair the existing gasworks and waterworks of the Company to be acquired as aforesaid, upon the lands upon which the same are situate, and to erect and maintain additional gasworks, and to manufacture and store gas and materials used in and about the manufacture of gas, and to convert, treat, and manufacture and store all or any products resulting or arising from the manufacture of gas.

8. To empower the District Council for the purposes of the undertakings when transferred to them and for the general purposes connected with their gas and water undertakings, and the supply of gas other than the manufacture of gas or conversion of gas or residual products or storage of gas, to purchase by agreement and to take on lease and hold lands, houses, tenements, and hereditaments, and easements, rights of way, and other rights in, over, or affecting lands and houses, and to sell, lease, or otherwise dispose of any lands and houses for the time being belonging to them and not required for the purpose of the undertakings.

9. To empower the District Council to supply gas and water respectively for public and private purposes within the limits of supply of the Company, defined by the Ystrad Gas and Water Acts, 1868 and 1874, and the Ystrad Gas and Water Orders, 1872 and 1883, respectively, and for that purpose to break up the soil and pavement of and temporarily or permanently to stop up and interfere with streets, roads, paths, highways, passages, places, sewers, drains, bridges, railways, tramways, and telegraphic, telephonic, and electric lines and apparatus within the limits of supply, to lay, maintain, repair, and renew mains, pipes, and other works, apparatus, and appliances, and to purchase, sell, let, hire, or otherwise deal in, and to fix and

repair pipes, valves, meters, fittings, and other apparatus, articles, and things used in the sale, supply, distribution, and consumption of gas and water, and to acquire, hold, and use patent rights, and to have and exercise all or any of the powers, rights, authorities, and privileges of the Company in as full and ample a manner in all respects as the Company could or might lawfully have exercised the same respectively, and also such further or other powers, rights, authorities, and privileges with respect to the several matters aforesaid, and the supplying of gas and water as may be necessary, proper, or convenient, and to extend to the District Council all or some of the provisions of the Ystrad Gas and Water Acts, 1868, 1874, and 1890, and the Ystrad Gas and Water Orders, 1872, 1879, and 1883.

10. To authorise the District Council to maintain, improve, alter, enlarge, and continue, or if they think fit, to discontinue all or any of the existing waterworks of the Company, and to construct and maintain in the lines and according to the levels shown upon the plans and sections hereinafter mentioned, the several additional waterworks or other works hereinafter described, or some or one of them (that is to say) :—

- (1) An embankment for the purpose of raising the level of the water of Lake Llynfawr, to be situate wholly in the hamlet or township of Rhigos and parish of Ystradyfodwg, in the county of Glamorgan, to be placed across the stream (a tributary of the Nant Gwerloch Brook) flowing out of the north-easterly end of the existing lake at a point 25 yards or thereabouts north-east of the outlet of the lake, and to commence on the westerly side of the said stream at a point distant 222 yards or thereabouts, measured in a north-westerly direction from the centre of the said stream, and to extend thence in a straight line in a south-easterly direction across the said stream, and to terminate on the easterly side of the said stream at a point distant 240 yards or thereabouts, measured in a south-easterly direction from the centre of the said stream, from which embankment the lake, when raised, will extend in a south-easterly direction to a point distant 460 yards or thereabouts measured from the centre line of the embankment at its point of intersection with the said stream.
- (2) An aqueduct, tunnel, conduit, or lines of pipes, to commence in the hamlet or township of Rhigos, in the said parish of Ystradyfodwg, in the existing lake, at the extreme south-eastern end thereof, at a point distant 420 yards or thereabouts from the outlet of the said lake, measured in a south-easterly direction, and to terminate in the said parish of Ystradyfodwg, in the Nant Dyrysiog Brook, at a point distant 60 yards or thereabouts north-west of the upper waterfall on the said brook above the Blaen Rhondda Colliery Tramway, measured up the said brook.
- (3) Filter beds and two service reservoirs, situate wholly in the said parish of Ystradyfodwg, to be constructed partly in the enclosure numbered 30 on the Ordnance map of the said parish belonging or reputed to belong to the Earl of Dunraven and now in the occupation of William Morgan, and partly on mountain pasture land immediately adjoining the above-mentioned enclosure to the

northward thereof, also belonging to Lord Dunraven and in the occupation of William Morgan. The said reservoirs will each have an area of about 12,500 square feet and a capacity together of 1,500,000 gallons.

- (4) An aqueduct, conduit, or line of pipes (No. 1), situate wholly in the said parish of Ystradyfodwg, to commence in the Cwm Fforch Stream, at a point distant 308 yards or thereabouts, measured up and along the course of that stream from the sheepfold near to Taren Eiddew, and terminating at or in the aqueduct, tunnel, conduit, or lines of pipes (Work No. 2), at or near the point of termination of the same.
- (5) An aqueduct, conduit, or line of pipes (No. 2), situate wholly in the said parish of Ystradyfodwg, to commence in the Nant-y-Selsig Brook at a point distant 970 yards or thereabouts, measured up and along the stream from the Ystrad Gas and Water Company's weir and intake on that stream, and terminating at or in the aqueduct, tunnel, conduit, or lines of pipes (Work No. 2) hereinbefore described, at or near the point of termination of the same.
- (6) An aqueduct, conduit, or line of pipes (No. 3), situate wholly in the said parish of Ystradyfodwg, to commence in or at the termination of the aqueduct, tunnel, conduit, or lines of pipes (Work No. 2), hereinbefore described, and terminating at or near the west side of the filter beds and service reservoirs (Work No. 3) hereinbefore described.
- (7) An aqueduct, conduit, or line of pipes (No. 4), situate wholly in the said parish of Ystradyfodwg, to commence at or near the west side of the filter beds and service reservoirs (Work No. 3), hereinbefore described, and terminating at the northern corner of the north-western boundary of the Ystrad Gas and Water Company's property at Tynywain, and forming a junction with their supply main at or near that point.
- (8) An aqueduct, conduit, or line of pipes (No. 5), situate wholly in the said parish of Ystradyfodwg, to commence at the service reservoirs (Work No. 3), hereinbefore described, at the west side thereof, and terminating in the public road leading from Blaen Rhondda to Treherbert, at a point distant 400 yards or thereabouts from the Blaen Rhondda Hotel, measured along Brook-street, Blaen Rhondda, in a southerly direction.
- (9) An aqueduct, conduit, or line of pipes (No. 6), situate wholly in the said parish of Ystradyfodwg, to commence at a junction with the aqueduct, conduit, or line of pipes (No. 5), hereinbefore described, at a point distant 300 yards or thereabouts from the centre of the arch of the Fernhill Colliery's siding of the Taff Vale Railway at the eastern end of Brook-street aforesaid, measured in an easterly direction, and terminating at or near the northern end of Fernhill-cottages; together with all cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, junctions, sluices, byewashes, weirs, gauges, tanks, wells, filter-beds, filters, embankments, dams, retaining walls, bridges, road diversions, road approaches, and other roads and communications, engines, engine-houses, mains, pipes, pumps, and other apparatus, machinery, and appliances necessary or convenient in connec-

tion with the before-mentioned works, or for the effectual construction, maintenance, and use of the said works or incidental thereto, and for collecting, impounding, conveying, and distributing water.

11. The Bill will authorise the District Council to exercise the powers and effect the purposes following, or some of them (that is to say):—

(a) To take, intercept, divert, collect, impound, appropriate and use, by and in the intended works, or any enlargement thereof, or any waterworks for the time being belonging to the District Council, the waters of Lake Llynfawr, and all streams and springs, feeders, and tributaries of, or which now flow into, the said lake, and all such streams, springs, and waters as will or may be taken or intercepted by the intended works, or as may be found on, in, or under any of the lands for the time being belonging to or which may be acquired by the District Council, or over or in respect of which they have or may acquire easements, and especially the following streams and waters, namely:—Cwm Selsig, Nant-y-Selsig, Nant Sair, Nant-y-Gwair, Nant-yr-Ychain, Nant-lluest, Nant-berw-Wion, Nant Melyn, Nant-carn-Mosyn, Nant-gareglwyd, Nant-ynys-feio, Cwm-y-fforch, Nant-ton-llwyd, Nant coedcae-tyle-fforest, Nant-ystrad-ffernol, Nant-y-bwlch, and Nant-dyrysiog, all of which lake, streams, springs, and waters flow as follows: the streams, springs, and waters other than the waters of the said lake, and its feeders and tributaries, into the River Rhondda, thence into the river Taff, and thence into the estuary of the Taff, and so on to the sea, and the waters of the said lake, and its feeders and tributaries into the Nant Gwerclloch Brook, thence into the River Neath, and so on to the sea.

(b) To deviate laterally from the lines of the intended works as shown upon the plans thereof, to be deposited as hereinafter mentioned to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works as shown upon the deposited sections thereof, to be deposited as hereinafter mentioned to such extent as the Bill may prescribe.

(c) To cross, alter, divert, or stop up, temporarily or permanently, or otherwise interfere with roads, highways, footpaths, bridges, railways, tramways, sewers, drains, streams, banks, watercourses, pipes, tubes, and telegraphs, telephones, and wires within the before-mentioned parishes and places so far as may be necessary or convenient for the purposes of the intended works or other purposes of the Bill.

(d) To purchase and take or acquire by compulsion or agreement, or to take on lease and to hold lands, streams, springs, waters, houses, and hereditaments, and rights and easements in, over, under, or connected with lands, streams, springs, waters, houses, and hereditaments, in the parishes and places hereinbefore mentioned, for the purpose of constructing the said intended works or for other purposes of the Bill, to empower the District Council to purchase so much only of any property as they may require for the purposes of the Bill without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845, and for any of the purposes aforesaid to

acquire by compulsion easements over through, or under lands, without being required to purchase the surface.

12. To authorise the temporary occupation and use of lands, houses, buildings, easements, and hereditaments for obtaining materials for the construction of the said intended embankment, tunnel, reservoirs, and lines of pipes or otherwise for the purposes of the intended Act, and to incorporate, with such variations and amendments as may be proper or requisite, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof, and to make other provisions with reference thereto.

13. To authorise the District Council for the protection of their waterworks to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to empower the District Council to acquire by compulsion or agreement any mines or minerals under any lands proposed to be taken, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

14. To empower the District Council to make, rescind, and enforce bye-laws, rules, and regulations with reference to and to prescribe the nature, strength, size, and materials, of pipes, fittings, and apparatus for or connected with the supply of water, and with reference to the fixing thereof, and for preventing the waste, misuse, and fouling of the water and escape of gas, and to impose penalties for the breach of any such bye-laws, rules, and regulations.

15. To authorise the District Council to levy and recover rates, rents, and charges for the supply of gas and water, and residual products, and for the hire or use of meters, lamps, stoves, machinery, engines, and fittings, to alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges, to allow rebates or discounts, and to empower the District Council to refuse to supply gas to persons quitting without paying their gas and meter rents.

16. To authorise the District Council to apply their funds and any moneys belonging to them, or which they are authorised to raise for any of the purposes of the intended Act, and for the like purposes to grant life, terminable, or perpetual annuities, and to raise further moneys by borrowing on mortgage or bond and by the issue of debenture stock, and by annuities, and to charge as well the undertakings, rates, and revenues and property which they may acquire and construct under the intended Act as all other the estate, rates, and revenues and property of the District Council, and the district fund, or any of them, or any part or parts thereof respectively, with and as security for all or any part of such annuities or sums of money to be borrowed as aforesaid, or otherwise as shall be prescribed by the Bill.

17. To authorise and require the District Council to keep separate accounts of the revenues and expenditure of their gas and water undertakings, and enable them when necessary or expedient to supplement the revenue of one of such undertakings by a portion of the revenue of the other undertaking so as to make good the deficiency that may be found in the revenue of either undertaking in any year.

18. To authorise the District Council or any other local authority, body, company, or persons, within or beyond the district, from time

to time to enter into and carry into effect contracts and arrangements for the supply of gas and water in bulk by the District Council to any such local authority, body, company, or persons for such periods, and on such terms (pecuniary and otherwise) and conditions as the District Council and such local authority, body, company, or persons may agree upon.

19. To alter, amend, repeal, vary, or enlarge, so far as it may be necessary or expedient, some or all of the provisions of the following local and personal Acts of Parliament and Orders (that is to say):—The Ystrad Gas and Water Acts, 1868, 1874, and 1890, and the Ystrad Gas and Water Orders, 1872, 1879, and 1883, and any other Act or Acts relating directly or indirectly to the Company, or to the supply of gas and water within the limits to be defined by the Act.

20. The Bill will vary and extinguish all such rights and privileges as would in anywise interfere with its objects, and will or may incorporate and extend and make applicable all or some of the powers and provisions of the Lands Clauses Acts, the Gasworks Clauses Acts, 1847, the Gasworks Clauses Act, 1871, the Waterworks Clauses Acts, 1847 and 1863, the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railways, the Public Health Acts, the Local Loans Act, 1875, and all Acts amending those Acts.

And notice is hereby given that duplicate plans and sections of the several works to be authorised by the intended Act, and of the lands, houses, and other property to be taken for the purposes thereof, together with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended works are proposed to be made, or any lands and houses proposed to be taken are situate, and also a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof at his residence, and in the case of each such extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence, and as regards any of the beforementioned parishes or places which is a rural parish for which a Parish Council has been elected also with the Clerk (if any) of the Parish Council of every such parish, and if in any such parish there be no Clerk of such Council then with the Chairman of that Council at his residence.

On or before the 21st day of December next printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1895.

WALTER MORGAN, REYS, and BRUCE,  
Pontypidd, Solicitors for the Bill.

TORR AND CO., 19, Parliament-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1896.

London County Council. (Tramways.)  
(Construction and Working of Tramway over Vauxhall Bridge by the Council; Junctions with Tramways of London Tramways Company (Limited), London Southern Tramways, and South London Tramways; Tolls, Rates, and Charges; Agreements with London Tramways Company (Limited), London Southern Tramways Company, and South London Tramways Company; Lease to or Working by the Companies; Powers and Facilities over their Undertakings; Agreements as to Purchase and Lease of Tramways of London Tramways Company or part thereof; Raising Money by Creation of Consolidated Stock; Charge on the County Rate; General or Special County Purpose; Application of Revenue; General and Incidental Powers.)

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 authorise the Council to construct maintain and use the street tramways hereinafter described with all necessary and proper works and conveniences connected therewith (that is to say):—

A Tramway (No. 1), commencing in the parish of St. John the Evangelist, Westminster, in the county of London, at the termination of the existing tramway of the London Tramways Company at the south-eastern end of Vauxhall Bridge-road by a junction with that tramway, and terminating in the parish of Lambeth in the same county by a junction with the same company's tramway under the railway bridge carrying the South Western Railway over Upper Kennington-lane;

A Tramway (No. 2), in the parish of Lambeth, in the county of London, commencing by a junction with the existing tramway at Vauxhall Cross of the South London Tramways Company and the London Southern Tramways Company, or one of them, at or near the junction of the said two tramways, and terminating in Upper Kennington-lane by a junction with the intended Tramway (No. 1) at a point 1 chain, or thereabouts, westward of the South London Tramway;

A Tramway (No. 3), wholly in the said parish of Lambeth, commencing by a junction with the existing tramway of the South London Tramways Company on the Albert Embankment at a point 2 chains, or thereabouts, northward of the junction of the South London and London Southern Tramways, and terminating in Upper Kennington-lane by a junction with the intended Tramway (No. 1) at the point of termination thereof lastly hereinbefore described;

The said tramways will be situate in the parishes of Saint John the Evangelist Westminster and Lambeth in the county of London.

It is intended to use for moving carriages or trucks on the proposed tramways either animal power or electricity and the gauge of the proposed tramways will be 4 feet 8½ inches.

To authorise the Council for any of the purposes of the Bill to open and break up the surface of and to alter stop and otherwise interfere with any street road footpath sewer drain pipe wire tube and other apparatus and to make provision for the maintenance and repair of the street and road or parts of the street and road in which the tramways are proposed to be constructed.

To enable the Council in constructing the proposed tramways to deviate from the lines and levels thereof as shown on the deposited plans and sections.

To enable the Council for the purposes of the intended Act to purchase or acquire by agreement or to take easements over lands and houses and to erect and hold offices buildings and other conveniences.

To authorise and provide for the demanding taking and recovery of tolls rates and charges for the use of the proposed tramways by carriages passing along the same and for the conveyance of passenger or other traffic upon the same and to authorise the Council to provide place maintain and work carriages on the proposed tramways.

To empower the Council from time to time to make such crossings passing places sidings junctions and other works in connection with the proposed tramways in addition to those particularly specified in this Notice as may be necessary or convenient.

To make provision for the user and disposal by the Council of any paving or road materials which may be removed in the construction of the proposed tramways or either of them.

To incorporate in the Bill and to confer upon the Council with or without alteration all or some of the provisions of the Tramways Act 1870 and especially so far as may be thought necessary the provisions of that Act with respect to the breaking up reinstatement and repair of streets and roads, to gas and water companies, and sewers, to the use of the tramways with flange-wheeled carriages &c., to bye-laws, and to offences, and to confer upon the Council with respect to the tramways proposed to be authorised by the Bill such powers rights and privileges as may be defined in the Bill.

To authorise the Council on the one hand and the London Tramways Company (Limited) the London Southern Tramways Company and the South London Tramways Company and any other company corporation or persons on the other hand to enter into and fulfil contracts and agreements for and in relation to the maintenance and working of the whole or any part of the said tramways and for leasing the same by the Council in consideration of such rent and generally upon such terms and conditions as may be agreed on between the contracting parties or as the Bill may define or as Parliament may prescribe and to confirm any such contracts and agreements which may be entered into prior to the passing of the intended Act.

To require the said companies or any or either of them to forward carriages from the proposed tramways to and over their respective systems and to forward carriages from their respective systems to and over the proposed tramways or to permit their respective tramways to be worked over and used by the Council or their lessees on such terms and conditions as in default of agreement may be determined by arbitration or defined in the Bill.

To authorise and provide for the confirmation (so far as may be necessary) of any agreement which may be made between the Council and the London Tramways Company (Limited) with respect to the purchase and acquisition of the undertaking of that company or any part thereof by the Council and the lease thereof to the Company and with respect to the alteration and reconstruction of the said tramway of the Company between Vauxhall Station and Camberwell Green or any part or parts thereof.

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 pay-

ment 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 make provisions as to the charging of any expenditure under the intended Act either as a general county purpose or a special county purpose and as to the application of any receipts or revenue arising from or in respect of the tramways and the method of keeping accounts with reference thereto.

The Bill will vary and extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges.

On or before the 30th day of November instant plans and sections of the proposed tramways together with a Book of Reference to such plans will be deposited for public inspection with the Clerk of the Peace for the County of London at his office at the Sessions House Clerkenwell in that county and on or before the same day a copy of so much of such plans sections and Book of Reference as relates to each of the parishes in which the proposed tramways will be made will be deposited for public inspection as follows (that is to say) :—

In the case of the parish of Lambeth—

With the Vestry Clerk of that parish at his office at the Vestry Hall Kennington-green S.E.

In the case of the parish of Saint John the Evangelist, Westminster—

With the Clerk to the United Vestry of the parishes of Saint Margaret and Saint John the Evangelist Westminster at his office at the Town Hall Caxton-street Westminster 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 14th day of November 1895.

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 1896.

Ilfracombe Gas.

(Extension of Limits of Supply of Gas; Powers to Acquire Lands and to Erect New Works for the Manufacture and Storage of Gas and Residual Products; Construction of a Wall, Embankment or Breakwater, and other Works; Power to Excavate, Dredge, &c., and Reclaim Foreshore; Harbour Limits; Power to stop up Road; Exemption from Provisions of Section 92 of Lands Clauses Consolidation Act, 1845, and with Respect to Sale of Superfluous Lands; Extinguishment of Manorial and other Rights; to Levy Tolls, Rates, &c., within Limits, &c., and to Make Bye-Laws to be Observed Therein; Agreements with Local Authorities and Others; Power to Manufacture and Deal in Stoves, Machinery, and other Apparatus and Appliances; Electric Lighting; Rates, Rents, &c.; Additional Capital; Consolidation and Conversion of Shares; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Ilfracombe Gas Company (hereinafter called "the Company") for leave to bring in a Bill for all or some

of the following among other purposes (that is to say):—

1. To extend the limits within which the Company are authorised to supply gas under their existing Act of Parliament so as to include within the limits as proposed to be defined and extended the following parishes, extra-parochial or other places (that is to say):—Ilfracombe, Morthoe, Berrynarbor, and Combmartin, all in the county of Devon, or some of such parishes or extra-parochial or other places, or some part or parts thereof respectively, and to enable the Company within such extended limits to exercise and put in force all or any of the powers of their existing Act (subject to any alteration, extension, or amendment thereof which may be made by the Bill).

2. To authorise the Company upon the lands hereinafter described, or some part or parts thereof respectively, situate in the parish of Ilfracombe, in the county of Devon (that is to say):—

Certain lands situate at Hele, in the parish of Ilfracombe, belonging or reputed to belong to Thomas Dennis Wivell, Richard Lake, and William Claude Rafarel, being the lands numbered 804, 807, 885, 886, and 887 on the  $\frac{1}{2500}$  Ordnance map of the said parish of Ilfracombe, and so much of the land numbered 888 on the said Ordnance map as lies to the west of Hele stream, containing in all  $5\frac{1}{2}$  acres or thereabouts, and now in the occupation of David Delve, and which said lands (other than the land No. 804) are bounded on the north-west by the main road, known as the Disturnpiked-road, between Combmartin and Ilfracombe, on the east by the road leading from the said Disturnpiked-road to Hele Village, on the south-east by the Hele stream, and on the south-west by lands belonging to or reputed to belong to George Brown, and in the occupation of the said George Brown and William Henry Tucker, and as to the land numbered 804, bounded on the north-west by the said Disturnpiked-road between Combmartin and Ilfracombe, on the east, and south-east, and south by the said Hele stream, and on the west by the said road leading from the said Disturnpiked-road to Hele Village, and also the site of the public road or path leading from the said Disturnpiked-road to the said road leading to Hele Village, which public road or path passes through or is adjacent to the before-mentioned lands, numbered 807, 885, 886, and 888 on the said Ordnance map;

to erect, make, maintain, and from time to time alter, improve, enlarge, extend, and renew or discontinue gasworks, retorts, gas holders, receivers, purifiers, stores, drains, sewers, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, utilisation, 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, purchase, hire, store, sell, supply, and deal in coal, coke, tar, pitch, lime, ammoniacal liquor, oil, and all other products or residuum of any materials employed in or 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.

3. To authorise the Company to purchase or acquire by compulsion or agreement, and to

hold for the purposes of the Bill and of their undertaking, and to confirm any purchase made by them, or on their behalf, of the lands hereinbefore described, or some part or parts thereof (including in the expression "lands" where used in this Notice, houses and buildings and hereditaments), as also the following additional lands, or some part or parts thereof (that is to say):—

Certain lands situate at Hele, in the said parish of Ilfracombe, adjoining or near to the lands hereinbefore described, being so much of lands numbered 805 and 689 on the  $\frac{1}{2500}$  Ordnance map of the said parish as are situate to the east of an imaginary straight line drawn from a point on the north-western side of the said Disturnpiked-road distant 7 chains or thereabouts, measured along the said road in a south-westerly direction from the centre of the bridge by which the said road is carried over the Hele stream to another point situate at the western margin (at the high-water mark of ordinary tides) of Hele Beach, distant  $2\frac{1}{2}$  chains or thereabouts, measured in a north-westerly direction from the centre of the disused lime-kiln situate on or near the said Hele Beach. And so much of the lands numbered 801, 690, and 686 on the said Ordnance map of the said parish as are situate between the said Hele stream and an imaginary straight line drawn from a point on the said stream distant three-quarters of a chain or thereabouts measured in a southerly direction from the south-eastern parapet of the said bridge carrying the said Disturnpiked-road over the said stream to a point situate on the south-eastern margin (at the high-water mark of ordinary tides) of Hele Beach distant 3 chains or thereabouts, measured in a north-easterly direction from the centre of the before-mentioned lime-kiln.

4. To authorise the Company to construct and maintain the works and exercise the powers hereinafter described or referred to, or some of them, or some part or parts thereof, which works will be situate in the parish of Ilfracombe, in the said county, or on the foreshore or bed of the Bristol Channel adjoining such parish (that is to say):—

A wall, embankment, or breakwater to be situate on that portion of the foreshore or bed of the Bristol Channel known as Hele Beach, commencing at a point on or near to the western margin (at high-water mark of ordinary tides, as shown on the said Ordnance map) of the said Hele Beach, distant 10 chains or thereabouts measured in a straight line in a north-westerly direction from the centre of the disused lime kiln, situate on or near to the said Hele Beach, thence proceeding seaward in a direction bearing 60 degrees east of true north or thereabouts for a distance of 5 chains 20 links or thereabouts, and terminating at a point on the foreshore, or in the bed of the Bristol Channel.

To stop up and extinguish all rights of way over the road extending from the main road known as the Disturnpiked-road between Combmartin and Ilfracombe, to the main road leading from the said Disturnpiked-road to Hele Village, which passes through the several before-mentioned lands numbered 807, 885, 886, and 888 on the said Ordnance map.

5. To authorise the Company, in connection with the said wall, embankment, or breakwater,

to make, provide, and maintain all proper walls, piers, jetties, quays, landing and shipping places, wharves, embankments, piling, staithes, drops, posts, cranes, approaches, tram and other ways, arches, mooring, staging, watercourses, channels, sewers, drains, apparatus, machinery, appliances, and conveniences connected with the said works, or any of them.

6. To empower the Company to enter upon and from time to time raise, excavate, dredge, scour, and deepen so much of the foreshore and bed of the Bristol Channel known as Hele Beach, adjoining and near to the parish of Ilfracombe, as lies within an area comprised within a boundary formed by an imaginary straight line drawn from a point on the cliff distant 1 chain from the north-western side of the wall, embankment or breakwater hereinbefore mentioned at the commencement thereof, and proceeding thence due north-east to a point in the Bristol Channel, on the seaward side of and distant  $2\frac{1}{2}$  chains or thereabouts, measured in a northerly direction from the termination of such wall, embankment, or breakwater, and thence proceeding in an imaginary straight line drawn in the direction of the intersection of the fence between the fields numbered 682 and 683 on the said Ordnance map, and the eastern side of the said Disturbed-road to a point at or near the base of the cliff, and lastly, by the sea-shore at high-water mark, between the last and first above-mentioned points, including in such area so much of the Hele Stream as lies seaward of the footbridge at or near high-water mark (and which portion of the foreshore and bed of the Bristol Channel is hereinafter referred to as "the Harbour Limits"), and to deposit any materials; and to remove, carry away, and dispose of any materials taken up or collected by means of such excavation, dredging, scouring, and deepening.

7. To authorise the Company in the construction of the said works to deviate from the lines of the said works within the limits of deviation to be shown on the plans and from the levels shown on the sections hereinafter mentioned.

8. To authorise the Company to purchase and take by compulsion or by agreement, and hold lands, and foreshore, and rights and easements in lands and foreshore required for the purposes of the said works, or otherwise requisite or desirable for the general purposes of the undertaking of the Company.

9. To authorise the Company to erect, fit up, and maintain on any land for the time being belonging to the Company, and to let and dispose of houses, cottages, and dwellings for the occupation of the officers and servants employed by the Company.

10. To authorise the Company to purchase or take on lease by agreement and hold for the general purposes of the undertaking (other than the manufacture of gas, or the manufacture or conversion of residual products) other lands and easements, and from time to time sell or let on lease or otherwise dispose of any lands, works, or other property for the time being belonging to them, and which may not be required for the purposes of their undertaking, or of the Bill, and the Bill will, or may, confirm any contracts or agreements already made or entered into, or which may at any time 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.

11. To authorise the Company to purchase a part only of any property without being subject

to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

12. To exempt all or some of the lands to be acquired by the Company under the powers of the intended Act from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

13. To empower the Company to acquire by compulsion or agreement easements and rights in and over that portion of the foreshore and bed of the Bristol Channel known as Hele Beach, and to vary and extinguish any such easement or rights, including manorial rights and rights of wreckage, keelage and other dues, and other public and private rights affecting the said portions of the foreshore and bed of the Bristol Channel which it may be considered necessary or advisable to extinguish or vary for any of the purposes of the Bill, and to make provision for compensating all persons injuriously affected by the exercise of such power in such form as may be by the Bill prescribed.

14. To enable the Company to demand, take, and recover tolls, rates, keelage dues, and other payments upon or in respect of vessels and boats and persons using or frequenting that portion of the foreshore or bed of the Bristol Channel within the harbour limits, and of goods, wares, merchandise, cattle, articles, and things shipped or unshipped or landed or received or delivered within the harbour limits, or at any pier, jetty, landing place, wharf, or quay belonging to the Company within the harbour limits, and in respect of any services to be rendered or performed by the Company, and for or in respect of the use of buildings, yards, cranes, or other works and conveniences, or the user of any lands of the Company, and to confer exemptions from, and from time to time to compound for, such tolls, rates, keelage dues, and other payments.

15. To authorise the Company to sell, lease, or let the tolls, rates, keelage dues, and other charges to be levied or charged by the Company, and to authorise any person or persons, company, corporation, or local authority to purchase or take a lease thereof.

16. To authorise the Company to cross, stop up, alter, or divert, whether temporarily or permanently, and to make communications over or under public, carriage, or other roads, high-ways, footpaths, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic, telephonic, and electric wires, apparatus, and appliances within the before-mentioned parishes which it may be necessary or convenient to cross, stop up, alter, or divert in carrying out the several purposes of the Bill, and to open, break up, and interfere with public and private streets and roads for the purpose of laying down, repairing, continuing, maintaining, renewing, or discontinuing mains, pipes, and other works and apparatus.

17. To authorise the Company, when they have become the owners in possession under the powers of the intended Act of any lands adjoining and on both sides of public roads, to bridge over or tunnel under or make other communications over, under, or across such roads.

18. To make provision for the management, regulation, and protection of the wall, embankment or breakwater, and for the control and regulation of vessels and boats using or frequenting the foreshore within the harbour limits.

19. 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 such local authority, company, 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, and all necessary apparatus therefor, for any public, trading or other purpose, and to authorise any such local authority, company, corporation, or public body to apply their respective funds for any such purpose.

20. To authorise the Company to sell, exchange, lease, or otherwise dispose of their lands and existing works, or any other works or property of the Company which it may be desirable or expedient to discontinue or dispose of, and to make all necessary or proper provisions with reference thereto, and to the application, investment, or other disposal of the purchase money, rent, or other consideration to be received by the Company in respect thereof.

21. To make provision for enabling the Company to obtain powers to produce and supply electricity for lighting and other purposes, and to empower them to construct and acquire works, rights, and machinery for the purposes aforesaid, and to apply their capital or funds to all or any of those purposes, and to authorise and confirm agreements with reference thereto.

22. To increase the nominal amount of the capital of the Company and to authorise and provide for the division of the Company's existing and authorised shares and stock into shares or stock of different denominations or nominal amounts, and to fix and define the amount of dividend to which the divided shares or stock, or new shares or stock issued in lieu of divided shares or stock, shall be entitled.

23. To consolidate or convert into stock all or any of the shares of the Company or to provide for such consolidation or conversion.

24. To enable the Company to apply to the purposes of the Bill their existing funds and 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 or by borrowing on mortgage, or bond, or by debenture stock, and to attach to any such shares and stock such preference or priority of dividend or interest, and such rights to dividend or other advantages as the Bill may define or Parliament may prescribe.

25. To authorise the Company to acquire, hold, and use patent rights, or licenses, and authorities under letters patent for the use of inventions and apparatus for or relative to the production, manufacture, utilisation, supply, and distribution of gas and electricity, and the residual products arising therefrom.

26. To authorise the Company to manufacture, hire, purchase, provide, sell, let on hire, deal in, and fix stoves, ranges, pipes, meters, tubes, fittings, engines, dynamos, machinery, apparatus, and appliances for lighting, motive power, heating, cooking, ventilating, manufacturing, agricultural, industrial, and all or any other purposes whatsoever connected with the supply or the utilisation of gas and electricity.

27. To authorise the Company to levy and recover rates, rents, and charges for or in respect of the supply of gas, and for the sale and hire of stoves, engines, dynamos, machinery, meters, fittings, and other articles and things

to make provision for granting of rebates, discounts, and allowances to consumers of gas, and to confer, vary, and extinguish exemptions from the payments of rates, rents, and charges.

28. To require consumers of gas supplied by the Company to give to the Company notice in writing before connecting or disconnecting any gas meter, or before discontinuing the consumption of gas, or ceasing to occupy houses, buildings, and other premises supplied with gas by the Company.

29. To extend to the Company, so far as the same are applicable, and except so far as the same may be specially varied by the Bill, the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Gasworks Clauses Acts, 1847 and 1871, and the Harbour, Docks, and Piers Clauses Act, 1847, and also such parts of the Railway Clauses Consolidation Act, 1845, as mutatis mutandis relate to the temporary occupation of roads and lands near the works during the construction thereof within limits to be prescribed by the Bill, and the Bill will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and will vary and extinguish existing rights and privileges, and will or may amend the powers and provisions of any Act now in force within the limits of the Bill, so far as may be necessary or expedient for any of the purposes of the Bill.

30. To alter, amend, enlarge, or repeal so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Ilfracombe Gas Act, 1872, and any other Act or Acts relating to or affecting the Company or their undertaking.

And notice is hereby also given that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, and the lands, houses, and property in or through which they will be made, and plans showing also the lands, houses, and property intended to be compulsorily taken under the powers of the Bill, with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and property, and a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at the Castle, 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 or extra-parochial place in or through which any of the works above described will be made or pass, or in which any lands, houses, or other property intended to be taken compulsorily are situate, and a copy of this notice as published in the London Gazette will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of 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 16th day of November, 1895.

FINCH and CHANTER, Barnstaple, Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Manchester Corporation Tramways.

(Construction of Tramways by the Corporation of Manchester; Further Borrowing Powers.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the City of Manchester in the county of Lancaster (hereinafter called "the Corporation"), intend to apply to the Board of Trade for a Provisional Order for all or some of the following objects and purposes, that is to say:—

To authorise, sanction, and confirm the construction by the Corporation of, and to empower them to maintain with all proper rails, plates, sleepers, works, and conveniences connected therewith as part of their tramway undertaking, the tramways hereinafter described, or some of them, that is to say:—

**Tramway No. 1.** A double line commencing in Great Jackson-street at its intersection with City-road by a junction with Tramways Nos. 30 and 30a, authorised by the Manchester Corporation Tramways Order, 1878, and passing thence in a north-westerly direction along Great Jackson-street into and terminating in Chester-road by a junction with Tramways Nos. 32 and 32a authorised by the said Order of 1878. The said Tramway No. 1 is wholly situate in the township of Hulme, in the parish of Manchester, in the county of Lancaster.

**Tramway No. 2.** A double line commencing in Market-street opposite the end of High-street by a junction with Tramways Nos. 7 and 1a, authorised respectively by the Manchester Corporation Tramways Order, 1878, and the Manchester Corporation Tramways Order, 1881, and passing thence into and along High-street, Nicholas-croft, and Shudehill, and terminating at the southern end of Rochdale-road by a junction with Tramways Nos. 6 and 6a, authorised by the said Order of 1878, in Rochdale-road. The said Tramway No. 2 is wholly situate in the township of Manchester, in the parish of Manchester, in the county of Lancaster.

A less space than 9 feet 6 inches intervenes between the nearest rail of Tramway No. 2 and the outside of the footpath on the north-west side of Shudehill as such street now exists from a point about 50 yards south-west of Hanover-street to a point about 60 yards north-east of Hanover-street, but it is not proposed to construct the said tramway between the said points until Shudehill has been widened so as to allow of a space of 9 feet 6 inches between the nearest rail of the tramway and the outside of the footpath on both sides of the street.

The said tramways are to be of the gauge of 4 feet 8½ inches, and it is not proposed to run on the tramways carriages or trucks adapted for use upon railways, and the power intended to be used for moving carriages or trucks upon the tramways will be animal power.

The said Provisional Order will or may incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations and amendments thereof as may be deemed expedient, and will enable the Corporation to exercise the powers granted by that Act to parties who are therein called promoters as well as the powers hereinafter mentioned, that is to say:—

Power to make from time to time such crossings, passing places, sidings, junctions, and other works in addition to those par-

ticularly specified in this advertisement as may be necessary or convenient to the efficient working of the said tramways or any of them, or for providing access to any lands and premises intended to be used in connection with such tramways.

Power whenever by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and maintain so long as occasion may require a temporary tramway, or temporary tramways in lieu of any tramway or part of a tramway so removed or discontinued to be used or intended so to be.

Power to levy tolls and charges for the use of the tramways, such tolls and charges being levied either upon the carriages using the tramways or in respect of passengers or other traffic conveyed thereon.

Power to grant a lease or leases of the said tramways, or any parts thereof, and to grant licences to use the same.

Power to employ, for repaying the moneys expended by the Corporation on the said tramways and for the purposes of the Provisional Order and of the Manchester Corporation Tramways Order 1893, the city fund and city rate of the city, and to borrow money for such purposes on any of the following securities, viz.: The said city fund and city rate, and the rates, rents, and charges leviable and receivable by the Corporation in respect of their tramways or to be authorised by the Provisional Order.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way impede or interfere with, its objects, and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the said tramways and works, and a copy of this advertisement as published in the London Gazette, will be deposited, on or before the 30th November, 1895, for public inspection with the Clerk of the Peace for the county of Lancaster at his office at Preston, and with the parish clerk of the parish of Manchester at his residence, and at the office of the City Surveyor in the Town Hall in Albert-square, Manchester, and at the office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that the draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1895, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the Town Clerk, at the Town Hall, Manchester, and of Messrs. Sherwood and Company, Parliamentary Agents, at 7, Great George-street, Westminster.

And notice is hereby further given, that every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, on or before the 15th day of January, 1896, and that copies of the objections

must at the same time be sent to the promoters, and that in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

Dated this 19th day of November, 1895.

WM. HENRY TALBOT, Town Clerk, Manchester.

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

In Parliament.—Session 1896.

Birmingham Corporation Water.

(Deviations of The Aqueduct Authorised by the Birmingham Corporation Water Act, 1892, and Relinquishment of Portions of such Aqueduct; Construction of New Railway; Acquisition of Lands and Easements for Depositing Spoil and other Purposes; Appropriation and Disposal of Spoil; Temporary Occupation of Lands; Agreements with Halesowen, Midland and Great Western Railway Companies; Application of Corporate Funds; Alteration and Repeal and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by the Mayor, Alderman, and Citizens of the city of Birmingham (hereinafter called the Corporation) for an Act for all or some of the following objects or purposes (that is to say):—

1. To empower the Corporation to make and maintain the deviations of aqueduct, railway, and other works hereinafter described, or some of them, together with all proper embankments, cuttings, bridges, roads, approaches, shafts, tunnels, culverts, cuts, channels, conduits, drains, mains, pipes, junctions, telegraphs, telephones, and other means of electric communication, engines, apparatus, rails, sidings, houses, buildings, and conveniences connected with or auxiliary to the intended works, or any of them, or necessary for managing, working, and using the same (that is to say):—

Deviation A.—A deviation of the line and level of a part of The Aqueduct (work 27) authorised by the Birmingham Corporation Water Act, 1892 (in this Notice called the Act of 1892), commencing in the township of Whitton and parish of Burford, in the field numbered 33 on the  $\frac{1}{2500}$  Ordnance map of the said parish at a point 190 yards, measured in a westerly direction from the north-east corner of the said field, and 337 yards, measured in a north-westerly direction from the south-east corner of the same field, and terminating in the parish of Caynham in the field numbered 592 on the  $\frac{1}{2500}$  Ordnance map of the said parish at a point 30 yards, measured in an easterly direction from the north-west corner of the said field, and 130 yards, measured in a northerly direction from the south-west corner of the same field, which intended work will consist of one or more conduits or lines of pipes, and will be wholly situate in the township and parishes aforesaid, and county of Salop.

Deviation B.—A deviation of the line and level of a part of the said authorised Aqueduct, commencing in the parish of Kidderminster Foreign, in the field numbered 911 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, at a point 190 yards measured in a south-easterly direction from the most northerly corner of such field, and 200 yards, measured in a north-easterly

direction from the north-east corner of Holy Trinity Church, and terminating in the parish of Wolverley in the field numbered 996 on the  $\frac{1}{2500}$  Ordnance Map of the said parish at a point 93 yards measured in a southerly direction from the north-west corner of the said field, and a point 63 yards measured in an easterly direction from the south-west corner of the same field, which intended work will consist of one or more conduits or lines of pipes, and will be wholly situate in the parishes aforesaid and the county of Worcester.

A railway wholly in the parish of Frankley, and county of Worcester, commencing by a junction with a siding belonging, or reputed to belong, to Viscount Cobham, on the north side of the Halesowen Railway, at a point 103 yards measured in a westerly direction along the said siding from its junction with the said railway, and terminating in the field numbered 136 on the  $\frac{1}{2500}$  Ordnance Map of the said parish, at a point 138 yards measured in an easterly direction from the south-west corner of the said field, and a point 22 yards measured in a north-westerly direction from the south-western corner of the adjoining field numbered 1565 on the  $\frac{1}{2500}$  Ordnance map of the parish of Northfield.

2. To authorise the relinquishment of so much of the authorised Aqueduct as will be rendered unnecessary by the construction of the intended Deviations A and B.

3. To empower the Corporation to deviate from the lines and levels of the intended works as shown on the plans and sections thereof, to be deposited as hereinafter mentioned, to any extent which may be prescribed or referred to in the intended Act.

4. To empower the Corporation to acquire by compulsion or agreement, lands and rights or easements in or over lands for the purpose of depositing spoil arising from the execution of the works authorised by the Act of 1892, or of works to be authorised by the intended Act or otherwise for purposes connected with the works and purposes of the Act of 1892 and the intended Act. The lands so proposed to be taken are situate in the counties, parishes, and townships mentioned in the following table, and form part (unless otherwise mentioned) of the fields or enclosures shown on the Ordnance map of the parish in which they are situate and thereon marked with the number or numbers mentioned in the last column of the table.

	County.	Parish.	Township (if any).	No. on $\frac{1}{2500}$ Ordnance map of the parish.
(1)	{ Radnor	Knighton ..		12, 13
	{ Salop	Stow ..		318
(2)	Radnor ..	Stanage ..		337
(3)	Radnor ..	Stanage ..		197
(4)	Radnor ..	Stanage ..		30
(5)	Hereford	Brampton		122
		Bryan		
(6)	Hereford	Brampton		122
		Bryan		
(7)	Hereford	Brampton		124
		Bryan		
(8)	Hereford	Brampton		88
		Bryan		
(9)	Hereford	Leintwardine	Walford	115

	County.	Parish.	Township if any).	No. on 2500 ordnance map of the parish.
(10)	{ Hereford Hereford	Leintwardine Leintwardine	Walford Adforton	78 1
(11)	Hereford	Leintwardine	Adforton	48.
(12)	Hereford	Leintwardine	Leintwardine North	930
(13)	Hereford	Leintwardine	Leintwardine North	992
(14)	Hereford	Burrington ..		114
(15)	Hereford	Burrington ..		114
(16)	Hereford	Burrington ..		60
(17)	Hereford	Burrington ..		60
(18)	{ Hereford Salop	Burrington .. Bromfield ..		60 549
(19)	Salop ..	Bromfield ..		670, 672
(20)	Salop ..	Bromfield ..		681
(21)	Salop ..	Bromfield ..		682
(22)	Salop ..	Bromfield ..		692
(23)	Salop ..	Bromfield ..		692
(24)	Salop ..	Bromfield ..		689
(25)	Salop ..	Bromfield ..		691
(26)	Salop ..	Bromfield ..		692
(27)	Salop ..	Bromfield ..		692
(28)	Salop ..	Bromfield ..		700
(29)	Salop ..	Bromfield ..		755
(30)	Salop ..	Bromfield ..		765
(31)	Salop ..	Bromfield ..		230
(32)	Salop ..	Bromfield ..		110
(33)	Salop ..	Bromfield ..		157
(34)	Salop ..	Bromfield ..		15
(35)	Salop ..	Bromfield ..		15
(36)	Salop ..	Bromfield ..		184
(37)	Salop ..	Bromfield ..		205
(38)	Salop ..	Bromfield ..		203
(39)	Salop ..	Bromfield ..		174

streams, canals, towing-paths, railways, and tramways within the townships, parishes, and counties aforesaid; and for the several purposes of the intended Act, and within the townships, parishes, and counties mentioned in this Notice, to empower the Corporation to break up, cross, alter, divert, stop up, raise, lower, and interfere with (either temporarily or permanently) any streets, roads, footways, highways, bridges, rivers, canals, towing-paths, railways, tramways, sewers, drains, streams, watercourses, pipes, and telegraph, telephonic and other electric wires, conductors, and pipes, and to appropriate the soil and surface of the streets, roads, footpaths, and highways stopped up, disused, or diverted; and also to empower the Corporation in the construction of the intended railway to cross certain roads in the parish of Frankley on the level.

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

8. To authorise and regulate the intended junction with the Halesowen Railway, and to authorise and carry into effect agreements between the Corporation on the one hand, and the Halesowen Railway Company, the Midland Railway Company, and the Great Western Railway Company, or any of them, on the other hand, in regard to the construction, use, and maintenance of such junction, the supply of rolling stock, and working of the intended railway.

9. To authorise the Corporation to apply any of their corporate funds or any moneys authorised to be raised under the Act of 1892, to all or any of the purposes of the intended Act.

10. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the Birmingham Corporation (Consolidation) Act, 1883, and the Act of 1892; and to incorporate and apply with or without amendment, or render inapplicable all or some of the provisions of the following public Acts:—The Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Railways Clauses Consolidation Act, 1845; the Railway Clauses Act, 1863; and any Act or Acts amending those Acts respectively.

11. To vary, repeal, 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.

And notice is hereby further given, that on or before the 30th day of November, 1895, plans and sections of the intended works, including plans of the lands proposed to be acquired under the authority of the intended Act, with books of reference to such plans, and a copy of this Notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Radnor, at his office at Presteign; with the Clerk of the Peace for the county of Hereford, at his office at Hereford; with the Clerk of the Peace for the county of Worcester, at his office at Worcester; with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury.

And on or before the said 30th day of November a copy of this Notice and of so much of the said plans, sections, and books of reference as relates (1) to the parishes or townships of Burford, Caynham, Kidderminster, Foreign, Wolverley, Northfield, Brampton Bryan, Leint-

5. To empower the Corporation in the construction of the works authorised by the Act of 1892 and of the intended Act to cross and, if requisite, to make a temporary road for crossing any lands within the counties, parishes, and townships mentioned in this Notice intervening between the said works and the lands upon which it is intended to deposit spoil; to provide for the appropriation and disposal of spoil arising from the said works, and to incorporate with or without amendment the provisions "with respect to the temporary occupation of lands near the railway during the construction thereof," of the Railways Clauses Consolidation Act, 1845, and to apply such provisions or some of them to all or some of the works authorised by the Act of 1892 and the intended Act; and to repeal or amend any provisions of the Act of 1892 (particularly Sections 44, 45, 57, 58, 59, and 60) inconsistent with the intended Act.

6. To empower the Corporation to lay down, maintain, alter or renew aqueducts, conduits, mains, pipes, culverts, and other waterworks in, through, along, under, across, on and over streets, roads, footpaths, highways, bridges, rivers,

wardine, Leintwardine North, Bromfield, Upper Arley, Hagley, and Romsley will be deposited with the clerk or chairman of the Parish Council of each such parish or township at his residence; and (2) to the parishes of Burford, Knighton, Stow, Stanage, Leintwardine, Burrington, and Frankley, with the parish clerk of each such parish at his residence.

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

Dated this 18th day of November, 1895.

EDWARD ORFORD SMITH, Town Clerk,  
Birmingham, Solicitor for the Bill.  
SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1896.

Great Western Railway.

(Additional Powers.)

(Railways and works in the County of Glamorgan; Viaduct; Widening and Lengthening of Bridges, Footpaths, and Roads, and Stopping up of Roads and Footpaths in the Counties of Glamorgan, Monmouth, Berks, Gloucester, Worcester, and Carmarthen; Additional Lands in the Counties of Bucks, Berks, Wilts, Devon, Worcester, Salop, Glamorgan, and Carmarthen; Power to Company and Midland Railway Company to make a Railway in the County of Gloucester; Agreements with Commissioners of Woods, &c.; Power to Company and the London and North Western Railway Company to acquire and to hold additional lands in the County of Salop; Tolls; Agreements; Amalgamation of the Abbotsbury, Marlborough, Milford, Much Wenlock and Severn Junction, Wenlock, Vale of Llangollen, Llangollen and Corwen, and Corwen and Bala Railway Companies with the Company; Confirmation of Agreements and power to enter into Agreements and other Powers; Capital; Application of Funds by Company and by Midland and London and North Western Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act under the above name or short title for all or some of the following purposes, that is to say:—

To enable the Company to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, viz.:—

Three railways to be wholly situate in the parish of Roath, in the county of Glamorgan, viz.:—

1. A railway (No. 1) commencing by a junction with the South Wales Railway of the Company about 10 chains north-eastward of the level crossing on the said South Wales Railway known as the Pengam Level Crossing, and terminating by a junction with the railway of the Bute Docks Company leading to the south-eastern side of the Roath Dock, at or near a point thereon about 4 chains southward of the junction of the last-mentioned railway with the railway of the Bute Docks Company leading to the north-western side of the said dock.

2. A railway (No. 2) commencing by a

junction with the intended Railway No. 1 about 2 chains south-westward of the south-western end of the signal box, at the Pengam Level Crossing, and terminating by a junction with the Roath Branch of the Taff Vale Railway Company at or near a point thereon about 8½ chains southward of the southern end of the bridge carrying the said Roath Branch over the South Wales Railway.

3. A railway (No. 3) commencing by a junction with the intended Railway No. 1 at or near a point thereon about 4 chains northward of the termination thereof, and terminating by a junction with the said railway of the Bute Docks Company, leading to the north-western side of the Roath Dock, at or near a point thereon about 6 chains south-westward of the junction of that railway with the railway of the said Company, leading to the south-eastern side of the said dock.

To empower the Company to execute the works, and to exercise the powers following, or some of them, that is to say:—

The making and maintaining a viaduct and embankments to be wholly situate in the parish of Bickleigh, in the county of Devon, commencing at or near the southern end of the existing viaduct on the South Devon and Tavistock Railway of the Company at a point about 16 chains northward of the northern end of the up platform of the Company's Bickleigh Station, and terminating at or near the northern end of the said viaduct at a point on such railway about 25 chains northward of the northern end of the said platform.

The widening on the south-eastern side of the bridge which carries the Company's South Wales Railway over the river Rumney, in the parishes of Roath and Rumney, in the counties of Monmouth and Glamorgan, about 8 chains south-westward of the post on that railway indicating 167¾ miles from Paddington.

The widening on both sides of the bridge which carries the Company's West Midland Railway in the parish of Upper Swinford over the road leading from Glasshouse Hill, Old Swinford, to Chawn Hill.

The lengthening at the north-western end of the bridge, in the parish of Saint Mary the Virgin, Cardiff, which carries Windsor-road over the South Wales Railway of the Company.

The lengthening at the northern end of the bridge, in the parish of Saint Mary the Virgin, Cardiff, which carries the Rhymney Railway over the said railway of the Company.

The lengthening at the eastern end of the bridge which carries the public road in the parish of Ynysawdre, formerly part of the parish of Saint Brides Minor, in the county of Glamorgan, over the Llynvi and Ogmere Railway of the Company, about 2 chains southward of the post on that railway indicating 3¼ miles from Bridgend.

To enable the Company to stop up and discontinue the portions of roads, streets, and footpaths, and to make the new roads, streets, and footpaths, and other works hereinafter described, that is to say:—

In the county of Berks:

So much as lies between the western boundary of the Company's property and the Grenfell-road of the footpath in the parish of Maidenhead, formerly part of the parish of Bray, which crosses the Wycombe Railway of the Company, on the level about 3¼ chains northward of the post on that railway indicating 24½ miles from Paddington, and in lieu thereof

to make and maintain the following new footpaths in the said parish:—

(a) A footpath commencing by a junction with the said existing footpath at a point near to where the footpath to be stopped up crosses the western boundary of the Company's property and terminating by a junction with the Grenfell-road about 1 chain westward of the bridge, carrying such road over the railway of the Company.

(b) A footpath commencing by a junction with the said existing footpath at a point thereon about 10 chains westward of the north-western corner of the goods shed at the Company's Maidenhead Station, and terminating by a junction with the Grenfell-road adjoining the junction between that road and the approach road leading to the Company's goods yard.

In the county of Gloucester:

So much as lies between the boundaries of the Company's property of the footpath in the parish of Batsford which crosses on the level the West Midland Railway of the Company near to the northern end of the Moreton-in-the-Marsh Station, and in lieu thereof to make and maintain a new footpath commencing at or near the point where the said footpath crosses on the level the Stratford and Moreton Branch Railway of the Company and terminating at the approach road to the said station near to the northern end of such station and to be wholly situate in the said parish.

In the county of Worcester:

So much of the footpath in the parish of Upper Swinford leading from Saint Mary's Church to Chawn Hill as lies between the eastern boundary of the Company's West Midland Railway and a point about 2 chains distant therefrom, measured along the said footpath in a north-easterly direction, and in lieu thereof to make and maintain a new footpath commencing by a junction with the existing footpath at the said eastern boundary of the Company's West Midland Railway and terminating by a junction with the existing footpath about 2 chains distant from the point of commencement, measured in a north-easterly direction, and to be wholly situate in the said parish.

So much of the footpath in the said parish which passes under the Company's Stourbridge Branch Railway about 5 chains south-westward of the junction of that branch with the said West Midland Railway as lies between the northern side of the bridge carrying the Stourbridge Branch over the said footpath, and a point about 3 chains distant therefrom, measured along such footpath in a northerly direction, and in lieu thereof to make and maintain a new footpath commencing by a junction with the existing footpath at the northern side of the bridge last above-mentioned, and terminating by a junction with the said existing footpath about 3 chains distant from the point of commencement, measured in a northerly direction, and to be wholly situate in the said parish.

In the county of Glamorgan:

So much of the following roads and streets in the parish of St. Mary the Virgin, Cardiff, as are hereinafter described, that is to say:—

(a) Davis-street for a distance of 34 yards or thereabouts, measured in a north-westerly direction from the north-western boundary of the Company's South Wales Railway.

(b) The whole of Ivor-place.

(c) Victoria-street for a distance of 15 yards or thereabouts, measured in a north-westerly

direction from the junction of that street with Ivor-place.

(d) Ivor-street for a distance of 35 yards or thereabouts, measured in a north-westerly direction from the junction of that street with Ivor-place.

And in lieu thereof to make and maintain in the said parish a new road commencing at Davis-street aforesaid, about 37 yards north-westward of the north-western boundary of the Company's South Wales Railway, adjoining Davis-street, and terminating at Ivor-street about 43 yards north-westward of the north-western boundary wall of the Company's said railway.

So much of the following roads and streets in the parish of St. Mary the Virgin, Cardiff, as are hereinafter described, that is to say:—

(e) Buzzard-street for a distance of 37 yards or thereabouts, measured in a north-westerly direction from the north-western boundary wall of the Company's said railway.

(f) Godfrey-street for a distance of 29 yards or thereabouts, measured in a north-westerly direction from the north-western boundary wall of the Company's said railway.

(g) Morgan-street for a distance of 17 yards or thereabouts, measured in a north-westerly direction from the north-western boundary wall of the Company's said railway.

In the county of Carmarthen:

So much as lies between the boundaries of the Company's property of the following roads in the parish of Llanelly Rural, formerly part of the parish of Llanelly, which cross the Company's South Wales Railway and the Llanelly Railway on the level:—

(a) The road from Tymorfa to Llanelly, which crosses the said railways about  $1\frac{1}{2}$  chains eastward of the post on the said South Wales Railway, indicating  $223\frac{3}{4}$  miles from Paddington.

(b) The road from Tymorfa to Llwynhendy, which crosses the said South Wales Railway about 6 chains westward of the post on that railway, indicating  $223\frac{1}{2}$  miles from Paddington, and the Llanelly Railway, about 24 chains eastward of Llandilo Junction, being the junction between the South Wales and Llanelly Railways.

(c) The road from Bynea to Llwynhendy, which crosses the Llanelly Railway about 35 chains eastward of the said Llandilo Junction.

And in lieu thereof to make and maintain the new roads hereinafter described, all in the said parish, viz.:—

(a) A new road commencing at the said road from Tymorfa to Llwynhendy, about 7 chains south-westward of the level crossing of the said road and the South Wales Railway, and terminating by a junction with the said road from Bynea to Llwynhendy, about  $4\frac{1}{2}$  chains south-eastward of the level crossing of the said road and the Llanelly Railway.

(b) Also a new road commencing at the intended road last above described, about  $5\frac{1}{2}$  chains north-westward of the termination of the said road, and terminating in the said road from Bynea to Llwynhendy, about 7 chains northward of the level crossing of that road and the Llanelly Railway.

To enable the Company to purchase by agree-

ment or compulsion, and to hold lands (which expression in this notice includes houses, buildings, mines, minerals, and easements in and over lands, and in, through, or over mines) for the purposes of the railways, bridges, widening and lengthening of bridges, roads and works, to be authorised by the intended Act, or described therein, and for the general purposes of the Company and of their undertaking and works connected therewith, and for providing increased accommodation, the lands following, that is to say:—

In the county of Buckingham:

Certain lands in the parish of Stoke Poges on the southern side of the Company's Windsor Branch Railway and adjoining thereto, and extending in an easterly direction from a point about 3 chains eastward of the post on the said railway, indicating 18½ miles from Paddington, for a distance of about 2 chains.

In the county of Berks:

Certain lands in the parish of Hungerford on the south-western side of the Company's railway and adjoining thereto, and extending from a point about 3 chains north-westward of the post on that railway, indicating 61½ miles from Paddington, for a distance of about 5 chains in a north-westerly direction, which lands, or some part thereof, form, or are reputed to form, part of the Common or Commonable land called "Hungerford Downs," and the estimated area required to be taken will not exceed 3 roods 10 perches.

Certain other lands in the said parish on the north-western side of the Company's railway and adjoining thereto, and extending from a point about 3 chains south-westward of the post on that railway, indicating 62 miles from Paddington, for a distance of about 7 chains in a south-westerly direction.

In the county of Wilts:

Certain lands in the parish of Froxfield on the north-western side of the Company's railway and adjoining thereto, and extending from a point about 6 chains north-eastward of the post on that railway, indicating 64½ miles from Paddington, for a distance of about 11 chains in a south-westerly direction.

Certain lands in the parish of Great Bedwyn on the north-western side of the Company's railway and adjoining thereto, and extending from a point about 3 chains south-westward of the post on that railway, indicating 66½ miles from Paddington, for a distance of about 4 chains in a south-westerly direction.

Certain other lands in the said parish on the north-western side of the Company's railway and adjoining thereto, and extending from a point about 6 chains south-westward of the post on that railway, indicating 67½ miles from Paddington, for a distance of about 34 chains in a south-westerly direction.

Certain lands in the parishes of Great Bedwyn and Burbage on the north-eastern side of the Company's railway and adjoining thereto, and extending from a point about 3 chains north-westward of the post on that railway, indicating 69½ miles from Paddington, for a distance of about 29 chains in a north-westerly direction.

In the county of Devon:

Certain lands in the parish of Stoke Damerel on the eastern side of the Company's railway and adjoining thereto, and extending from the post on that railway, indicating 249½ miles from Paddington, for a distance of about 7 chains in a southerly direction, and about 14 chains in a northerly direction.

In the county of Worcester:

Certain lands in the parish of Upper Swinford on the eastern side of the West Midland Railway of the Company and adjoining thereto, and extending from the road passing under the said railway at Chawn Hill, for a distance of about 20 chains in a southerly direction.

Certain other lands in the said parish on the north-western side of the Stourbridge Branch Railway of the Company and adjoining thereto, and extending from a point about 2 chains south-westward of the junction of the said branch railway with the West Midland Railway, for a distance of about 5 chains in a south-westerly direction.

In the county of Salop:

Certain lands in the parishes of Selattyn and Whittington on the north-eastern side of the Company's railway and adjoining thereto, and extending from a point about 1½ chains south-eastward of the post on that railway, indicating 24½ miles from Chester, to the road leading from Ruabon to Oswestry, near to the point where that road crosses the railway of the Company on the level at the north-western end of the Gobowen Station.

In the county of Glamorgan:

Certain lands in the parish of Roath on the south-eastern side of the Company's railway and adjoining thereto, and extending from the north-eastern side of Splott-road, for a distance of about 3 chains in a north-easterly direction.

Certain lands in the parishes of Roath and Saint Mary the Virgin, Cardiff, on the north-western side of the Company's South Wales Railway and adjoining thereto, and extending from a point in the parish of Roath about 2 chains eastward of Windsor-road, Cardiff, to a point in the parish of Saint Mary the Virgin, Cardiff, adjoining the north-eastern side of Garth-street.

Certain lands in the parish of Llanharan, on the north-western side of and adjoining the Ely Valley Railway, and extending from the south-western side of the roadway, which passes under the said railway about 5 chains south-westward of the post on that railway, indicating half a mile from the Company's Llantrisant Station, for a distance of about 7 chains in a south-westerly direction.

Certain other lands in the said parish on the south-western side of and adjoining the Ely Valley Railway and extending from the south-eastern end of the bridge which carries that railway over the river Ely, for a distance of about 10 chains in a south-easterly direction.

Certain lands in the parish of Llangynwyd Lower, formerly part of the parish of Llangynwyd, and in the parish of Ynysawdre, formerly part of the parish of Saint Bride's Minor on the eastern side of the Company's Llynvi and Ogmere Railway, and adjoining thereto, and extending from a point about 3 chains southward of the post on that railway, indicating 8½ miles from Bridgend, for a distance of about 13 chains in a northerly direction.

Certain lands in the said parish of Ynysawdre, on the western side of the Company's Llynvi and Ogmere Railway, and adjoining thereto, and extending from a point about 9 chains southward of the post on that railway, indicating 3½ miles from Bridgend, for a distance of about 5 chains in a northerly direction.

In the county of Carmarthen:

Certain lands in the parish of Llandeby on the eastern side of the Company's Llanelly Railway, and adjoining the said railway and the Tirydail Station thereon, and extending

from a point about 3 chains north-eastward of the post on that railway, indicating  $11\frac{1}{2}$  miles from Llanelly, for a distance of about 7 chains in a northerly direction.

Certain lands in the parish of Llandilo Fawr on the eastern side of the Company's Llanelly Railway, and adjoining thereto, and extending from the boundary of the Company's property near to the turntable at the Llandilo Station, for a distance of about 12 chains in a southerly direction.

To enable the Company and the Midland Railway Company (hereinafter referred to as "the Midland Company"), or either of them, with the consent of the other to make and maintain the railway hereinafter mentioned, together with all necessary sidings, approaches, roads, works, and conveniences connected therewith, viz. :—

A railway to be wholly situate in the parish of East Dean, in the Forest of Dean, in the county of Gloucester, commencing by a junction with the Severn and Wye Railway of the Company and the Midland Company at or near a point thereon about 15 chains south-westward of the south-western end of the platform at Cinderford Station and terminating in the enclosure numbered 1084 on the  $\frac{1}{25000}$  Ordnance map of the said parish at or near a point thereon adjoining the road leading from Ruspidge to Cinderford and about 3 chains westward of the crossing of that road by the tramway leading to the Cinderford Iron Works.

To empower the Company and the Midland Company on the one hand, and the Commissioners of Her Majesty's Woods, Forests, and Land Revenues (hereinafter referred to as "the Commissioners") on the other hand, to make, enter into, and carry into effect agreements for or with reference to a lease to the said Companies from the Commissioners of such of the lands required by the Companies for the making and maintaining of the said intended railway in the parish of East Dean, and the works and conveniences connected therewith, as are vested in Her Majesty, and to authorise the Commissioners to grant, and the Companies to take and hold, a lease of the said lands for such term not exceeding 999 years, and on payment of such rents, either annual or otherwise, or on such other conditions as may be agreed on between the Companies and the Commissioners, and to do all matters and things necessary in consequence thereof or incident thereto.

To enable the Company and the Midland Company, or either of them with the consent of the other, to purchase or hold on lease by agreement or compulsion and to hold lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands, and in, through, or over mines) for the purposes of the works proposed to be executed by and for the general purposes of the said Companies, or either of them, and for providing increased accommodation.

To enable the Company and the London and North Western Railway Company (hereinafter referred to as "the North Western Company"), or either of them with the consent of the other, to purchase by agreement or compulsion and to hold lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands, and in, through, or over mines) for the purposes of the works proposed to be executed by and for the general purposes of the said Companies or either of

them, and for providing increased accommodation the lands following, that is to say :—

In the county of Salop :

Certain lands in the parish of East Hamlet, on the western side of the Ludlow and Clew Hill Railway, and adjoining thereto, and extending from a point about 5 chains westward of the junction of the Ludlow and Clew Hill Railway, and the Shrewsbury and Hereford Railway, for a distance of about 20 chains in a northerly direction.

Certain lands in the parish of Caynham on the south-western side of the Ludlow and Clew Hill Railway, and adjoining thereto, and extending from a point about 10 yards south-eastward of the post on that railway, indicating  $5\frac{3}{4}$  miles from the junction of the Ludlow and Clew Hill Railway and the Shrewsbury and Hereford Railway, for a distance of about 15 chains in a north-westerly direction.

Certain lands in the parish of Coreley, on the southern side of the Ludlow and Clew Hill Railway, and adjoining thereto, and extending from the post on that railway, indicating 6 miles from the junction of the Ludlow and Clew Hill Railway with the Shrewsbury and Hereford Railway, for a distance of about half a chain in an easterly direction.

Certain lands in the township of Allscott, in the parish of Wrockwardine, on the northern side of the Shrewsbury and Wellington Railway, and adjoining thereto, and extending from a point about  $14\frac{1}{2}$  chains eastward of the post on that railway, indicating  $7\frac{1}{2}$  miles from Shrewsbury, for a distance of about  $9\frac{1}{2}$  chains in an easterly direction.

Certain lands in the parish of Ashford Carbonell, on the eastern side of the Shrewsbury and Hereford Railway, and adjoining thereto, and extending from a point about  $7\frac{1}{2}$  chains northward of the post on that railway, indicating  $29\frac{3}{4}$  miles from Shrewsbury, for a distance of about 20 yards in a northerly direction.

Certain lands in the township of Bromfield in the parish of Bromfield, on the southern side of the Shrewsbury and Hereford Railway, and adjoining thereto, and extending from a point about 11 chains eastward of the post on that railway, indicating 25 miles from Shrewsbury, for a distance of about  $1\frac{1}{2}$  chains in an easterly direction.

Certain lands in the township of Stokesay and Newton in the parish of Stokesay, on the south-western side of the Shrewsbury and Hereford Railway, and adjoining thereto, and extending from a point about 2 chains south-eastward of the post on that railway, indicating 21 miles from Shrewsbury, for a distance of about 3 chains in a south-easterly direction.

Certain other lands in the said township and parish on the western side of the Shrewsbury and Hereford Railway, and adjoining thereto, and to the road which crosses the said railway on the level about 4 chains southward of the post on that railway indicating  $20\frac{3}{4}$  miles from Shrewsbury.

Certain lands in the parish of Wistanstow on the eastern side of the Shrewsbury and Hereford Railway, and adjoining thereto, and to the road which crosses the said railway on the level about 7 chains southward of the post on that railway indicating  $16\frac{1}{4}$  miles from Shrewsbury.

Certain lands in the parish of Church Stretton on the western side of the Shrewsbury and Hereford Railway and adjoining thereto, and extending from a point about 13 chains southward of the post on that railway, indicating  $11\frac{1}{4}$

miles from Shrewsbury, for a distance of about  $1\frac{1}{2}$  chains in a southerly direction.

Certain lands in the township of Leebotwood, in the parish of Leebotwood, on the eastern side of the said Shrewsbury and Hereford Railway and adjoining thereto, and to the road which crosses the said railway near to the post on that railway indicating  $8\frac{1}{2}$  miles from Shrewsbury.

Certain other lands in the said township and parish on the western side of the Shrewsbury and Hereford Railway and adjoining thereto, opposite the gatekeeper's house at the level crossing of the said railway about 4 chains southward of the post on that railway indicating  $7\frac{1}{2}$  miles from Shrewsbury.

To authorise the purchase and acquisition of part only, or of an easement in, over, or under any property which may be required to be taken for the purposes or in the 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 vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To authorise the alteration, diversion, widening, crossing, or stopping up of all roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams and rivers, within or adjoining the aforesaid lands, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, and to provide that the Company or Companies, as the case may be, 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 existing and intended railway by a bridge or bridges, or the immediate approaches thereto, in all cases where the level of such road or approaches shall not be permanently altered.

To make provisions as to the cost of the construction, alteration, maintenance, and repair of all or any of the new roads, streets, footpaths, highways, and bridges 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, County Councils, District Councils, Parish Councils, Local and Highway Boards, or other bodies or persons having the charge, management, or control of existing roads, streets, footpaths, highways, or bridges in the counties, parishes, townships, districts, or places in which the intended new or altered roads, streets, bridges, footpaths, or highways respectively will be situate; to defray or contribute towards the cost thereof, and to make the carrying out of the powers of the intended Act, so far as respects such roads, alteration of roads, streets, or bridges conditional thereon, and to authorise the Company and such Corporations, County Councils, District Councils, Parish Councils, Local or Highway Boards, bodies or persons respectively, to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them or incident thereto, and to confirm any such agreements made before the passing of the intended Act, and, if so provided, to delegate to such Corporations, County Councils, District Councils, Parish Councils,

Local or Highway Boards, bodies or persons, the powers of the intended Act with reference to the construction or alteration of any such roads, streets, bridges, footpaths, or highways, 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, funds, or other security, and to declare such expenses to be expenses for the purposes of the Public Health Act, 1875, or the Local Government Act, 1894, and to confer on the Board of Trade certain powers with reference to the matters aforesaid, or some of them.

To vest in and appropriate for the purposes of the Company, or, as the case may be, the Company and the Midland Company, or the Company and the North Western Company, the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the property of the Company, or of the Company and the Midland Company, or of the Company and the North Western Company.

To authorise the levying of tolls, rates, and other charges for, and in respect of, the use of the said intended railways, and also for the use of the other works, conveniences, and accommodation connected with all or any of the said railways, or to be authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

To empower the Company and the Companies, Corporations, County Councils, District Councils, Parish Councils, Local or Highway Boards or parties hereinbefore mentioned, or the owners of any of the roads or footpaths hereinbefore referred to, to make, enter into, and carry into effect agreements and arrangements with respect to all or the matters aforesaid in which they are interested.

To empower the Company, or (as the case may be) the Company and the Midland Company, or the Company and the North Western Company on the one hand, and the owner or owners of any lands through or over which any of the intended railways or works to be authorised by the intended Act may be constructed on the other hand, to make, enter into, and carry into effect agreements for or with respect to the provision of land, the construction, working, use, management, and maintenance of any of the intended railways or works, or any part thereof, and the lands required therefor, and to confirm and give effect to any agreement which has been, or may be, entered into with reference to the matters aforesaid, or any of them.

To 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 Abbotsbury Railway Company (hereinafter called "the Abbotsbury Company"), the Marlborough Railway Company (hereinafter called "the Marlborough Company"), the Milford Railway Company (hereinafter called "the Milford Company"), the Much Wenlock and Severn Junction Railway Company (hereinafter called "the Much Wenlock Company"), the Wenlock Railway Company ("hereinafter called "the Wenlock Company"), the Vale of Llangollen Railway Company (hereinafter called "the Llangollen Company"), the Llangollen and Corwen Railway Company (hereinafter called "the Corwen Company"), and the Corwen and

Bala Railway Company (hereinafter called "the Bala Company"), with and into the Company, and to provide for the union and consolidation into one undertaking of the undertakings of the Company, and of the Abbotsbury Company, the Milford Company, the Marlborough Company, the Much Wenlock Company, the Wenlock Company, the Llangollen Company, the Corwen Company, and the Bala Company (and which last-mentioned Companies are hereinafter called "the Eight Companies") respectively, or any of them, so that the undertakings, including (among others) railways, canals, cuts, docks, ferries, land, property, estates, effects, interests in other companies, and securities, rights, powers, privileges, liabilities, and obligations of what nature or kind soever, and whether with reference to the separate undertakings, works, or property of the Company, and the said eight Companies respectively, or to the undertaking, works, or property of any other Company, body, or persons in which the Company and the eight Companies, or any of them, may have any interest, and whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, and duties, or otherwise vested in and belonging or exercised or enjoyed by or attaching to the Company and the eight Companies respectively and whether as to any of them jointly or severally, or jointly with any other Company or Companies, or by any officer of the said eight Companies, or any of them, in right of the Company of which he is an officer at the time of the said amalgamation may (except where otherwise provided in, by, or under the provisions of the said intended Act) be vested in and belong to, and be exercised, enjoyed, and fulfilled by the Company as one united and consolidated Company, and with or without the reservation to each or any class of proprietors in the eight Companies respectively, when amalgamated, of any exclusive rights or privileges.

To provide, upon such amalgamation, for the dissolution of the eight Companies respectively separate and independent Companies, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, and retirement of, and other arrangements with respect to directors, officers, and servants, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the proprietors therein, and of the different classes of such proprietors, as amongst themselves, in the capital and debenture stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into and liabilities incurred by the Company and the said eight Companies respectively, and whether as to any of them, jointly or severally, and either alone or jointly with any other company or companies, or, otherwise howsoever, and capable of taking effect or being enforced at the period of such union or amalgamation.

To provide for the payment off in cash, or for the conversion into stock of the Company, of any stock, shares, or annuities of the eight Companies respectively, and also to make further and other provisions with respect to any shares, and stock or shares, or stock the interest or dividend on which is guaranteed or otherwise secured by the Company, and the said eight Companies or any of them, and to enable the Company to create and issue such

shares or stock as may be necessary for the purposes of the intended Act, with or without a preference or priority in payment of dividends, and to confer such preference, priority, or guarantee on the existing shares or stocks of the eight Companies or any of them, or on any shares or stocks of the Company that may be substituted therefor as have been or may be agreed upon.

To provide for the mortgage, bond, debenture or other debts of the Company and the eight Companies respectively, and the security of the respective creditors, and also to make provision as to any bonds, debentures, debenture stock, annuities, or other securities the interest or dividend on which is paid, guaranteed, or secured by the Company and the eight Companies, or any of them.

To confirm and provide for the confirmation of, or to give effect to, any agreement or agreements made between, or on behalf of, the Company and the eight Companies, or any of them, and of any act done by them, or any of them, in contemplation or anticipation of, or in any way relating to, any of the objects of the intended Act, or for the user of the railways, docks, and other property, works, and conveniences of the eight Companies by the Company; the fixing and collection of rates and fares, the division and appropriation of the receipts arising from certain traffic passing on or over the railways of the eight Companies respectively, and the railway of the Company, or on or over the railways of any of the eight Companies, the construction of works, the raising of capital, through booking, and other purposes, and to authorise agreements between the Company and the eight Companies respectively.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes and for the general purposes of their undertaking and for the purposes of any other Acts of the same Session additional capital by the creation of shares or stock with or without a preference in payment of dividend, and by the creation and issue of debenture stock, and by borrowing or any of such means.

To enable the Midland Company and the North Western Company respectively to apply their corporate funds to the purposes of the intended Act in which they are interested, or some of them.

To alter, amend, and extend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned in this notice, and also of the several Acts (local and personal) following, or some of them, that is to say:— Acts relating to the Company and their undertaking, viz.:—5 and 6 William IV., cap. 107; 57 and 58 Vic., caps. 143 and 189; and 58 and 59 Vic., cap. 118, and any other Act or Acts relating to the Company.

Act relating to the Midland Company and their undertaking, viz., 7 and 8 Vic., cap. 18, and any other Act or Acts relating to that Company.

Act relating to the North Western Company and their undertaking, viz., 9 and 10 Vic., cap. 204, and any other Act or Acts relating to that Company.

Act relating to or affecting the Abbotsbury Company and their undertaking, viz., 40 and 41 Vic., cap. 211, and any other Act or Acts relating to that Company.

Act relating to or affecting the Marlborough

Company and their undertaking, viz., 24 and 25 Vic., cap. 167, and any other Act or Acts relating to that Company.

Act relating to or affecting the Milford Company and their undertaking, viz., 19 and 20 Vic., cap. 14, and any other Act or Acts relating to that Company.

Act relating to or affecting the Much Wenlock Company and their undertaking, viz., 22 and 23 Vic., cap. 26, and any other Act or Acts relating to that Company.

Act relating to or affecting the Wenlock Company and their undertaking, viz., 24 and 25 Vic., cap. 189, and any other Act or Acts relating to that Company.

Act relating to or affecting the Llangollen Company and their undertaking, viz., 22 and 23 Vic. (Session 2), cap. 64, and any other Act or Acts relating to that Company.

Act relating to or affecting the Corwen Company and their undertaking, viz., 23 and 24 Vic., cap. 188, and any other Act or Acts relating to that Company.

Act relating to or affecting the Bala Company and their undertaking, viz., 25 and 26 Vic., cap. 110, and any other Act or Acts relating to that Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans and also a copy of the notice of the intended application to Parliament, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year as follows, that is to say:—

As regards the lands and works in the county of Glamorgan, and the widening of the bridge over the River Rumney, with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff. As regards the widening of the bridge over the River Rumney, with the Clerk of the Peace for the county of Monmouth at his office at Newport (Mon.). As regards the lands and works in the county of Berks, with the Clerk of the Peace for the county of Berks at his office at Reading. As regards the lands and works in the county of Gloucester, with the Clerk of the Peace for the county of Gloucester at his office at Gloucester. As regards the lands and works in the county of Worcester, with the Clerk of the Peace for the county of Worcester at his office at Worcester. As regards the lands and works in the county of Carmarthen, with the Clerk of the Peace for the county of Carmarthen at his office at Llandovery. As regards the lands in the county of Buckingham, with the Clerk of the Peace for the county of Buckingham at his office at Aylesbury. As regards the lands in the county of Wilts, with the Clerk of the Peace for the county of Wilts at his office at Marlborough. As regards the lands and works in the county of Devon, with the Clerk of the Peace for the county of Devon at his office at Exeter; and as regards the lands in the county of Salop, with the Clerk of the Peace for the county of Salop at his office at Shrewsbury.

And that a copy of so much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, together with a copy of the notice of the intended application to Parliament published as aforesaid, will be deposited on or before the same day with the parish clerk of each such parish at his residence; and, in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence; and as regards any rural parish for which a Parish Council has

been elected, with the Clerk of the Parish Council of each such parish at his residence; or, if there is no clerk of the Parish Council, with the chairman of that Council at his residence.

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

Dated the 9th day of November, 1895.

R. R. NELSON, Solicitor, 20, Abingdon-street, Westminster.

In Parliament.—Session 1896.

Brixham Harbour and Market.

(Transfer to the Urban District Council of the Urban District of Brixham of the property and liabilities of the Commissioners for improving the Harbour and Market of Brixham; Dissolution of the Commissioners; Continuance and Maintenance of Harbour and Market Undertaking; Completion of Works; Dredging; Appointment of Special Committees; Officers; Inspection of Books; Accounts; Bye-laws; Payment off and Discharge of Mortgages; Agreements and Arrangements as to Mortgages, &c.; Debts of Commissioners; Borrowing of Money; Tolls, Rates, and Dues; Sale and Lease of Property; Rights and Privileges; Incorporation, Repeal, and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Urban District Council of the Urban District of Brixham in the county of Devon (hereinafter called "the District Council") for an Act for all or some of the following purposes or objects, that is to say:—

1. To transfer to and vest in, or to provide for the transfer to or vesting in, the District Council, of the undertaking of the Commissioners for improving the Harbour and Market of Brixham, together with the works, lands, waters, property, powers, rights, privileges, and authorities vested in, held by, or belonging to, or exercisable by, the said Commissioners (hereinafter called "the Commissioners"), and all other the undertaking of the Commissioners.

2. To provide for the discharge or extinction of the debts and liabilities of the Commissioners and the winding up of their affairs and the dissolution of the Commissioners.

3. To enable the District Council to carry on and maintain the undertaking of the Harbour and Market of the Commissioners when the same shall have been so transferred to and vested in them, and to exercise all or any of the rights, powers, privileges and authorities of the Commissioners, subject to such alterations, if any, as may be prescribed by the intended Act, with such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

4. To confer on the District Council all such powers as may be necessary or deemed expedient for the maintenance, repair, extension, improvement, and management of the undertaking of the Harbour and Market of the Commissioners, and the entrance or entrances and approaches of the said Harbour, and the works and property connected with the said Harbour and Market, and for the purposes of carrying the intended Act into effect.

5. To empower the District Council to carry into execution and complete the breakwater

and other works authorised by the Acts 39 George III., cap. 6, intituled, "An Act to enable the lords of the manor of Brixham, in the county of Devon, to repair and enlarge or rebuild the pier or quay at Brixham Quay, within the said manor; to improve the harbour there, to regulate the moorings of vessels therein, and to establish a market there;" 1 Vic., cap. 75, intituled, "An Act for improving, enlarging, and maintaining the pier, harbour, and market of Brixham, in the county of Devon, and for the formation of a breakwater in Torbay;" the Pier and Harbour Orders Confirmation Act, 1875 (No. 3), and the Pier and Harbour Orders Confirmation Act, 1877 (No. 1), or by any or either of the said Acts.

6. To authorise the District Council from time to time to dredge, scour, deepen, and cleanse the Harbour and the approaches thereto, and the bed and foreshore thereof and adjacent thereto, and to buy, hire, or provide all such dredgers and other machinery and plant as may be necessary for any such purpose.

7. To empower the District Council to appoint, or to provide for the appointment of, a special committee or special committees for the control and management of the undertaking of the Harbour and Market of the Commissioners when the same shall have been so transferred to and vested in them, and to provide for representatives on such special committee or committees of persons not being members of the District Council, and to regulate the proceedings of such committee or committees, and to delegate all or some of the powers of the District Council with regard to the undertaking of the Harbour and Market of the Commissioners to such special committee or committees.

8. To provide for the continuance or taking over of all or any of the officers and servants of the Commissioners and the abolition of any office which may be deemed unnecessary, and to make provision in regard to compensating any officer or servant not continued or taken over.

9. To authorise and make provision for the inspection, making extracts and copies therefrom by the District Council and their duly authorised officers and servants, of the minute and other books relating to the undertaking of the Harbour and Market of the Commissioners in the possession of and kept by the Commissioners previous to the transfer of their said undertaking to the District Council, and for the custody of such books.

10. To provide for the keeping and auditing of separate accounts of the District Council relating to the undertaking of the Harbour and Market of the Commissioners when the same shall have been transferred to and vested in them, and to enable them also to keep separate accounts of the Harbour and of the Market, and further to enable them to apply any surplus revenue derived either from the Harbour or the Market to the improvement of the Harbour and Market respectively, and to apply the same to such other purposes as may be prescribed by the intended Act.

11. To continue, alter, or revoke the existing bye-laws of or relating to the undertaking of the Harbour and Market of the Commissioners, and to make new bye-laws in regard thereto.

12. To authorise and empower the District Council to pay off and discharge the existing bonds, mortgages, and securities of the Commissioners on the security of the rates of the undertaking of the Harbour and Market, and to borrow all sums necessary for that purpose.

13. To authorise the District Council and the

holders (including trustees, executors, and administrators) of mortgages, bonds, or other securities of the Commissioners to enter into and carry into effect agreements and arrangements for or with respect to the terms and conditions on which such mortgages, bonds, or other securities shall be cancelled or surrendered, and to sanction, confirm, and give effect to any agreement or arrangement made or to be made with respect to any such matter.

14. To provide for the payment of the debts and liabilities of the Commissioners, and to charge all or some of the bonds, mortgages, or securities of the Commissioners upon the rates of the undertaking of the Harbour and Market, or any of them, or any part thereof, and upon the district fund and general district rate of the District Council.

15. To authorise the District Council to borrow money for all or any of the purposes of the intended Act, including the costs, charges, and expenses of and incident to the promotion of the Bill for the said Act, and to charge the same on the undertaking of the Harbour and Market of the Commissioners when the same shall have been transferred to and vested in them, and the estates, rates, revenue, and other property of the District Council, and on the district fund and general district rate, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to apply any funds or money of the District Council to the purposes of the intended Act.

16. To empower the District Council to levy tolls, rates, dues, and charges for or in respect of the undertaking of the Harbour and Market of the Commissioners; to alter existing tolls, rates, dues, and charges, and to confer, vary, or extinguish any exemptions from the payment of tolls, rates, dues, and charges.

17. To empower the District Council to sell, lease, exchange, enfranchise, or otherwise dispose of, all or any parts of the property of the Commissioners.

18. To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

19. To repeal, alter, or amend all or some of the provisions of the following Acts:—39 George III., cap. 6; 1 Vic., cap. 75; the Pier and Harbour Orders Confirmation Act, 1875 (No. 3); the Pier and Harbour Orders Confirmation Act, 1877 (No. 1), and all other Acts and Orders relating to the Commissioners and the District Council or to the undertaking of the Harbour and Market of the Commissioners, or which may relate to or be affected by the intended Act.

20. To incorporate, with or without amendment, all or some of the provisions of the Lands Clauses Acts; the Markets and Fairs Clauses Act, 1847; the Harbours, Docks, and Piers Clauses Act, 1847, and all Acts amending those Acts respectively.

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 16th day of November, 1895.

BOND, FRANCE, and BICKLE, 16, Princess-square, Plymouth, Solicitors.

LEWIN, GREGORY, and ANDERSON, 18, King-street, Whitehall, S.W., Parliamentary Agents.

In Parliament.—Session 1896.

Midland Railway.

(Harbour and other Works at Heysham, in the County of Lancaster, and Additional Lands in the Counties of York (West Riding), Derby, Leicester, and London; Extension of Time for Purchase of Lands for, and Construction of, the Codnor Park and Coates Park, and Ilkeston and Langley Mill, Widenings; The Gloucester New Dock Branch, and Widenings at Wincobank and Saltley; Powers to Midland and Great Northern Railways Joint Committee as to Railways, Works, and Lands, in the Counties of Norfolk and Lincoln (Parts of Holland); Extension of Time for Sale of Superfluous Lands; Powers to Company to lay down Electric Wires at Saint Pancras; Additional Capital and Application of Funds; Amendment of Acts.)

**N**OTICE 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 authorise the Company to construct and maintain a harbour in Morecambe Bay, and for that purpose to execute the works and exercise the powers hereinafter mentioned in the township and parish of Heysham, in the county of Lancaster, and in and on the foreshore and bed of Morecambe Bay adjacent thereto, with all proper works and conveniences connected therewith, that is to say:—

A pier or breakwater (No. 1), commencing at a point on the foreshore at or near the promontory known as the Near Naze, and extending into the sea in a south-westerly direction for a distance of 1,100 yards, or thereabouts, and there terminating;

A pier or breakwater (No. 2), commencing at a point on the foreshore, at or near the promontory known as the Red Nab, and extending into the sea in a north-westerly direction for a distance of 1,130 yards, or thereabouts, and there terminating;

A jetty or landing place commencing on the foreshore, 440 yards, or thereabouts, south of the commencement of the pier or Breakwater No. 1, as hereinbefore described, and extending into the sea 430 yards, or thereabouts, in a westerly direction, and there terminating.

To authorise and empower the Company to exercise all or some of the following powers, that is to say:—

To dredge, scour, cleanse, deepen, and remove any rocks, banks, sand, mud, or shingle, within or adjoining the said intended harbour and works, or the approaches thereto;

To deviate laterally or vertically from the lines and levels shown on the deposited plans and sections in constructing the said works, and to make and maintain all necessary approaches, roads, jetties, wharves, quays, rails, sidings, sheds, buildings, cranes, tips, machinery, mooring and other buoys, beacons, electric and other lights, water-pipes, works, and conveniences;

To levy tolls, rates, duties, and charges on ships, vessels, boats, and persons using the said intended harbour and works, or any part thereof (collectively hereinafter called "the intended works"), and upon goods or merchandise in such ships, vessels, or boats, and to make provisions for fixing, regulating, collecting, and enforcing payment

of the same, and to alter, and, if deemed expedient, to levy fresh tolls, and to increase tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from such tolls, rates, duties, and charges, and other rights and privileges;

To provide for the maintenance and management of the said intended works, and all matters relating thereto; to make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, and protection of the intended works, and for the regulation and control of ships, vessels, persons, and traffic, frequenting, or resorting to, or employed, embarked, disembarked, loaded, or unloaded at, or near, the intended works, and to impose and recover penalties for the breach, or non-observance, of the bye-laws, and, if thought fit, to constitute the said works a part of the Company's undertaking at Morecambe Harbour.

To empower the Company to appoint harbour masters, pier masters, meters and weighers and other officers, and to define the limits within which the powers of such officers and the Company may be exercised.

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, depot, 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:

Lands in the parish of Swinton situate on the west side of, and adjoining, the Company's railway from Derby to Leeds, near their Swinton Station, and lying respectively south of Carlisle-street and north of Station-street;

In the county of Derby:

Lands in the parish of Chesterfield, situate on the east side of, and adjoining, Factory-street, and lying between the river Hipper and Johnson's-row;

Lands in the parish of Duffield, lying on the west side of, and adjoining, the Company's railway from Derby to Leeds, and 20 chains, or thereabouts, north of their Duffield Station;

In the county of Leicester:

Lands in the parish or Glenfield, situate on the north side of, and adjoining, the Company's railway from Desford to Leicester, and near to their Glenfield Station;

In the county of London:

Lands in the parish of St. Pancras, being the houses Nos. 26 and 28, Leighton-road, and other lands in the said parish of St. Pancras, situate on the west side of the Highgate-road, near the Bull and Gate public house, and east of the Company's Kentish Town yard.

To extend the time limited by the Midland Railway Act, 1891, for the construction of the Codnor Park, and Coates Park, and Ilkeston and Langley Mill Widenings by that Act authorised, and to extend the time limited by the Midland Railway Act, 1894, for the compulsory purchase of lands required for the purposes of the said widenings:

To extend the time limited by the Midland Railway Act, 1893, for the purchase of lands for, and for the construction of, the Gloucester New Dock Branch, and the widenings at Wincobank and Saltley by that Act authorised:

To empower the Midland and Great Northern Railways Joint Committee (hereinafter called "the Committee") to make and maintain the railways next hereinafter mentioned, with all proper approaches, stations, sidings, works, and conveniences connected therewith, that is to say:—

A railway (No. 1), commencing in the parish of Runton in the county of Norfolk, by a junction with the Cromer line of the Committee, at a point 26 chains, or thereabouts, in an easterly direction from the bridge which carries the Committee's railway over the East Runton-road, and terminating in the parish of Northrepps, in the said county, at a point three chains, or thereabouts, in a southerly direction from the south-east corner of Rectory Cottage;

A railway (No. 2), commencing in the parish of Northrepps in the county of Norfolk, by a junction with the proposed Railway No. 1, at its termination and terminating in the parish of Mundesley, in the said county, by a junction with the authorised Mundesley Branch of the Committee, at a point 15 chains, or thereabouts, from its termination;

which said intended railways will be made and pass through or into the parishes, townships, or places following, or some of them, that is to say:—Runton, Cromer, Northrepps, Overstrand, Sidestrand, Trimmingham, Gimmingham, and Mundesley, all in the county of Norfolk.

To empower the Committee to make a new road in the parish of Fleet, in the county of Lincoln (parts of Holland), along the north side of their railway from Spalding to Sutton Bridge, commencing by a junction with the public road from Fleet to Fleet Hargate, near Fleet Station, and terminating by a junction with Little Marsh-lane, with power to the Committee to stop up and discontinue and extinguish all rights of way over so much of the existing public level crossing over the said railway known as Hockles Gate as lies between the boundaries of the Committee's property.

To empower the Committee 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 other purposes connected with their undertaking the lands following, or some of them, that is to say:—

In the county of Lincoln (parts of Holland):  
Lands in the parish of Moulton situate on both sides of and adjoining the railway of the Committee from Spalding to Sutton Bridge, near to, and west of, Moulton Station;

Lands in the parish of Fleet situate on both sides of and adjoining the said railway, near to, and east of, Fleet Station;

Lands in the parish of Gedney situate on both sides of and adjoining the said railway, and near to, and east of, Gedney Station;

Lands in the parish of Sutton Saint Nicholas (otherwise Lutton), and in the parish of Long Sutton, situate on both sides of and adjoining the said railway, and near to, and north-west of, Long Sutton Station.

In the county of Norfolk:

Lands in the parish of Walpole Saint Andrew,

situate on both sides of and adjoining the railway of the Committee from Sutton Bridge to Lynn, near to, and south-east of, Walpole Station;

Lands in the parish of Tilney All Saints, situate on both sides of and adjoining the said railway, near to, and west of, Clench-warton Station.

To authorise and make provision for the sale or lease by the Committee of any lands belonging to them upon, and subject to, such terms and conditions, and for such purposes as may be prescribed or authorised by the intended Act.

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 or the Committee, as the case may be, 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 or foreshore proposed to be purchased or taken or interfered with 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, foreshores, streams, rivers, sewers, watercourses, gas and water pipes, and electric apparatus 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, and to vest in the Company or the Committee, as the case may be, the site and soil of the portions of roads and highways proposed to be stopped up, and to provide that the Company or the Committee, as the case may be, 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 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 altered.

To make provision for the repair and maintenance of the new road by and at the expense of the parties who are for the time being legally liable for the repair and maintenance of the other highways in the parish or place within which the said road will be situate, or by and at the expense of such other parties as may be prescribed by the intended Act.

To empower the Committee to demand and recover tolls, rates, and charges for, or in respect of, the use of the railway and works authorised by the intended Act, and to confer exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, 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 as may be prescribed by the

intended Act, to lay down, alter, maintain, and renew such underground mains, pipes, tubes, wires, and other works in, along, or across Midland-road and Phoenix-street, in the parish of St. Pancras, in the county of London, as may be necessary to enable the Company to transmit electricity to be used for the purposes of the Company between the portions of their railway stations, works, and property lying on either side of such road and street respectively, and for that purpose to open and break up and otherwise interfere with the said road and street and the footpaths thereof respectively.

To empower the Company, and the Great Northern Railway Company, respectively, 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 them respectively, either alone or jointly with any other Company or Companies or otherwise for the general purposes of the said Companies respectively 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 them respectively 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 Vic., cap. 18, and all other Acts relating to the Company;

The Act, local and personal, 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company;

The Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act, 1893, and all other Acts relating to the Committee.

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans and a copy of the notice of the intended application to Parliament, as published in the London Gazette, will, on or 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 county of Lancaster, with the Clerk of the Peace for that county at his office at Preston. As regards the works and lands in the county of Norfolk, with the Clerk of the Peace for that county at his office at Norwich. As regards the works and lands in the county of Lincoln (parts of Holland), with the Clerk of the Peace for those parts at his office at Boston. As regards the 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 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 Leicester, with the Clerk of the Peace for that county at his office at Leicester. As regards the lands in the county of London, with the Clerk of the Peace for that county at his office at the Sessions House, Clerkenwell. And that on or before the said 30th day of November

copies of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended works are proposed to be made or lands are situate, together with a copy of the said notice, as published in the London Gazette, will be deposited as follows, that is to say: As regards the parish of St. Pancras, with the Vestry Clerk of that parish at the Vestry Hall, King's-road, St. Pancras; and as regards any other parish, with the parish clerk of each such parish at his residence, and as regards any rural parish for which a Parish Council has been elected, with the clerk of such Council at his residence, or, if there be no clerk, with the chairman of such Council 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 19th day of November, 1895.

BEALE and Co., 28, Great George-street, Westminster, Solicitors.

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

In Parliament.—Session 1896.

Cambrian Railways.

(Confirmation of construction of Llanymynech Curve and abandonment of portion of Llanfyllin Branch; New roads; Additional lands; Extension of time for the sale of superfluous lands; Running powers over Van Railway and loop line of Wrexham and Ellesmere Railway Company; Power to raise additional capital; Conversion of Debenture Stocks; Powers as to hotels; power to establish Coach services; Power to contribute towards Railway Clearing House Superannuation Fund; Power to enter into working agreement with Wrexham and Ellesmere Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that the Cambrian Railways Company (hereinafter called "the Company") intend to apply to Parliament in the next Session for an Act for all or some of the following purposes, that is to say:—

To legalise, sanction, and confirm the construction of a railway already constructed known as the Llanymynech Curve in the parish of Llanymynech, in the county of Montgomery, and to authorise the Company to abandon and discontinue the use of so much of the Llanfyllin branch railway as is rendered unnecessary by reason of the construction of the said Llanymynech Curve.

To authorise the Company to construct the following roads, viz:—

At Barmouth Junction:—

A road wholly within the parish of Llangelynin in the county of Merioneth, commencing by a junction with the highway leading from Dolgelly to Towyn, at or near a point where the occupation road from the Ynysgyfflog Farm enters the said highway opposite the slate works known as Tyddyn-Sieffre, otherwise Tyddyn-Sheffrey, and terminating on land belonging to the Company in their station yard at Barmouth Junction, at the occupation level crossing leading from Ynysgyfflog Farm to Fegla Fawr at a point 12 chains and 10 links or thereabouts, measured from the West Gate Post along the line of rails in a westerly direction to the south-east corner of the station building at that place.

## At Glandovey Junction :—

A road wholly within the township of Issa Garreg and parish of Machynlleth in the county of Montgomery, commencing by a junction with the highway leading from Machynlleth to Aberystwith, at or near a point 15 yards or thereabouts, measured along the said highway in a northerly direction from the north-west corner of the abutment of the bridge, carrying the said highway over the river Llyfnant, such bridge being 40 yards from the 14th mile-stone from Aberystwith, and terminating on land belonging to the Company in their station yard at Glandovey Junction, at or near a point 75 yards or thereabouts, measured from the south-east corner of the booking office.

## At Moat Lane Junction :—

A road wholly in the parish of Llandinan in the county of Montgomery, commencing by a junction with the highway leading from Newtown to Llanidloes, at or near the point where the railway of the Company crosses the said highway, being 52 miles 59 chains and 50 links measured from Whitchurch Station, known as the Llanidloes-road level crossing, and terminating in land belonging to the Company in the station yard at Moat-lane, at or near a point 15 yards measured from the south-west corner of their workshops at that place.

To authorise the Company to purchase by compulsion, or agreement, lands and buildings for the purpose of the said intended roads, and to vary, or extinguish, all rights and easements relating to or affecting such lands, and to confer, vary, or extinguish other rights or privileges.

To empower the Company to purchase, by compulsion or agreement, for the purposes of their undertaking and works connected therewith and providing increased accommodation, the lands following, that is to say—

In the county of Salop certain lands adjoining the Company's railway situate at their Ellesmere Station in the parish of Ellesmere, at their Oswestry Station, in the parish of Oswestry, and at their Pant Station in the parish of Llanymynech.

In the county of Montgomery certain lands adjoining the Company's railway, situate near to their Four Crosses Station in the parish of Llandrinio.

In the county of Merioneth certain lands adjoining the Company's railway, situate about midway between their Towyn and Llwyngwril Stations in the parish of Llangelynnin and at their Penrhyndeudraeth Station in the parish of Llanfihangel-y-Traethau.

In the county of Carnarvon certain lands adjoining the Company's railway, situate near to their Afon Wen Station in the parish of Llanystumdwy and their Pwllheli Station in the parish of Abererch.

In the county of Radnor certain lands adjoining the Company's railway, situate near to their Doldowlod Station in the parish of Nantmel.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not, be required for the purposes of their undertaking, and to confer further powers on the Company in relation to such lands, and to empower the Company to sell, lease, or dispose of such lands, or any part or parts thereof, upon such terms and conditions as they 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.

To empower the Company, and any other Company or person for the time being, lawfully working or using the railway of the Company on such terms and conditions as may be agreed on or settled by arbitration, or prescribed or authorised by the intended Act; to run over, work, and use with their engines and carriages of every description the railways following, that is to say: (1) The railway of the Van Railway Company; (2) the loop railway of the Wrexham and Ellesmere Railway Company authorised by the Wrexham and Ellesmere Railway Act, 1895, together with the use of all stations, sidings, works, and conveniences situated on, or in connection with, the railways of such Companies, or either of them, so proposed to be run over and used as aforesaid.

To empower the Company to raise additional capital for purposes to be authorised by the intended Act and for the general purposes of their undertaking by the creation and issue of new shares or stock, either with or without a guarantee or other preference or priority attached thereto, and by borrowing on mortgage and by the creation and issue of debenture stock, and to attach to such debenture stock such preference or priority, as regards all or any of the existing debenture stocks of the company, as may be expedient or as may be prescribed or provided for by the intended Act.

To provide for the conversion of the debenture stocks of the Company into debenture stocks bearing interest at the rate of three pounds per centum per annum, or on such other terms and conditions as may be provided for or prescribed by the intended Act, and to alter and vary the rights and privileges now attached to the said debenture stocks.

To empower the Company to acquire, erect, provide, and maintain as part of their undertaking at or near to or connected with any station on their railways, hotels, bars, refreshment rooms, and other like accommodation, and to furnish, stock, equip, manage, and conduct the same, and to employ officers, servants, and managers thereof, and to authorise the Company to apply their corporate funds to these purposes or any of them, and to acquire and hold lands for such purposes, and to sanction and confirm any expenditure incurred by the Company in or about any of the before-mentioned purposes, and to empower the Company to let or lease any hotels, bars, or refreshment rooms, or any lands for the erection thereof respectively.

To extend the time for which the Company may let or lease any hotels, refreshment rooms, or other like accommodation already provided, or which may be provided by them.

To authorise the Company to establish coach services, and to purchase, maintain, own, work, and use coaches and other vehicles and horses for the conveyance of passengers and goods in connection with or in extension of their railway system, and to make charges in respect of such conveyance, and to authorise the Company to apply to the purposes aforesaid any capital or funds now belonging to them, or which they may have power to raise.

To authorise and empower the Company to subscribe or contribute towards the Railway Clearing House Superannuation Fund, and to confirm the expenditure of any money already subscribed or contributed towards that fund by the Company.

To empower the Company on the one part, and the Wrexham and Ellesmere Railway Company on the other part, to enter into and carry into effect, vary, and rescind agreements and arrangements for or with respect to the working, use, management, and maintenance by the Company of the railways and works of the Wrexham and Ellesmere Railway Company or any part or parts thereof; the supply and maintenance of rolling stock, plant, and machinery, and of officers and servants for the conduct of traffic on the said railways of the Wrexham and Ellesmere Railway Company.

To prescribe the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; to provide for the interchange, accommodation, collection, transmission, and delivery of traffic upon or coming from or destined for the respective undertakings, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of a joint committee for carrying any such agreement or arrangement into effect.

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

To repeal, alter, amend, or extend all or some of the provisions of the Cambrian Railways Act, 1864, the Cambrian Railways Act, 1883, or any other Act or Acts relating to the Company, the Mid Wales Railway Act, 1859, or any other Act or Acts relating to the Mid Wales Railway Company, the Act 25 and 26 Vic., cap. 221, and any other Act or Acts relating to the Wrexham, Mold, and Connahs Quay Railway Company, and the Wrexham and Ellesmere Railway Act, 1885, and any other Act or Acts relating to the Wrexham and Ellesmere Railway Company.

And notice is hereby further given, that plans and sections in duplicate describing the said Llanymynech Curve and works proposed to be sanctioned and confirmed and authorised by the intended Act, and also showing the lands, houses, and property sought to be acquired under the powers thereof, with a book of reference to such plans, and an Ordnance map showing their situation and the course of the Llanymynech Curve will be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon at his office at Carnarvon, and with the Clerk of the Peace for the county of Salop at his office at Shrewsbury, and with the Clerk of the Peace of the county of Montgomery at his office at Welshpool, and with the Clerk of the Peace for the county of Radnor at his office at Rhayader, and with the Clerk of the Peace for the county of Merioneth at his office at Dolgelly, and so much of the said plans, sections, and books of reference as relates to the several parishes in which the intended works are proposed to be made or lands are situate, will be deposited with the parish clerk of each such parish at his residence, and as regards any rural parish for which a Parish Council has been elected with the clerk of such Council at his residence, or (if there be no clerk) with the chairman of such Council at his residence.

Every such deposit will be made on or before the 30th day of November, 1895, and will be accompanied by a copy of this Notice, as published in the London Gazette.

Printed copies of the intended Act will be deposited in the Private Bill Office of the

House of Commons on or before the 21st day of December, 1895.

Dated this 15th day of November, 1895.

H. CHRISTIAN CORFIELD, Cambrian Railways Office, Oswestry, Solicitor.  
SHERWOOD and Co., 7 Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

East London Waterworks. (Height of Supply.) (Further Provision with respect to Supply of Water by the East London Waterworks Company; Height of Supply; Extension and Application to Company of Provisions of Waterworks Clauses Act 1847; Penalties; Recovery of Penalties; Repeal and 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 make further provision with respect to the supply of water by the East London Waterworks Company (hereinafter called "the Company") and for securing more regular and constant supply of water at a higher level.

To require the Company to keep water supplied constantly throughout their limits of supply at such a pressure as will make the water reach the top of the highest houses within their district.

To repeal so much of the East London Waterworks Act 1853 or of any other Act relating to the Company as excepts from incorporation therewith the Section numbered 35 in the Waterworks Clauses Act 1847 and to repeal Section 60 of the East London Waterworks Act 1853 and to incorporate with the Company's Acts Section 35 of the Waterworks Clauses Act 1847.

To extend and apply to the Company with or without modification any provisions of the Waterworks Clauses Act 1847 to which the Company is not now subject.

To subject the Company to penalties for failure to comply with any of the provisions of the intended Act and to provide for the recovery of such penalties and to empower the Council to sue for and recover the same.

The Bill will or may vary and extinguish all powers rights authorities and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill and will confer other powers rights authorities and privileges.

And it may alter amend extend enlarge or repeal so far as may be necessary for the purpose of the Bill all or some of the provisions of "The East London Waterworks Act 1853" "The East London Waterworks Extension of Time Act 1854" "East London Waterworks Act 1862" "East London Waterworks (Thames Supply) Act 1867" "East London Waterworks (Powers) Act 1867" "The East London Waterworks Company Act 1881" "The East London Waterworks Act 1886" "The East London Waterworks Act 1894" and any other Act or Acts relating to or affecting the Company.

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

Dated this 14th day of November 1895.

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 1896.

Stafford Corporation.

(Conversion of Privies or Pail Closets into Water Closets or Slop Water Closets; Provisions as to Streets, Buildings, and Sewers; Expenses of executing provisions of Act; Borrowing Powers; Rates, Rents, and Charges; Amendment of Stafford Corporation Acts, 1876 and 1880; Repeal, Amendment, and Incorporation of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Stafford, in the county of Stafford (hereinafter called the Corporation) for an Act for all or some of the following objects or purposes, that is to say:—

To prescribe that after the passing of the intended Act all closet accommodation shall (unless otherwise sanctioned by the Corporation) be so constructed, supplied with water, and connected with the sewers of the Corporation as to effectually remove all human excreta by water carriage, any enactment in any local or general Act to the contrary notwithstanding.

To make provisions for the conversion of all pail closets, privies, and like conveniences within the borough into water or slop water closets or other closet accommodation on the water carriage system, and to empower the Corporation to prescribe the form, size, material, and position of all closet accommodation, and to prohibit the construction or use of any closet accommodation not so prescribed, and to empower the Corporation, their contractors, servants, and workmen to enter lands, houses, and buildings within the borough for the purpose of inspection and of executing the works necessary or proper for the conversion of pail closets, privies, and other similar conveniences into the proposed water or slop water closets or other closet accommodation, and to authorise the execution of such works and the making of such alterations on any premises as may be requisite; and in other respects to make better provision for the removal, carrying away, and disposal of human excreta, household slops, refuse, and sewage.

To empower the Corporation to pay the whole or part of the expenses of executing any works or alterations, or providing any accommodation necessary or proper for the purposes of such conversion as aforesaid, and to apply any of their rates and revenues to such payment, and, if thought fit, to provide for recovering such portion of such expenses as may be prescribed by or under the Bill from the owners or occupiers of premises.

To authorise the Corporation to borrow or raise money for the execution of the works proposed to be authorised, and for other the purposes of the intended Act, and to charge the same on the borough fund, borough rate, district fund, or general district rate, and the estates, rates, revenue, and other property of the Corporation or some of such securities, and to execute and grant and issue mortgages or to create and issue stock, and to authorise the Corporation to apply any of their funds or other moneys to all or any of the purposes of the intended Act.

To make better provision in regard to streets, buildings, and sewers, and particularly with regard to providing separate sewage sewers and separate surface water sewers, and in regard to preventing sand and soil being washed into streets, and for the recovery of the expense of emptying privies of rubbish, for preventing sewage from passing into surface water sewers, and surface water from passing into sewage sewers, and generally to make further and

better provision with respect to the sewerage, drainage, and sanitation of the borough.

To empower the Corporation to acquire by compulsion or agreement rights or easements in, over, under, or connected with lands, houses, and buildings.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the Stafford Corporation Act, 1876, and the Stafford Corporation Act, 1880, and any other Act relating directly or indirectly to the Corporation, and to incorporate or apply, with or without amendment, or render inapplicable all or some of the provisions of the Lands Clauses Acts, the Public Health Acts, the Local Loans Act, 1875, the Municipal Corporations Act, 1882, the Local Government Act, 1888, and the Local Government Act, 1894, and all Acts amending those Acts respectively.

To empower the Corporation to levy rates and charges for any of the objects of the intended Act, to alter existing rates and charges, and to confirm, vary, or extinguish exemptions from the payment of rates and charges.

To vary and extinguish all existing rights 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 impose penalties for any breach of the enactments of the intended Act.

Printed copies of the intended Act or Bill will, on or before the 21st day of December, 1895, be deposited in the Private Bill Office of the House of Commons.

Dated this 22nd day of November, 1895.

HAND, BLAKISTON, EVERETT, and HAND,  
Stafford, Solicitors for the Bill.

BYRNE and BLAKISTON, 14, Bell Yard,  
Temple Bar, London, Parliamentary  
Agents.

In Parliament—Session, 1896.

The Freshwater, Yarmouth, and Newport  
Railway Company.

(Reconstitution of Board of Directors; Appointment of Directors by Debenture Stockholders and others; Regulation of Meetings of Debenture Stockholders and others; Powers, Rotation, &c. of Directors; Voting Powers to Debenture Stock and Preference Shareholders; Powers to Debenture and Preference Shareholders to exercise Rights of Shareholders; Suspension of Action, &c.; Discharge of Receiver and Manager; Appointment of Referee; Further Capital Powers; Special charging thereof; Priorities and options in respect of same; Application of Moneys; Amendment and Incorporation of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of certain debenture stockholders in the Freshwater, Yarmouth, and Newport Railway Company (in this Notice called "the Company"), for leave to bring in a Bill for the purposes, or some of the purposes, following, that is to say:—

1. To reconstitute the board of directors of the Company, and to provide that the same shall consist, during such period as may be defined by the Bill either wholly or partially, of persons to be appointed from time to time by the holders of debenture stock and preference shares, or some of them, or some class or classes of such holders, and either by such holders alone, or in conjunction with the ordinary shareholders or otherwise, as may be prescribed by the Bill or

nominated on behalf of such holders, or some of them, or some class or classes of them, by the intended Act.

2. To provide for and regulate the meetings of holders of debenture stock and preference shares, and the voting and qualification of such holders, and to alter the mode of appointment, number, rotation, and qualification of the directors and auditors of the Company, and to confer such other qualifications and powers upon holders of debenture stock or preference shares as may be defined in the Bill, and to suspend or limit the present powers of the holders of ordinary shares, whether preferred or deferred, at meetings, and of the directors appointed under the present provisions of the Company, or to provide for the retirement or removal of such directors.

3. To confer upon the holders of debenture stock, and the holders of preference shares of the Company, or some class or classes of them, notwithstanding anything contained in the Companies' Clauses Act, 1863, the right of attending and voting at meetings of the Company, and to empower such holders, or some class or classes of them, either in lieu of, or in conjunction with, the shareholders of the Company, to exercise all such rights, powers, and authorities as are now exercisable by the shareholders, and, if thought expedient, to alter, vary, and regulate the existing powers of voting by the shareholders.

4. To declare, define, and regulate the powers of directors, and, if thought expedient, to provide for the vesting in the directors of some or all of the powers of the Company in general meeting.

5. To provide for the suspension or stay, during such period and under and subject to such conditions as may be prescribed by or defined in the Bill, of all or any of the actions, suits, legal and other proceedings or remedies against the Company, and to provide for the discharge or removal of the existing receiver and manager appointed by the Chancery Division of the High Court of Justice, or of either of those officers, and to direct the appropriation of any moneys in his hands at the date of his discharge, upon such conditions and for such purposes as may be prescribed by the Bill.

6. To make provision, either by the appointment of a standing arbitrator or referee who shall be appointed from time to time, for such period as may be prescribed by the said Bill with full powers for the purpose, or in such other manner as the Bill may prescribe, for determining matters in difference between the several classes of holders of stock and shares in the Company, or the directors respectively representing such holders or any of them, concerning the management of the Company and the application of the revenues or property thereof.

7. To authorise the raising of further capital by shares, stock, or borrowing, or by the creation and issue of debentures or debenture stock, and to secure the repayment thereof, and of the interest or dividends thereon by a charge upon the whole or any part of the Company's undertaking or revenues, and to attach to such capital such precedence, rights, privileges, and priorities over or as regards the existing loan or share capital of the Company as may be thought desirable or as Parliament may direct.

8. To provide for the application of the moneys to be raised under the powers of the Bill in the payment of the costs of the Bill, the purchase or acquiring new engines or rolling stock, the payment and satisfaction of land-

owners' claims, providing of additional accommodation, the proper equipment of the line, the repayment of the moneys borrowed by the Company or the receiver and manager under the direction of the Chancery Division of the High Court or certified by the said Chancery Division to be due to the said receiver and manager, or for some or other of such purposes and for such other purposes as may be prescribed or authorised by the Bill.

9. To provide for the option of subscribing for and accepting such stocks, shares, or securities as may be issued in order to raise such further capital being given in priority to all other persons to the various classes of debenture stockholders and preference shareholders according to their several priorities, or in such manner as may be prescribed by the Bill.

10. To vary or extinguish all rights and privileges which would interfere with, or be inconsistent with, the objects of the Bill, and to confer other rights and privileges.

11. To alter, amend, vary, or repeal all or some of the provisions of the Freshwater, Yarmouth, and Newport Railway Act, 1880, and of all other Acts relating to or affecting the Company.

12. To incorporate with the Bill, with or without such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies' Clauses Consolidation Act, 1845, and the Companies' Clauses Acts, 1863 and 1869.

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, 1895.

Dated this 15th day of November, 1895.

GEO. PERKS, 9, Clements-lane, London, E.C., Solicitor.

NORTON, ROSE, NORTON and Co., 10, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Weaver Navigation.

(Extension of Time for Compulsory Purchase of Lands and Completion of Works authorised by the Weaver Navigation Act, 1893; Power for the Cheshire County Council to Borrow and Lend to the Weaver Navigation Trustees Moneys for those and other Works, and to Levy any Rates Requisite for the Purpose; Amendment of Acts, &c.)

**A** PPLICATION is intended to be made to Parliament in the next Session thereof for leave to introduce a Bill for the following or some of the following powers and purposes:—

1. To extend the time limited by the Weaver Navigation Act, 1893, for the compulsory purchase of lands for the works authorised by that Act, and also to extend the time limited by the said Act for the completion of the said works.

2. To authorise and empower the Cheshire County Council to borrow on the security of the county fund, and of any revenues of the Council, or on either such fund or revenues or any part of such revenues, and to lend to the Weaver Navigation Trustees upon mortgage of the rates, duties, tolls, and charges leviable under the Canal Tolls and Charges Act No. 6 (River Lee, &c.) Order Confirmation Act, 1894, and any other Acts relating to the River Weaver Navigation, such sums of money as may be required for executing the works authorised by the Weaver Navigation Act, 1893, and other works for the improvement of the Weaver Navigation between Northwich Bridge and Winsford Bridge, and which sums of money are

authorised to be borrowed for those purposes by virtue of the several Acts relating to the River Weaver Navigation.

3. To empower the said County Council to levy any additional rates which may be necessary for the purposes of the Bill.

4. The Bill will vary or extinguish all rights and privileges which would interfere with any of its objects, and confer such other rights and privileges as may be deemed expedient for effecting those objects, and will repeal, alter, or amend, and extend such provisions as may be deemed necessary or expedient of the Weaver Navigation Act, 1893, and any other Act directly or indirectly affecting the said Trustees or their predecessors in title, and the Local Government Act, 1888, and any other Act directly or indirectly affecting the Cheshire County Council.

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

Dated this 14th day of November, 1895.

TRAFFORD and COOK, Northwich, Cheshire,  
Solicitors for the Bill.

DYSON and Co., 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

East Warwickshire Water.

(Construction of additional Waterworks; Compulsory Purchase of Lands; Increased Rates and Charges; Additional Share and Loan Capital; Preferential Dividends; Agreements with Local Authorities, &c.; Amendment of Acts.)

NOTICE is hereby given that the East Warwickshire Waterworks Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for effecting the following, or some of the following, among other purposes (that is to say):—

To authorize the Company to make and maintain in the county of Warwick the following additional waterworks, or some of them, or some part or parts thereof respectively, viz.:—

- (A) A well shaft or boring (No. 1) with pumping station, engine and boiler houses and other buildings and appliances, to be situate in the parish of Bedworth, partly in the field numbered 408 on the 25-inch Ordnance Map, and partly in the field numbered 409 on the same map, 150 yards, or thereabouts, measured in a southerly direction from the junction of the public road leading from Bedworth Town to Bedworth Heath, with the branch road leading from the said first-mentioned road to Bedworth Woodlands;
- (B) A conduit or line of pipes, wholly in the parish of Bedworth, commencing at the said well and pumping-station No. 1 before described, thence proceeding in a northerly direction into the said public road leading from Bedworth Town to Bedworth Heath, and in an easterly direction along and under that road to the market-place in the town of Bedworth, then proceeding in a northerly direction in, along, and under the public road leading from Bedworth to Nuneaton, for a distance of 300 yards, or thereabouts, from the said market-place, thence diverging westward to, and terminating at the reservoir next hereinafter described;
- (C) A reservoir in the said parish of Bedworth, to be situated partly in the field

numbered 114 on the 25-inch Ordnance Map, and partly in the field numbered 115 on the same map, or in one of those fields;

- (D) A conduit or line of pipes commencing in and at the said reservoir in the parish of Bedworth, thence passing in an easterly direction into the said road from Bedworth to Nuneaton, and in, along, and under that road in a northerly direction to, and terminating at the point where Arbury-lane diverges from the said road in the parish of Chilvers-Coton;
- (E) A well shaft or boring (No. 2) with pumping-station, engine and boiler-houses, to be situate in the parish of Chilvers-Coton, at a point in the field numbered 149 on the 25-inch Ordnance Map, such point being distant 80 yards or thereabouts, measured in a south-westerly direction from the Arbury Mill farm buildings;
- (F) A conduit or line of pipes commencing at the well and pumping station No. 2, before described, thence proceeding in an easterly direction, in, along, and under the occupation road leading from Arbury Mill farm to the Coventry Lodge of Arbury Park, and thence in an easterly direction along Arbury-lane to the junction of that lane with the public road from Bedworth to Nuneaton;
- (G) A conduit or line of pipes wholly in the parish of Chilvers-Coton commencing at the termination of the said conduits or lines of pipes D and F before described, thence passing in a northerly direction in, along, and under the public road leading from Bedworth to Chilvers-Coton, and terminating by a junction with the Company's existing water main, at the place known as the Bull Ring, in Chilvers-Coton;

Together with all necessary and proper embankments, dams, culverts, cuts, shafts, approaches, drains, overflows, filter-beds, engines, pumps, conduits, tanks, pipes, valves, houses, buildings, apparatus, and conveniences, connected with the said works, or any of them.

The Bill will authorize the Company to exercise the powers and effect the purposes following, or some of them, viz.:—

To deviate laterally from the lines shown upon the plans of the intended works, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned, to such extent as may be prescribed by the Bill.

To lay down, maintain, take up, alter, and repair mains, pipes, culverts, and other works for the distribution of water, and for that purpose and other purposes of the Bill from time to time to open or break up, alter, divert, or stop up, temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing-paths, sewers, drains, pipes, tubes, telegraphic and telephonic apparatus, railways, and tramways within the parishes and places aforesaid.

To authorize the Company to purchase and take by compulsion or agreement lands, houses, and other hereditaments in the parishes and places aforesaid, or any estate, right, interest, or easement therein for the purposes of the intended works and of the Company's undertaking.

To extinguish any rights or privileges connected with any such lands, houses, and hereditaments, and the Bill will or may incorporate and apply to the works to be thereby authorized, the provisions, or some of the provisions, of the Railways Clauses Consolidation Act, 1845, with

respect to roads and the temporary occupation of lands.

To enable the Company, subject to the provisions of the Bill, to take, use, and appropriate for the purposes of the proposed new works, and of their undertaking, all such springs and waters as may be found in or under any of the lands for the time being belonging to the Company.

The Bill will provide that the proposed new waterworks shall for all purposes whatsoever, including a supply of water to the town and parish of Bedworth, and the demanding and recovery of rates, rents, and charges, form part of the water undertaking of the Company, and to empower the Company to impose and levy new or increased water-rates, rents, and charges for a supply of water than those prescribed by the Act of 1882.

To authorize 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.

To provide for the prevention of fouling or contamination of any reservoirs or waters forming directly or indirectly any portion of the water supply and to confer on the Company the powers of a sanitary authority to make and enforce bye-laws and regulations to prevent the fouling, misuse, and waste of the water supplied by them.

To enable the Company to apply their funds and any money they have power to raise to the purposes of the Bill and for those purposes and the general purposes of their undertaking to raise additional capital by ordinary or preference shares or stock and by borrowing on mortgage or the creation and issue of debenture stock and to attach to some portion of their authorized and unissued ordinary share capital any preference or priority of dividend or other advantage which the Bill may define.

To enable the Company on the one hand and any parish or district council company or persons whether within or beyond the Company's limits of supply on the other hand to enter into and fulfil contracts and agreements for the supply of water in bulk or otherwise to such councils, companies or persons, and to confer upon them respectively all necessary powers for the purposes aforesaid and to enable such councils to borrow money with the sanction of the Local Government Board and to levy rates for those purposes.

The Bill will vary or extinguish any existing rights and privileges which would interfere with the objects of the Bill and confer other rights and privileges, and will enable the Company, and any local authorities, to enter into and fulfil contracts and agreements for and in relation to any of the purposes of the Bill, and will, so far as may be deemed necessary, amend, enlarge, or repeal some of the powers and provisions of the East Warwickshire Waterworks Act, 1882, and any other Act relating to the Company.

The Bill will incorporate with itself, with or without variation, all or some of the provisions of the Companies Clauses Act, 1845, 1863, and 1869, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, and such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

Duplicate plans and sections showing the lines, situation, and levels of the proposed works, and the lands and other property 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 Warwick, at his office at Leamington, 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 from or into which the intended new works will be made or pass, with a copy of this Notice, will be deposited as regards any parish in respect of which a Parish Council has been elected with the clerk, or if there is none, with the chairman of the Parish Council, and as regards other parishes, with the parish clerk 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 18th day of November, 1895.

JOHN H. BLAND, Nuneaton, Solicitor to the Company.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

North British Railway.

(Additional Lands; Extension of Time for Purchase of Lands and Completion of certain Works; Confirming Widening or Doubling of portion of the Forth and Clyde Junction Railway, and the Laying of Additional Line of Rails across and on the Level of Road near Buchlyvie Station; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the North British Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes, that is to say:—

Additional Lands.

To empower the Company to acquire by compulsion or agreement, and to hold the several lands hereinafter described, or parts thereof, and all houses and other properties thereon, namely:—

- (1) Certain lands in the parish of South Leith, in the Royal burgh of Edinburgh and county of the city of Edinburgh, situate on the north side of and adjoining the Company's railway from Edinburgh to Leith and Granton at Albert-street.
- (2) Certain lands in the parish of St. Cuthberts, in the county of Edinburgh, situate on the north side of the Bonnington-road, and adjoining the Company's access to Bonnington Depôt.
- (3) Certain lands in the city parish of Edinburgh (St. Andrews), and the parish of St. Cuthberts, in the Royal burgh of Edinburgh, and the county of the city of Edinburgh, situate on the north side of Princes-street, and on the south and west side of West Register-street.
- (4) Certain lands in the county of the city of Glasgow, that is to say:—
  - (a) Certain lands in the parish of Maryhill, situate on the west side of, and adjoining the Company's Edinburgh and Glasgow Railway at Hawthorn-street, Cowlairst.
  - (b) Certain lands in the parish of Springburn, and in the Royal burgh of Glasgow, situate to the west of the Company's Edinburgh and Glasgow Railway, and to the north-west of Keppochhill-road, and adjoining the Company's works at Cowlairst.
- (5) Certain lands in the parish of Maryhill, in the county of the city of Glasgow, situate on the south side of and adjoining

- the Company's railway from Glasgow to Helensburgh at Possil Park Station.
- (6) Certain lands in the parish of Govan, in the county of the city of Glasgow, and in the parish of New Kilpatrick, in the county of Dumbarton, situate on the west side of and adjoining the Company's railway from Glasgow to Helensburgh at Great Western Road Station.
- (7) Certain lands in the parishes of Shotts and New Monkland, in the county of Lanark, situate on the north side of and adjoining the Company's Springbank Branch Railway, at their viaduct over the Calder Water.
- (8) Certain lands in the parish of Govan, in the county of Lanark, situate on the east side of and adjoining the Company's railway from Glasgow to Helensburgh at Maxwell-street, Partick.
- (9) Certain lands in the parish of Cadder, in the county of Lanark, that is to say:—
- (a) Certain lands situate on the east side of the Company's Monkland and Kirkintilloch Railway adjoining and north of Bridgend Station.
- (b) Certain lands situate on the east side of the Company's Monkland and Kirkintilloch Railway adjoining Bridgend Station.
- (10) Certain lands in the parish of Shettleton, in the county of Lanark, situate on the north side of and adjoining the Company's railway from Glasgow to Bothwell and Hamilton, about 350 yards west of Mount Vernon Station.
- (11) Certain lands in the parish of Renfrew in the county of Renfrew, situate on the west side of and adjoining the Company's Whiteinch Branch Railway at Whiteinch Station.
- (12) Certain lands in the parish of Kirkintilloch, in the county of Dumbarton, situate on the west side of and adjoining the Luggie Water, and lying to the south of the High-street, Kirkintilloch, where that street crosses the Company's railway from Lenzie Junction to Canpsie at Kirkintilloch Station.
- (13) Certain lands in the parish of Dunbar, in the county of Haddington, situate on the north side of and adjoining the Company's railway from Edinburgh to Berwick, and lying to the east of the road crossing the said railway at Battleblent.
- (14) Certain lands in the parish of Abercorn, in the county of Linlithgow, situate on the south side of and adjoining the Company's Edinburgh and Glasgow Railway, near Philipstoun Station.
- (15) Certain lands in the parish of Linton in the county of Peebles, that is to say:—
- (a) Lands situate on the north side of and adjoining the Company's railway between Leadburn and Dolphinton at Felton level-crossing.
- (b) Lands situate on the north side of and adjoining the Company's railway between Leadburn and Dolphinton at Hindfordwell level-crossing.
- (16) Certain lands in the parish of Alloa, in the county of Clackmannan, situate on the north side of and adjoining the Company's railway from Alloa to Tillicoultry, near to the junction of the said railway with the Company's Stirling and Dunfermline Branch Railway.
- (17) Certain lands in the parish of Wemyss in the county of Fife situate on the south side of the Company's railway between Thornton Junction and Methil at Buckhaven Station.
- (18) Certain lands in the parish of Wemyss,

in the county of Fife, situate on the south side of and adjoining the Company's railway between Thornton Junction and Methil, at Wemyss Castle Station.

- (19) Certain lands in the parish of Markinch, in the county of Fife, situate on the south side of, and adjoining the Company's railway, between Thornton Junction and Methil, at Orrs Mill level-crossing.

Extension of Time.

- (Waverley Station, including Leith Walk Branch.)  
To further extend the respective periods extended and limited by the North British Railway Act, 1894, for the compulsory purchase of lands, and for the completion of works authorised by the North British Railway (Waverley Station, &c.) Act, 1891.

(Arbroath and Montrose Widening.)

- To further extend the respective periods extended and limited by the North British Railway Act, 1894, for the compulsory purchase of lands for the purposes of, and for the completion of, the widening of the Company's Arbroath and Montrose Railway authorised by the North British Railway (General Powers) Act, 1891.

(Lands at Bridgeton Cross.)

- To further extend the time extended and limited by the North British Railway Act, 1894, for the compulsory purchase of lands at the Bridgeton Cross Terminus of the Company at Glasgow, which said lands the Company are authorised to acquire under the powers of the North British Railway Act, 1889.

(Lands at Helensburgh, and at Elmbank-Crescent, and Bridgeton Cross, Glasgow.)

- To extend the time limited by the North British Railway Act, 1893, for the compulsory purchase of (1) lands in the parish of Row, in the county of Dumbarton, adjoining the Company's Railway and station at Helensburgh, and which lands are described in Sub-section (7) of Section 11 of the said Act; (2) of lands in the Parish of Calton, in the city or Royal burgh of Glasgow, in the county of Lanark, adjoining the Company's Bridgeton Cross Terminus, and which lands are described in Sub-section (11) of Section 11 of the said Act; and also (3) of lands in the city or Royal burgh of Glasgow, adjoining the Company's Charing Cross Station, and which lands are referred to in Section 10 of the said Act.

- To extend the respective periods limited by the Aberlady, Gullane, and North Berwick Railway Act, 1893, for the compulsory purchase of lands and for the completion of works authorised by said Act.

- To extend the respective periods limited by the Gifford and Garvald Railway Act, 1893, for the compulsory purchase of lands and completion of works by that Act authorised.

As to level-crossing at Buchlyvie Station.

- To sanction and confirm and to authorise the maintenance by the Company of a widening or doubling of the Forth and Clyde Junction Railway, wholly situate in the parish of Drymen and county of Stirling, commencing by a junction with the said railway at a point thereon, 40 yards or thereabouts west of the signal cabin at Buchlyvie Station, and terminating by a junction with the said railway at a point thereon, 160 yards or thereabouts east of the said signal cabin, including an additional line of rails across and on the level of the public road leading from Buchlyvie to Gartmore and Aberfoyle, near the said Buchlyvie Station at the point where that road is crossed on the level by the said railway, under the powers of the Forth and Clyde Junction Railway Act, 1853, and including also all gates, works, conveniences and operations connected with such widening or

doubling and the laying of such additional line of rails across the said road.

#### General Powers.

To empower the Company notwithstanding anything contained in Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase part only of, or an easement or servitude in, over, or under, any house, building, manufactory, or property which they may require to take without being compelled to purchase the remainder.

To authorise the Company to apply to the purposes of the intended Act, any of their existing or authorised funds, and for those purposes to raise more money by the creation and issue of ordinary, guaranteed, lien, or preference shares or stock, or by mortgage, or by such other ways and means as may be prescribed by the intended Act.

#### Amendment of Acts, &c.

To repeal, alter or amend all or any of the provisions of the several Acts hereinbefore referred to, and also all or any of the provisions of the North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862, and any other Act or Acts amending, varying or extending those Acts or any other Act or Acts relating to the Company.

To vary or extinguish all existing rights and privileges which might in any way interfere with the objects of the intended Act, and to confer other rights and privileges.

#### Deposits.

A plan in duplicate of all lands which may be taken under the compulsory powers to be conferred by the intended Act, or which the Company may thereby be authorised to hold, with a book of reference to such plans, will be deposited as follows, that is to say:—

- (1) So far as relates to lands in the county of Edinburgh, with the Principal Sheriff Clerk of that county, at his office in Edinburgh.
- (2) So far as relates to lands in the county of the city of Edinburgh, with the town Clerk of the said city, at his office in Edinburgh.
- (3) So far as relates to lands in the Royal burgh of Edinburgh, with the Town Clerk of the said Royal burgh at his office in Edinburgh.
- (4) So far as relates to lands in the county of Lanark, with the Principal Sheriff Clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton and Airdrie respectively.
- (5) So far as relates to lands in the county of the city of Glasgow with the Clerk to the county of the city of Glasgow, at his office in Glasgow.
- (6) So far as relates to lands in the Royal burgh of Glasgow, with the Town Clerk of the said Royal burgh, at his office in Glasgow.
- (7) So far as relates to lands in the county of Renfrew, with the Principal Sheriff Clerk of that county, at his offices in Paisley and Greenock respectively.
- (8) So far as relates to lands in the county of Dumbarton, with the Principal Sheriff Clerk of that county, at his office in Dumbarton.
- (9) So far as relates to lands in the county of Haddington, with the Principal Sheriff Clerk of that county, at his office in Haddington.
- (10) So far as relates to lands in the county of Linlithgow, with the Principal Sheriff Clerk of that county, at his office in Linlithgow.
- (11) So far as relates to lands in the county of Peebles, with the Principal Sheriff Clerk of that county, at his office in Peebles.
- (12) So far as relates to lands in the county of

Clackmannan, with the Principal Sheriff Clerk of that county, at his office in Alloa.

- (13) So far as relates to lands in the county of Fife, with the Principal Sheriff Clerk of the county of Fife, at his offices in Cupar, Kirkcaldy and Dunfermline respectively.

A copy of so much of the said plans and book of reference as relates to any parish in which any lands are intended to be taken will be deposited with the Session Clerk of each such parish, at his residence, and with the Clerk of the Parish Council of each such parish, at his residence, or if no such Clerk has been appointed with the Inspector of the Poor of each such parish, at his residence.

A plan and section in duplicate showing the widening or doubling of the Forth and Clyde Junction Railway, near the Buchlyvie station, and a book of reference to such plan, will be deposited with the Principal Sheriff Clerk of the county of Stirling, at his offices in Stirling and Falkirk respectively, and a copy of the said plan and section and book of reference will also be deposited with the Session Clerk and Clerk of the Parish Council of the said parish of Drymen, at their residences; or, if no Clerk of the said Parish Council has been appointed, with the Inspector of the poor of the said parish, at his residence.

Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this Notice as published in the "Edinburgh Gazette."

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

Dated this 14th day of November, 1895.

JAMES WATSON, 8, George-street, Edinburgh, Solicitor for the Bill  
SHERWOOD AND Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Cawood, Wistow, and Selby Light Railway. (Construction of Railway; Stopping up, &c., of Roads, &c.; Compulsory Purchase of Lands; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; Tolls; Construction of Railway as Light Railway; Working and other Agreements with North Eastern Railway Company; Payment of Interest out of Capital during Construction; Amendment of Acts, &c.)

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

To incorporate a company and to enable the Company so to be incorporated (hereinafter called "the Company"), to make and maintain the railways hereinafter mentioned (which will be wholly situate in the West Riding of the county of York), or some or one of them, or some part or parts thereof, together with all necessary and convenient rails, sidings, junctions, stations, approaches, roads, and other works and conveniences connected therewith (that is to say):—

A Railway (No. 1), commencing in the parish of Cawood at or near a point in Broad-lane 140 yards south-westward from the junction with that lane of the Wistow Gate-lane, and terminating in the parishes of Selby and Brayton, or one of them, at or near a point 50 yards westward of the point at which the Selby and Brayton-road crosses the Leeds and

Selby Railway on the level at Brayton-gates.

The intended Railway (No. 1) will be made, or pass, from, in, through, or into the parishes, townships, and places of Cawood, Wistow, Selby (township and parish), and Brayton (township and parish) or some of them.

A Railway (No. 2), wholly in the parishes of Selby and Brayton, or one of them, commencing by a junction with the intended Railway (No. 1) above described at a point about 10 chains westward from the point of termination, as above described of that intended Railway, and terminating by a junction with the Leeds and Selby Railway at a point about 100 yards westward from the signal box at Brayton-gates.

To authorise the Company—

(a) 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 powers of deviation contained in the Railways Clauses Consolidation Act, 1845.

(b) To cross, break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, footpaths, pipes, wires, posts, drains, sewers, streams, watercourses, bridges, railways, and tramways, within the parishes, and other places aforesaid, or any of them as it may be necessary or convenient for the purposes of the intended works, or any of them, or of the Bill.

(c) To purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments for the purposes of the intended Railway and works and of the Bill.

(d) 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, notwithstanding anything contained in the 92nd Section of the Land Clauses Consolidation Act, 1845.

(e) To levy tolls, rates, and duties upon, or in respect of, the intended railways and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the said railway to be completed and worked, if thought fit, as a light railway, under the provisions of the Regulation of Railways Acts, 1868, or under such other conditions as the Bill may authorise or prescribe.

To empower the Company on the one hand, and the North-Eastern Railway Company on the other hand, from time to time to enter into and carry into effect, vary, and rescind contracts, agreements, and arrangements with respect to the following matters, or any of them (that is to say):—The construction, working, use, management, and maintenance of the intended railways, or any part or parts thereof; the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for, the undertakings of the contracting Companies, or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective undertakings of the contracting companies or either of them, or any part thereof; and the employment of officers and servants; and to confirm any agreements which have been made, or may be made, touching any of the matters aforesaid.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the

capital or any funds of the Company from time to time interest or dividends on any shares or stocks of the Company.

And the Bill will or may vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights or privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill to repeal, amend, alter, or extend all or some of the provisions of the Local and Personal Act 17 and 18 Vic. cap. 211, and any other Act or Acts relating to the North Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the proposed railways and works, such plans showing the lands intended to be acquired compulsorily under the powers of the Bill, together with a book of reference to such plans, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each parish in or through which the said railways or works, or any part thereof, are or is intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and also where a parish council has been constituted for, or including any such parish with the clerk to such parish council at his residence; or if there is no such clerk, with the chairman of such council at his residence; and in the case of any extra-parochial place, with the parish clerk of some adjoining parish at his residence.

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

Dated this 16th day of November, 1895.

BEN DAY, Central Bank Chambers, Lee's; Solicitor for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Porthcawl Water.

(Dissolution and Re-incorporation of Porthcawl Water Company, Limited; Provisions as to Capital; Maintenance, Continuance, and Enlargement of Works; Supply of Water in Newton Nottage and Sker; Rates, Rents, &c.; Powers as to Lands, Waters, &c.; Provisions for Protection of Water; Agreements with and Powers to Local and Sanitary Authorities and other Companies, &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 dissolve the Porthcawl Water Company, Limited (hereinafter called "the Limited Company"), and to cancel or annul their memorandum and articles of association, and any special resolution under which they are now acting, and to provide for their winding-up; and to re-incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

2. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privi-

leges, easements, licenses, and agreements, and benefits of licenses and agreements of the Limited Company.

3. To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorise them to raise money by the creation and issue of shares and stock (ordinary or preferential or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

4. To confer upon the Company the powers or some of the powers, and to enable them to carry into effect the objects or some of the objects following (that is to say):—

To take over, maintain, continue, enlarge, and from time to time renew the existing waterworks in the parish of Newton Nottage, in the county of Glamorgan, of the Limited Company, and to make and execute in connection therewith all such wells, tanks, filter beds, pipes, culverts, pumps, engines, machinery, works, or conveniences as may be necessary or expedient, and to supply water within the parishes and places following (that is to say):—Newton Nottage and Sker, in the said county.

To lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the supply of water in the parishes or places aforesaid, and for that purpose to cross, break up, open, alter, divert, or stop up and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, sewers, drains, pipes, wires, rivers, streams, brooks, and watercourses.

To purchase and to take on lease, and notwithstanding anything in the Lands Clauses Acts as to the sale of superfluous lands, to hold, lease, sell, and dispose of lands, houses, springs, streams, waters, and other hereditaments, and any estate, right, interest, or easements therein in the parishes or places aforesaid, for the purposes of their waterworks or of the Bill, and to execute all or any of the works or exercise all or any of the powers conferred by Section 12 of the Waterworks Clauses Act, 1847, on any such lands, or on any lands of the Limited Company which may be transferred to them, and to collect, take, and use by and in and for the purposes of their waterworks, and to distribute all or any springs and waters on or near the site of any of such works respectively, or in or under any lands for the time being of the Company, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, or waters.

To manufacture, provide, sell, or let water fittings and meters, and to execute work in connection with such fittings and meters, and to charge for the same.

To supply water by meter.

To demand and take and recover rates, rents, and charges within the aforesaid parishes or places for the supply of water and for the hire of meters, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges.

To make special provision for the protection of the works, property, and water supply of the Company, and for prohibiting the fouling or contamination thereof, and the waste or misuse of water, and for imposing penalties in respect of any such matters.

To enter into and carry into effect contracts

and arrangements for the supply of water in bulk, or otherwise, for any purpose whatsoever, with any corporation, county council, or sanitary authority, railway company, or any other company, body, or person within or beyond the limits of supply, and from time to time to vary, suspend, or rescind any such contracts or arrangements, and make others in lieu thereof, or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such corporations, authorities, companies, bodies, and persons, and will or may enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or moneys, and raise additional funds by rates or otherwise, and the Bill will sanction and confirm, with or without modification, any agreements already made, or which, prior to the passing of the Bill, may be made touching the aforesaid matters, or any of them.

To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with any of the objects of the 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 19th day of November, 1895.

PRESS and INSKIP, 12, Small-street,  
Bristol, Solicitors for the Bill.

REES and FRERE, 5, Victoria-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Newcastle-upon-Tyne and Gateshead Gas.

(Further Powers to Company; Compulsory Purchase of Land; Use of Land for Gasworks; Erection and Maintenance of Gasworks, &c.; Extension of Powers of Laying Pipes Outside the Company's District; Agreements for Supply of Gas in Bulk; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Newcastle-upon-Tyne and Gateshead Gas Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To authorise the Company on the lands hereinafter described, or part thereof, to make, erect, and maintain gasworks, retort-houses, retorts, gasholders, purifiers, roads, railways, quays, wharves, sewers, drains, mains, pipes, meters, machinery, and other apparatus, works, and conveniences for the manufacture, conversion, utilisation, storage, shipment, delivery, and supply of gas, coke, tar, pitch, and other residual products obtained in the manufacture of gas, and any substances, products, and matters producible therefrom, and to make, store, and convert gas and all other residual products and any other substances, products, or matters producible therefrom or used in relation to the production or manufacture thereof.

To empower the Company to purchase or acquire by compulsion or agreement and to hold for the purposes aforesaid and for other the purposes of the Bill and of their undertaking the lands (which term in this Notice includes any buildings thereon) hereinafter described, or some of them, that is to say:—

1. Certain lands in the township of Walker, and Civil parish of Walker, and Ecclesiastical parish of Long Benton, and county of Northumberland, now in the occupation of

William T. Davies, or his under tenants, bounded on or towards the north or north-west by a back street, leading from the Parliamentary and municipal boundary of the city and county of Newcastle-upon-Tyne, to a street called Corporation-street; on or towards the east or north-east partly by the said Corporation-street, partly by a back street between Church-street and Corporation-street, and partly by Church-street; on or towards the south or south-east by the riverside branch of the North Eastern Railway, and on or towards the west or south-west by the Parliamentary and municipal boundary of the city and county of Newcastle-upon-Tyne.

2. Certain lands in the said township of Walker, and Civil parish of Walker, and Ecclesiastical parish of Long Benton, and county of Northumberland, and occupied as to part thereof as brickworks, by John Elliot Middlemiss, bounded on or towards the north or north-west by the said riverside branch of the North Eastern Railway; on or towards the east or north-east partly by Church-street aforesaid, and partly by dwelling-houses called Bill Point; on or towards the south or south-east by the last-mentioned houses and the river Tyne; and on or towards the west or south-west by the said Parliamentary and municipal boundary of the city and county of Newcastle-upon-Tyne.
3. Certain lands in the township of Byker, in the parish or parochial chapelry of All Saints, in the city and county of Newcastle-upon-Tyne, bounded on or towards the north or north-west by the riverside branch of the North Eastern Railway; on or towards the east or north-east by the said Parliamentary and municipal boundary of the city and county of Newcastle-upon-Tyne; and on or towards the south and west partly by the river Tyne, partly by an occupation road leading to a street called Ellison-place, and partly by land belonging to Lord Northbourne.
4. Certain lands in the said township of Byker, and parish or parochial chapelry of All Saints, and in the city and county of Newcastle-upon-Tyne, known as St. Anthonys Pottery, bounded on or towards the north or north-west partly by a public road called Walker New-road, and partly by a back street leading from Pottery Bank to the toll house of the Mayor, Aldermen, and citizens of the city and county of Newcastle-upon-Tyne; on or towards the east or north-east by the said Parliamentary and municipal boundary; on or towards the south or south-east by the riverside branch of the North Eastern Railway; and on or towards the west or south-west by Pottery Bank aforesaid.
5. An accommodation bridge now existing over the said railway connecting the lands firstly hereinbefore described with the lands secondly hereinbefore described, and another bridge over and an archway under the said railway connecting the lands thirdly hereinbefore described with the lands fourthly hereinbefore described.

To enable the Company to stop up and divert so much of a road not repairable by any local authority or by the inhabitants at large leading from Ellison-place aforesaid to Bill Point aforesaid as lies within the lands

secondly and thirdly hereinbefore described, and also to widen the before-mentioned archway under the riverside branch of the North Eastern Railway.

To enable the Company to use for the purposes aforesaid, and for other the purposes of the Bill and of their undertaking, the following lands now belonging to the Company in the parish of Gateshead, in the county of Durham, that is to say:—(1) Certain parcels of land bounded on the north by the Redheugh branch of the North Eastern Railway, on the south and east by lands of the Company, and on the west by lands of the North Eastern Railway Company; and (2) certain lands bounded on or towards the north by land belonging to the North Eastern Railway Company, on or towards the east partly by land belonging to the North Eastern Railway Company and partly by land and buildings belonging to the Tyne Bolt and Rivet Company, on or towards the south by a street called Team-street, and on or towards the west by the River Team.

To enable the Company to raise, lower, divert, or otherwise alter any public or other sewer within any of the lands proposed to be acquired by the Company.

To enable the Company to deviate from the lines and levels of the proposed works to any extent defined by the Bill or prescribed by Parliament.

To authorise the Company, for the purpose of connecting any of the proposed new gasworks outside the Company's limits of supply with the Company's existing or proposed works within those limits, to lay down and maintain pipes and apparatus in, over, under, and across, and for that purpose to break up, alter, divert, stop up, and interfere permanently or temporarily with public and private streets, roads, lanes, footways, thoroughfares, rivers, water-courses, streams, railways, tramways, sewers, drains, pipes, and telegraph, telephone, and other electric apparatus, or to include within the Company's authorised limits for the purpose of exercising the powers of the Gasworks Clauses Acts with respect to the breaking up of streets for the purpose of laying pipes (but only for through mains and not for purposes of supply) the following area, viz.: An area in the township of Walker, and Civil parish of Walker, and Ecclesiastical parish of Long Benton, and county of Northumberland, within the limits of supply of the Walker and Wallsend Union Gas Company, bounded on the north by the north side of the Walker New-road, on the east by the east side of Church-street, on the south by the river Tyne, and on the west by the Parliamentary and municipal boundary of the city and county of Newcastle-upon-Tyne.

To enable the Company to enter into agreements with any other gas company for the supply in bulk to such last-mentioned company of gas manufactured by the Company.

To enable the Company to enter into agreements with any local authority, body corporate, or person, for the supply of gas beyond the authorised limits of supply of the Company, and not within the authorised limits for the time being of any other gas company.

To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend

and any other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and will confer upon the Company all such other rights and privileges as may be necessary for any purposes of the Bill, and may amend or repeal the powers and provisions of the Newcastle-upon-Tyne and Gateshead Gas Acts, 1864, 1867, 1873, and 1879, and any other Act or Acts relating to the Company.

The Bill will incorporate with itself, with or without variation, the necessary provisions of the Companies' Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, the Gasworks Clauses Acts, 1847 and 1871, and also such parts of the Railways Clauses Consolidation Act, 1845, as relate to roads and the temporary occupation of lands.

Duplicate plans and sections showing the line, situation, and level of the intended works, and the lands, houses, and property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and property, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, as follows, viz.: With the Clerk of the Peace for the city and county of Newcastle-upon-Tyne at his office in the city of Newcastle-upon-Tyne, and with the Clerk of the Peace for the county of Northumberland at his office in Newcastle-upon-Tyne aforesaid; and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish for which a Parish Council has been elected also with the clerk (if any) of the Parish Council of every such parish, and if in any such parish there be no clerk of such Council, then with the chairman of that Council 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, 1895.

COOPER and GOODER, Newcastle-upon-Tyne, Solicitors.

DRYSON and Co., 24, Parliament-street, Westminster, S.W. Parliamentary Agents.

In Parliament.—Session 1896.

London County Council [Finance].

(Repeal, Consolidation, Alteration, and Amendment of Statutes as to Metropolitan Consolidated Stock, the Consolidated Loans Fund and Capital Expenditure of the Council.)

**T**HE 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 following namely:—

To repeal with a view to their consolidation with alterations omissions and amendments all or any of the provisions of the Acts hereinafter specified so far as the same may be now in force viz.:—

The Metropolitan Board of Works (Loans) Act 1869.

The Metropolitan Board of Works (Loans) Act 1870.

The Metropolitan Board of Works (Loans) Act 1871.

The Metropolitan Board of Works (Loans) Act 1875.

The Metropolitan Board of Works (Loans) Act 1876.

The Metropolitan Board of Works (Money) Act 1877.

The Metropolitan Board of Works (Money) Act 1878.

The Metropolitan Board of Works (Money) Act 1879.

The Metropolitan Board of Works (Money) Act 1880.

The Metropolitan Board of Works (Money) Act 1881.

The Metropolitan Board of Works (Money) Act 1882.

The Metropolitan Board of Works (Money) Act 1883.

The Metropolitan Board of Works (Money) Act 1884.

The Metropolitan Board of Works (Money) Act 1885.

The Metropolitan Board of Works (Money) Act 1886.

The Metropolitan Board of Works (Money) Act 1887.

The Metropolitan Board of Works (Money) Act 1888.

The London County Council (Money) Act 1889.

The London County Council (Money) Act 1890.

The London County Council (Money) Act 1891.

The London County Council (Money) Act 1892.

The London County Council (Money) Act 1893.

The London County Council (Money) Act 1894.

The London County Council (Money) Act 1895.

To codify and consolidate with amendments the existing enactments which relate to the raising of money by the Council for purposes of capital expenditure and also which relate to the Metropolitan Consolidated Stock the Consolidated Loans Fund and loans by the Council and other incidental matters.

To regulate the method of raising money by the Council for the purpose of capital expenditure by creation and issue of Stock Annuities Bills or otherwise and to make further provisions as to the terms and conditions on and subject to which Stock may be created and issued.

To make further provisions as to the redemption or conversion of Stock and the purchase of such Stock from time to time by the Council with a view to the extinction thereof. To confer further powers with respect to the Consolidated Loans Fund and the management investment and use of money standing to the credit of that Fund and as to the temporary investment of cash standing to the credit of the Council.

To make provisions as to loans to be made by the Council to the Vestries and District Boards of London the School Board Boards of Guardians Local Boards and other local and public authorities and as to the period within which such loans shall be repaid and as to the creation issue and redemption of Consolidated Stock issued to raise money for the purpose of any such loan.

To define and regulate the period within which

Stock created is to be redeemed and within which provision is to be made for the replacement in the Consolidated Loans Fund of moneys employed for various purposes of capital expenditure.

To make provision with respect to the accounts of the Council relating to capital expenditure.

To amend the provisions of any existing Act of Parliament now in force with respect to the sale and disposal of surplus lands belonging to the Council and if need be to extend any of the periods within which the Council are now under obligation to sell and dispose of such lands and to make provision with respect to the holding sale and disposal of such lands and other lands which may be hereafter acquired by the Council.

To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act or any of them.

The Bill may contain provisions conferring powers on the Council with reference to future applications to Parliament and Private Bills with respect to the raising and expenditure of money on capital account and may regulate and prescribe the course to be followed by the Council in regard to such Bills.

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

Dated this 14th day of November 1895.

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 1896.

East and West Yorkshire Union Railways (South Leeds Junction Railway Transfer).

(Sale and Transfer to and Vesting in the East and West Yorkshire Union Railways Company of South Leeds Junction Railway; Creation and Vesting of Shares and Stock and Debenture Stock in respect of Transfer; Further Money Powers; Repayment of Deposit under South Leeds Junction Railway Act, 1893; 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 and West Yorkshire Union Railways 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 transfer or to authorise the sale and transfer of the Undertaking of the South Leeds Junction Railway Company (in this Notice called "The South Leeds Company"), and including all railways, lands, property (real and personal), stations, sidings, works, rights, powers, and privileges of the South Leeds Company, or some part or parts thereof to, and to vest the same in the Company upon such terms and subject to such conditions as may be prescribed or authorised by the Bill.

2. To provide for the dissolution of the South Leeds Company, and for the winding up of their affairs.

3. To create by the Bill, or enable the Company to create for the purposes of such transfer, sale, or vesting, and for other purposes of the Bill, new stock or shares, preferential or ordinary, or both, in the capital of the Company, and new debenture stock of the Company, and to vest or provide for the vesting of all or any such stock, shares, or debenture stock in the holders of the shares or some of the shares in the capital of the South Leeds Company, or of debenture stock of that Company.

4. To enable the Company for any purposes of the Bill, or the general purposes of their undertaking, to apply their existing funds and revenues, and to raise further money by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing on mortgage, and by debenture stock, and to apply existing and authorised funds for those or any of the purposes of the Bill.

5. To authorise the repayment or transfer of the deposit fund mentioned in Section 36 of the South Leeds Junction Railway Act, 1893 (hereinafter called "the Act of 1893"), to the depositors referred to in that section, or to such other person or persons as such depositors may appoint in that behalf.

6. To vary or extinguish all 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.

7. And it is intended, so far as may be necessary or deemed expedient for any of the purposes of the Bill, to amend, extend, or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): the East and West Yorkshire Union Railways Acts, 1883, 1886, 1888, 1889, 1890, and 1894, and any other Act or Acts relating to the Company or their Undertaking, and the Act of 1893.

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, 1895.

BEN. DAY, Central Bank Chambers, Leeds, Solicitor for the Bill.

REES and FRERE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1896.

City and South London Railway.

(Extension of Time for Purchase of Lands and Completion of Works authorised by the City and South London Railway Act, 1893; Additional Lands; Further Provisions as to Temporary Shafts and as to Mode of Construction of Works; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the City and South London Railway 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 City and South London Railway Act, 1893, for the compulsory purchase of lands for the purposes of the Underground Railway and subways for foot passengers described in and authorised by the said Act, or some part or parts thereof, and for the completion of the said Underground Railway and subways.

To empower the Company to purchase, by compulsion or agreement, and to hold the lands, houses, and buildings in the parish of St. George the Martyr, Southwark, in the county of London, hereinafter described (that is to say):—

Certain lands, houses, and buildings lying on the east side of, and adjoining, the Borough High-street, and on the north side of, and adjoining, Leyton-buildings.

Certain lands, houses, and buildings lying on the west side of, and adjoining, the Borough High-street, and on the north side of, and adjoining, Adam-place.

To empower the Company to make and maintain in the parishes of St. Saviour, Southwark, and St. George the Martyr, Southwark, in the county of London, temporary shafts or openings from the surface of any land or street to any portion of the

works authorised by the said Act of 1893, which are situate in those parishes, or either of them, to be constructed under the surface thereof, and, so far as may be necessary, to alter, amend, extend, or repeal Section 17 of the said Act of 1893.

To alter and vary the provisions of Section 5, Sub-section 2 (b) of the said Act of 1893, so far as regards the mode of construction of the station at Lombard-street proposed to be constructed in connection with the railway authorised by that Act, and to make other provisions as to the said station.

To amend, alter, and extend, or, if need be, repeal all or some of the provisions of the City and South London Railway Acts, 1854 to 1895, and of any other Act relating to the Company, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid, and to confer other rights and privileges.

Plans of the lands, houses, and buildings which may be taken under the powers 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, on or before the 30th day of November inst., be deposited for public inspection with the Clerk of the Peace for the County of London, at his office, at the Session House, Clerkenwell, and with the Vestry Clerk of the parish of St. George-the-Martyr, Southwark, at his office, at the Vestry Hall, Borough-road.

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 18th day of November, 1895.

DONALD McMILLAN, 11 and 12, Clement's-lane, London, E.C., Solicitor for the Bill.  
SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

Urban District Council of Colwyn Bay and Colwyn Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order enabling the Urban District Council of Colwyn Bay and Colwyn to supply Electricity for Public and Private Purposes within their district; Construct Works, acquire, use, and dispose of Lands; Make and recover Rates and Charges; Break up and cross Streets, Railways and Tramways, Rivers and Canals; Manufacture, hire, sell, and let Electric Apparatus; Enter into Contracts, transfer Undertaking, and other incidental powers.)

**N**OTICE is hereby given that the Urban District Council of Colwyn Bay and Colwyn (hereinafter referred to as the Undertakers), who are the Local Authority within the meaning of the Electric Lighting Acts, 1882 and 1888, for the Urban District of Colwyn Bay and Colwyn in the Counties of Denbigh and Carnarvon, and whose address is Municipal Buildings, Colwyn Bay, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the said Acts, for all or some of the following, among other purposes (that is to say):—

1. To authorize the Undertakers to supply electricity for all public and private purposes as defined by the said Acts within and throughout the said Urban District of Colwyn Bay and Colwyn (hereinafter referred to as the area of supply), and to confer on the Undertakers all or some of the powers hereinafter mentioned.

2. To make, execute, construct, place, and

maintain on any lands now belonging to them or which they may hereafter acquire all such works, buildings, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, street boxes, apparatus, matters, and things as may be necessary or expedient for or incidental to the production, storage, supply, and distribution of electricity, and to exercise (with or without modification) with respect to such production, storage, supply, and distribution all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and any Act amending or extending the same respectively, and of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, and such other rights and powers as may be conferred by the intended Order.

3. For all or any of the purposes aforesaid, or other the purposes of the intended Order, to use any lands vested in or held on lease by them, and to purchase by agreement, take on lease, or otherwise acquire any lands they may require or consider necessary, and, from time to time, to dispose of any lands acquired by them under the provisions of and for the purposes of the Provisional Order, and not for the time being required for the purposes thereof.

4. For all or any of the purposes of the intended Order, to break up, stop up, or interfere with, and to cross or pass over, under, or along: as the case may require, all streets, roads, highways, footways, thoroughfares, railways, tramways, rivers, canals, watercourses, bridges, and places within the area of supply, and any sewers, drains, pipes, and telegraph, telephonic, and electric apparatus in, over, under, or along the same respectively.

5. To demand, take, and recover rates, rents, and charges for a supply of electricity, and to confer exemptions from payment thereof.

6. To acquire, hold, and use patent rights or licences and authorities under letters patent for the use of inventions, processes, and apparatus for or relative to the production, supply, or utilization and distribution of electricity.

7. To manufacture, hire, sell, and let dynamos, meters, burners, lamps, engines, conductors, machinery and apparatus for and in relation to the production, supply, distribution, or utilization of electricity, and to make and recover rents and charges therefor.

8. The following is a list of the streets not repairable by the Undertakers, which the Undertakers propose to take powers by the intended Order to break up so far as they are situate within the area of supply, that is to say—Woodland-park: Promenade, Coed Pella-road, Pendorlan New-street, Colwyn New-street, and street leading from Colwyn Bay Hotel to station.

9. The following are the names of the streets in which it is proposed that electric lines should be laid down within a specified time (that is to say):—Conway-road, Abergele-road, Station-road, Marine-road, Pwllcrochan-avenue.

10. To authorise the Undertakers to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Undertakers from the consequences of the acts or defaults of such contractors.

11. To authorise the Undertakers to sell or transfer any powers, rights, duties, and obligations conferred or imposed on them by, and any lands or works vested in or belonging to them for the purpose of, the intended Order.

12. To confer on the Undertakers all rights, powers, and privileges necessary or convenient for carrying the objects and purposes of the Order into complete and full effect, to vary and extinguish all rights and privileges which would

in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

And notice is hereby further given that—

- (a) On or before the 30th day of November instant a copy of this Notice as published in the "London Gazette," and a map showing the boundaries of the proposed area of supply, will be deposited for public inspection with the Clerk of the Peace for the County of Denbigh, at his office at Ruthin, and with the Clerk of the Peace for the County of Carnarvon, at his office at Carnarvon, and with the Clerk to the Undertakers, at his office, Municipal Buildings, Colwyn Bay, and also at the Board of Trade, Whitehall, London.
- (b) Printed copies of the draft Provisional Order will be deposited at the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, can be obtained at the price of one shilling for each copy at the respective Offices of the undersigned, and that
- (c) Every Local or other Public Authority, Company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1896, and a copy of such objection must also be forwarded to either of the undersigned.

Dated this 13th day of November, 1895.

WILLIAM JONES PORTER and AMPHLETT,  
Colwyn Bay and Conway, Solicitors.

JOHN CHARLES BALL, 16, Parliament-  
street, Westminster, Parliamentary  
Agent.

In Parliament—Session 1896.

Derby Corporation Water.

(Acquisition, by Compulsion or Agreement, of Undertaking, in Whole or in Part, of the Meerbrook Sough Company; and Vesting of same in Corporation; Dissolution of the said Company; Confirmation of Agreements; Construction of Waterworks and Compulsory Purchase of Lands in the County of Derby; Power to Take and Impound Waters; Superfluous Lands; Extension of Water Limits; Powers to Break up Streets, &c., and to Lay Down Pipes within Extended Limits; Extending to New Works and Extended Water Limits existing Enactments and Powers Relating to Present Water Undertaking of the Corporation, and Present Water Limits; Prevention of Fouling Waters; to Levy Rates, Rents, and Charges; Differential Rating; Supply of Water in Bulk; Further Borrowing Powers; Repeal of Provisions of Derby Corporation Act, 1890, and Application of Moneys Raised thereunder to Purposes of Intended Act; Incorporation, 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 by the Mayor, Aldermen, and Burgesses of the Borough and County Borough of Derby, in the county of Derby (hereinafter called "the Corporation"), for an Act for all or some of the following, among other, purposes (that is to say):—

To empower the Corporation to make and

maintain in the lines, and according to the levels shown on the plans and sections to be deposited as hereinafter mentioned, the waterworks and other works and conveniences following, or some of them, wholly in the county of Derby (that is to say):—

(1) A conduit or line of pipes (No. 1) commencing in the township and parish of Wirksworth at or in the existing sough known as the Meerbrook Sough, belonging or reputed to belong to the Meerbrook Sough Company, situate in or under the field or land numbered 843 on the  $\frac{1}{2500}$  Ordnance map of that parish, which field or land belongs to or is reputed to belong to and is in the occupation of Frederick Charles Arkwright, and terminating in the township and parish of Crich at or in the receiving tank next hereinafter described. This work will be made in or pass from, through, or into the parishes, townships, and extra-parochial and other places following (that is to say):—Wirksworth, Alderwasley (parish of Wirksworth), Dethick Lea, and Holloway (parish of Ashover), and Crich or some of them.

(2) A pumping station with a receiving tank, well or wells, shafts, drifts, adits, standages, borings, and other works and conveniences connected therewith, wholly situate in the township and parish of Crich, in the field or land numbered 491 on the  $\frac{1}{2500}$  Ordnance map of that parish, which field or land belongs to or is reputed to belong to Louis Hilary Shaw Nightingale, William Empson Francis, and Arthur Hutchins; the trustees of the will of William Shaw Nightingale, deceased, and is in the occupation of German Amatt.

(3) A line or lines of pipes (No. 2) commencing in the township and parish of Crich at or in the aforesaid receiving tank, and terminating in the township and parish of Breadsall at or in the existing service reservoir belonging to the Corporation, situate at Smithecotehill. This work will be made in or pass from, through, or into the parishes, townships, and extra-parochial or other places following (that is to say):—Crich, Heage (parish of Duffield), Belper, Milford, Makeney (parish of Duffield), Duffield, Little Eaton (parish of St. Alkmund), and Breadsall, or some of them.

(4) A line or lines of pipes (No. 3) wholly situate in the township and parish of Crich, commencing in the aforesaid receiving tank, and terminating at or in the service tank next hereinafter described.

(5) A service tank wholly in the township and parish of Crich, to be situate in the field or land numbered 1131 on the  $\frac{1}{2500}$  Ordnance map of the said parish, which field or land belongs to, or is reputed to belong to, Albert Frederick Hurt, and is in the occupation of Thomas Bowmer.

(6) A line or lines of pipes (No. 4) commencing in the township and parish of Crich, at or in the lastly-described service tank and terminating in the township or parish of Heage (parish of Duffield), in the road leading from Ambergate Junction to Nottingham, at a point therein 6 chains or thereabouts, measured in a south-westerly direction along the said road from the aqueduct near Bullbridge Mill carrying the Cromford Canal over the said road.

Together with all proper and necessary embankments, filtering-beds, tanks, dams, gauges,

drains, sluices, overflows, weirs, catchpits, conduits, culverts, channels, wells, shafts, drifts, adits, aqueducts, bridges, tunnels, cuts, roads, approaches, apparatus, stand-pipes, water towers, engines, machinery, appliances, tramways, telephone and telegraph wires, works, and conveniences connected with the proposed new waterworks, or any of them, or incidental thereto.

To authorise the Corporation to deviate from the lines and levels of the proposed works as shown upon the plans and sections to be deposited as hereinafter mentioned to any extent indicated upon the said plans and sections, or defined by the Bill, or which may be prescribed by Parliament.

To extend the limits within which the Corporation are authorised to supply water so as to include the parishes, townships, extra-parochial and other places following, or some of them, or some part or parts thereof, all in the county of Derby (that is to say): South Wingfield, Alfreton, Pentrich, Heage, Ripley, Codnor, Codnor Park, Belper, Milford, Makeney, Duffield, Kilbourne, Denby, Heanor, Holbrook, Horsley, Horsley Woodhouse, Smalley, Shipley, Ilkeston, Mapperley, Morley, Stanley, West Hallam, Kirk Hallam, Dale Abbey, Stanton-by-Dale, Ockbrook, Hopwell, Risley, Elvaston, Draycott, Breaston, Sawley (and Wilsthorpe), Etwall; Burnaston, Findern Twyford and Stenson, Sinfyn and Arleston, Sinfyn Moor, Barrow-upon-Trent, Chellaston, Swarkeston, Aston-upon-Trent, Weston-upon-Trent and Shardlow and Great Wilne, Radbourne, and Bearwardcote, and to authorise the Corporation to exercise within such extended limits all or some of the powers of the Corporation in relation to the supply of water under their existing Acts or the Bill.

To authorise the Corporation to lay down, maintain, alter, and renew or discontinue mains, pipes, meters, valves, stop-cocks, boxes, and other apparatus, culverts, and other waterworks in, through, along, under, across, and over any public and private highways, streets, roads, rivers, streams, canals, pipes, paths, railways, tramways, telephone and telegraph wires within the parishes, townships, extra-parochial, and other places aforesaid, and also for the purposes of the intended Act within the parishes, townships, extra-parochial, and other places aforesaid, to break-up, cross, alter, divert, stop up (either temporarily or permanently), and otherwise interfere with any roads, streets, highways, footways, bridges, canals, towing-paths, railways, tramways, sewers, drains, streams, brooks, watercourses, gas and other mains and pipes and tubes, and telegraph and telephone wires.

To empower the Corporation to purchase compulsorily or by agreement, and acquire or to take leases of, sell, or otherwise dispose of lands, houses, and other property and easements, rights of way, way-leaves, and other rights in and over lands, houses, streams, springs, waters, and other property required for all or any of the purposes of the intended Act, and the Bill will or may for all or any of the said purposes, make permanent any easement or easements, customs, privileges, or rights of way now held or enjoyed by the Meerbrook Sough Company.

To authorise the Corporation to acquire by compulsion or agreement, and to provide for the transfer to and vesting in them of the whole or part of the undertaking, works, lands, mains, pipes, waters, springs, streams, property (both

real and personal), powers, rights, privileges, and authorities of the Meerbrook Sough Company (hereinafter called "the Company") for such price or consideration, and upon and subject to such terms, conditions, and stipulations as may have been or may be agreed upon between the Corporation and the Company, or as may be settled by arbitration, or defined in the Bill, and to authorise or require the Company to sell and transfer their undertaking, property, and rights accordingly.

To empower the Corporation and the Company to enter into and fulfil agreements for and in relation to the matters aforesaid, and to sanction, confirm, and give effect to any such agreements between the Corporation and the Company with reference to any such purchase and sale of the undertaking, property, rights, and privileges of the Company, or any part or parts thereof respectively which have been or may be entered into.

To provide for the dissolution and winding-up of the Company, and for the distribution of the purchase-money or other consideration and assets amongst the shareholders and other persons entitled thereto or interested therein.

To provide for the future discharge of all or some of the Company's obligations and duties.

To constitute the undertaking and property of the Company a part of the waterworks undertaking of the Corporation, and to authorise the Corporation to divert, appropriate, and use the waters of the Meerbrook Sough for the purposes of their water undertaking, freed and discharged from all obligations or liabilities (if any) for or in relation to the delivery or discharge of water from the Meerbrook Sough.

To confer upon the Corporation all needful powers for securing the passage of the waters which may flow into or supply the waterworks, and for the purification of such waters, and also for regulating and defining their water supply, as extended by the intended Act, and the mode thereof, and for preventing frauds in and abuses of such supply, and for preventing the water delivered or supplied by the Corporation from being fouled, misused, or wasted, and for closing such cesspools and drains as the Corporation may consider necessary for preventing such fouling as aforesaid, and for preventing any interference with their water or their works, and the Bill will provide for the making of rules and regulations with respect to apparatus and fittings proper for the prevention of waste and leakage, and the management of the supply, use, and sale of water, and for the authorisation and proper control of plumbers and other workmen, and for the better definition of domestic, meter, and contract supplies.

To authorise the Corporation to hold any lands which they may acquire under the powers of the intended Act free from the provisions of the Lands Clauses Acts with respect to superfluous lands, and if thought fit to acquire by compulsion or agreement any mines or minerals under any such lands notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

To authorise the Corporation to take, intercept, collect, impound, use, divert, and appropriate for the purposes of the intended waterworks and of the water undertaking of the Corporation and the purposes of the intended Act any water to be met with within the limits of deviation defined upon the plans hereinafter mentioned, or which can or may be intercepted, or abstracted by means of the waterworks hereinbefore described, or any of them, or by

means of the sough aforesaid as it now exists or as it may at any time hereafter exist, and the waters of the sough level or watergate of the Company which now flow into the River Derwent, and also the waters of the said last mentioned river, which waters now directly or indirectly flow or proceed into the Derwent Navigation, the Derby Canal, the Trent and Mersey Canal, the Trent Navigation, the Erewash Canal, the Soar Navigation, the Loughborough Navigation, the Beeston Cut, the Nottingham Canal, the Grantham Canal, the Newark Navigation, the Foss Dyke Navigation, the River Trent, the Chesterfield Canal, the Idle Navigation, the Stainforth and Keadby Canal, the Trent and Axholm Navigation, the Ancholme Navigation, and the River Humber, or some or one of them.

And also to take and use for the purposes of the said waterworks undertaking all such springs and streams of water as may be found in, upon, or under any of the lands acquired by or for the time being belonging to the Corporation, or over or in respect of which they may have or acquire water or other easements.

To consolidate the works and powers proposed to be authorised and conferred by the intended Act with the existing water undertaking and powers of the Corporation, and to extend and apply all or some of the enactments, powers, and authorities in force or exercisable by the Corporation in relation to their existing waterworks and water undertaking to the works proposed to be authorised by the intended Act, and to and within the limits of supply as extended by the intended Act.

To enable the Corporation to enter into and carry into effect, vary, and rescind contracts and agreements with any other corporation, council, sanitary or local authority, councils, bodies, or persons, for the supply of water in bulk, either within or beyond the existing or proposed extended limits of supply as defined in the intended Act or otherwise; and to confer all necessary powers upon such corporations, council, sanitary and local authorities, councils, bodies, and persons, and to enable them to raise and apply money for that purpose.

To authorise the Corporation to levy or impose a water-rate and new or increased water-rents and charges, and other rates, rents, and charges, and to charge higher water-rates to consumers outside limits to be defined in the Bill than they charge or may charge to consumers within such limits, to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To relieve the Corporation of all or some of the obligations and duties imposed upon them by the Derby Corporation Act, 1890, as the Bill may prescribe or Parliament think fit, and especially to amend or repeal Section 8 of the said Derby Corporation Act, 1890.

To empower the Corporation for all or any of the purposes of the intended Act to borrow money on the security of the borough fund and rates, and the general district fund or rate, or on the water undertaking, estates, rates, revenues, and other property of the Corporation, or on any such securities, and to raise such moneys by the creation of Derby Corporation Redeemable Stock, and to execute, grant, and issue mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation, either as the Corporation or the Urban Sanitary Authority, to apply to all or any of the purposes of the intended Act any

of their funds, or any funds raised or to be raised under any former Act, Provisional Order, or other authority, or acquired by or vested in them under the intended Act, and for this or any other purpose of the Bill to repeal, alter, or amend in whole or in part the provisions of the Derby Corporation Act, 1890.

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 repeal, alter, or amend so far as necessary to effect the objects of the Bill, all or some of the provisions of the Act 4 & 5 Vict., cap. lxxxviii, the Derby Improvement Act, 1825, the Derbyshire Mining Act, 1852, and all other Acts and Provisional Orders relating directly or indirectly to the Corporation, and the Bill will incorporate with or without alteration all or some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts 1847 and 1863, the Public Health Acts, the Municipal Corporations Acts, the Local Loans Act, 1875, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands and any Act or Acts amending those Acts respectively.

Duplicate plans and sections showing the lines, situation, and levels of the proposed works and the lands, houses, and other property in or through which they will or may be made, and also plans showing the lands and other property 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 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 Derby, at his office at Derby, in that county, and on or before the same date a copy of so much of the said plans, sections; and book of reference as relates to the several parishes in or through which any of the said works are intended to be made, or in which any lands or other property intended to be taken are situate, and a copy of this Notice as published in the London Gazette will be deposited with the parish clerk of each such parish, at his residence, and as regards any place in which a Parish Council has been elected, a similar deposit will be made with the clerk to such Parish Council, at his residence, or if there be no such clerk, with the chairman of such Council, at his residence, and as relates to any extra-parochial place, with the clerk of some adjoining parish, 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, 1895.

Dated this 19th day of November, 1895.

H. F. GADSBY, Town Clerk, Derby,  
Solicitor for the Bill.

R. W. COOPER and SONS, 5, Victoria-  
street, Westminster, S.W., Parlia-  
mentary Agents.

In Parliament.—Session 1896.

Corporation of London (Metropolitan Market). (Alteration, amendment, and, if necessary repeat of certain provisions of the Metropolitan Market Act, 1851, and the Acts amending the same; Sale, lease, exchange, and disposal of certain lands acquired by the Corporation under those Acts, but no longer required for the purposes thereof; wholly freed and discharged from all mortgages, bonds, and other

encumbrances affecting the same; Extension of Powers of Corporation under those Acts; Provision for application of proceeds of sale of lands, houses, and other property; Transfer of certain roads constructed by the Corporation to, and maintenance by, the Vestry of St. Mary, Islington, and the Vestry of St. Pancras, or one of those Vestries, or by some other Highway Authority or Public Body; Repeal of Statutory and other obligations of the Corporation in relation to the maintenance of such roads, and imposition of such obligations, and of the cost of such maintenance upon the said Vestry or other Public Body; Agreements between Corporation and Vestry or other Public Body; Power to the Corporation to set apart portions of their Metropolitan Market Estate on particular days for the temporary use of Vendors of Miscellaneous Commodities, and to make, levy, and recover Tolls, Rates and Charges for the same; Bye-Laws; Penalties; Amendment and Incorporation of Acts; and other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Mayor and Commonalty and Citizens of the city of London (in this Notice called "the Corporation"), for leave to bring in a Bill (hereinafter referred to as "the Bill") for effecting the objects and purposes following (that is to say):—

1. To alter, extend, enlarge, and, so far as may be found expedient, to repeal the several Acts relating to the Metropolitan Cattle Market, and to enact other provisions in lieu thereof, and to authorise and empower the Corporation from time to time to sell, lease, exchange, or otherwise deal with and dispose of such of the lands, houses, ground rents, reversions, and other property acquired by and now vested in them under the provisions of the said several Acts relating to the Metropolitan Cattle Market at Islington, or otherwise, as may not be required by them for the purposes for which they were acquired, in such manner, and subject to such conditions and restrictions as they may deem fit, or as may be prescribed by the Bill. And the Bill will or may authorise and empower the Corporation to grant, convey, and assure the same lands, houses, and other property to the respective purchasers thereof, wholly freed and discharged of and from all mortgages, bonds, and other encumbrances in any way affecting the same lands, houses, and other property or any of them respectively.

2. To make provision for the application by the Corporation of the purchase-money and proceeds of any such sale, or other disposal of lands as aforesaid.

3. To make provision for the transfer by the Corporation of certain roads now forming part of, or leading to, or from, or connected with the Metropolitan Market Estate and property of the Corporation to the Vestry of St. Mary, Islington, and the Vestry of St. Pancras, or one of those Vestries, or to some other Highway Authority or public body, to be used as public highways, and to relieve the Corporation, from and after such transfer, from the duty and obligation, and from the cost and expense of maintaining the said roads; and to impose upon such Vestries, Vestry, or other public body, the duty and obligation, cost and expense, of such maintenance. To enable the Corporation and the said Vestries, Vestry, or other public body, to enter into and carry out contracts and agreements in relation to any of the matters aforesaid, and to confirm any contract or agreement already

entered into, or which may be entered into, at any time prior to the passing of the Bill.

4. To provide for the pulling down and removal of any of the existing gates or bars now standing on any part of the Metropolitan Market Estate of the Corporation, and for the re-erection of such gates and bars on any other site within the said Metropolitan Market Estate of the Corporation, and to provide for the erection of new or additional gates or bars on any part of the said Metropolitan Market Estate.

5. To empower the Corporation on such days and for such times as they may think fit to set apart at any place or places within the area of the Metropolitan Market Estate of the Corporation, spaces for the temporary use of vendors of goods and miscellaneous commodities, or for any other like purposes, and to enable the Corporation to make and levy tolls, rates and charges in respect of any goods or commodities brought into the market, or for the use of such spaces, or for any accommodation provided by the Corporation in connection with any such goods, commodities or spaces, and to recover such tolls, rates or charges in a summary manner, and the Bill will or may make such provision accordingly.

6. To make and enact by the Bill, or to enable the Corporation to make, enforce, vary or rescind bye-laws, rules and regulations for the proper government and regulation of the Market, and of the Metropolitan Market Estate of the Corporation generally, and of the said spaces when so set apart, and of the persons taking or hiring the same or resorting thereto, and to provide for the imposition and recovery of penalties for breach or non-observance of any such bye-laws, rules and regulations, and to exclude from the Metropolitan Market Estate of the Corporation if they shall think fit particular persons and particular commodities.

7. To provide for the appointment, dismissal, and removal of officers and servants, and for the fixing and payment of their salaries or wages.

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

9. To alter, amend, extend, enlarge, or repeal, so far as may be requisite for any of the purposes of the Bill, all or some of the provisions of the following Acts, viz., The Metropolitan Market Act, 1851; The Metropolitan Market Act, 1857; The Metropolitan Market Act, 1865; The Metropolitan Cattle Market Act, 1875; and any other Act relating to the Corporation or the said Market.

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 14th day of November, 1895.

G. PRIOR GOLDNEY, Remembrancer, Guildhall, London, E.C.

WYATT and Co., 28, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Cavendish and Harrington Bridges Trust.  
(Provision for Transfer of Cavendish and Harrington Bridges to County Councils of Derbyshire and Leicestershire, or one of them; Appointment of Joint Committee; Extinction of Rent Charges; Application of Trust Funds and Dissolution of Trust; Provision for Transfer of Willington Bridge to Derbyshire County Council; Extinction of Bridge Tolls and Payment Off of Mortgages and Shareholders; Contribution by Derby-

shire County Council; Compensation to Officers; Agreements; Amendment or Repeal of Acts; and other Provisions.)

NOTICE is hereby given that application is intended to be made to Parliament next Session by the Trustees of Cavendish and Harrington Bridges (hereinafter called "the Cavendish Bridge Trustees") for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

1. To transfer or provide for the transfer of the bridges over the River Trent, at Shardlow and Sawley, known respectively as Cavendish Bridge and Harrington Bridge, and of all or some of the property rights, powers, and authorities, liabilities and obligations, of the Cavendish Bridge Trustees in relation thereto, to the County Councils of Derbyshire and Leicestershire, or to one of those bodies, or to a joint committee of them, to be maintained as county bridges free from toll, and if deemed necessary or expedient to provide for the appointment of such joint committee, and to make provision for the distribution or application of the funds in the hands of the said Trustees, and the winding-up and dissolution of the Trust.

2. To purchase and extinguish or otherwise determine the annual rent of three pounds, six shillings, and eightpence charged upon and payable out of the tolls of Cavendish Bridge to the Castle Donington Rural District Council for the use of the parish of Castle Donington, and of any other rents or annual or other sums which may be charged upon or payable out of the tolls of Cavendish and Harrington Bridges, or either of them, and to make provision for fixing or ascertaining (failing agreement) the amount of purchase money or compensation to be paid in respect of such rents or other charges, and for the application or appropriation of such purchase moneys or compensation by the said District Council and other bodies or persons respectively entitled thereto.

3. To declare, if necessary or expedient, in which counties or county the said bridges or any part or parts thereof respectively shall be deemed and taken to be situate after such transfer.

4. To provide for the transfer of the bridge over the River Trent, known as Willington Bridge, constructed under the powers of an Act of 5 and 6 Will. IV, intituled "An Act for building a bridge over the River Trent at Willington in the county of Derby," and all or some of the property rights, powers, and authorities, liabilities and obligations of the trustees acting in execution of that Act (hereinafter called "the Willington Bridge Trustees") in relation thereto, to the County Council of Derbyshire, to be maintained by them as a county bridge free from toll; and to provide for the discontinuance of the tolls and charges prescribed by the said Act to be taken at the said bridge; and for the extinguishment of the shares of or in the subscription money or capital raised for building the said bridge; and for the winding up and dissolution of the Trust.

5. To provide for the payment off or compensating of the subscribers or holders of the said shares and the mortgagees of the said bridge tolls, and for the payment of compensation to the lessee of the bridge tolls, out of the funds in the hands of the Cavendish Bridge Trustees, or out of moneys to be provided by the County Council of Derbyshire, or by public subscription, or otherwise, and to prescribe the mode of determining the amount of such payments and compensation.

6. To provide for the payment of compensation to the clerks and other officers of the said Trustees respectively for the loss of office or emoluments by reason of the passing of the Bill.

7. To authorise the Trustees, County Councils, joint committee, and other bodies and persons named or referred to in this Notice, or some or any of them, to enter into and carry into effect, vary, or rescind any agreement or agreements for or in relation to any of the objects mentioned or referred to in this Notice; and to sanction or confirm any agreement or agreements in that behalf which may be entered into before the passing of the Bill, and to confer all such powers and authorities upon the several Trustees, County Councils, joint committee, bodies, and persons aforesaid, or any of them, and to make all such provisions as may be necessary or proper for carrying into effect the objects of the Bill.

8. To alter, amend, extend, or repeal or to make applicable to the purposes of the Bill all or some of the powers and provisions of the Local Acts 5 and 6 Will. IV, cap. cii (relating to Willington Bridge), 31 Geo. II, cap. lix (relating to Cavendish Bridge), 28 Geo. III, cap. lxxx (relating to Harrington Bridge), and the Shardlow (Cavendish) and Sawley (Harrington) Bridges Act, 1882 (45 and 46 Vict., cap. xxi), and of any other Local Acts, and of the Local Government Act, 1888, and to alter, vary, or extinguish all rights and privileges, so far as may be necessary or expedient for effecting the purposes of the intended Act, and to confer other rights and privileges.

9. 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, 1895.

H. O. SOUTTER, Solicitor.

DURNFORD and Co., Parliamentary Agents,  
38, Parliament-street, Westminster,  
S.W.

In Parliament—Session 1896.

Borrowstounness Harbour.

(Power to Borrowstounness Harbour Commissioners to Sell and Transfer their Harbour Undertaking; and Powers to the North British Railway Company to Purchase and take same; raise Capital and apply Funds; Tolls, &c.; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Borrowstounness Harbour Commissioners (hereinafter called "the Harbour Commissioners") for an Act for all or some of the following purposes (that is to say):—

1. To authorise and empower the Harbour Commissioners to sell and transfer, and the North British Railway Company (hereinafter called "the Company") to purchase and take, on such terms and conditions as have been or may be agreed on, or as the intended Act may prescribe, the existing undertaking of the harbour and docks at Borrowstounness, now vested in and belonging to the Harbour Commissioners, authorised by and constructed under the powers conferred by the following Acts, that is to say:—

- (1) The Borrowstounness Town and Harbour Act, 1875;
- (2) The Borrowstounness Town and Harbour (Amendment) Act, 1878;
- (3) The Borrowstounness Harbour Act, 1883;

together with all the lands and property, railway sidings, houses, machinery, plant, buildings, works, cranes, appliances, and conveniences of every kind and description whatsoever, now belonging to the Harbour Commissioners, constructed, erected, worked, used, or occupied by the said Harbour Commissioners in connection with the above-mentioned undertaking, and all the powers, rights, jurisdictions, authorities, and privileges of or exercisable by the Harbour Commissioners under the said Acts, or any other Act or Acts of Parliament or otherwise, or some part or parts of the said undertaking and premises, and to confirm and give effect to any agreement or agreements between the Harbour Commissioners and the Company touching the matters aforesaid, which have been or may be entered into prior to the passing of the intended Act.

2. To make provision for the transfer to and taking over by the Company of all or some of the debts, obligations, liabilities, contracts, and engagements of the Commissioners, and the release of the Commissioners and the Harbour Undertaking therefrom.

3. To provide for the dissolution of the Harbour Commissioners and the winding up of their affairs.

4. To transfer to the Company all or any rights or interest of the Commissioners of the Burgh of Borrowstounness, in, to, or over the Harbour Undertaking, or any part thereof, and to provide for the making of annual or other payments by the Company to the said Burgh Commissioners in respect of such transfer, or of the transfer of the Harbour Undertaking or otherwise.

5. To authorise the Company to exercise all the powers, rights, and privileges of the Harbour Commissioners whether with reference to the levying or taking of tolls in respect of the said harbour and dock undertaking so transferred or sold to the Company or otherwise in relation thereto, and to empower the Company to demand and recover tolls, rates, dues, rents, wharfage, and other charges for and in respect of the said harbour and dock undertaking, and to alter existing tolls, rates, and charges, and, if thought necessary or desirable, to make applicable to the Company all or some of the provisions of the special Acts aforesaid, with such amendments or modifications as may be deemed necessary or convenient, and to confer on the Company such further and other powers, rights, and privileges for the purpose of carrying on the harbour undertaking, or otherwise as the intended Act may prescribe.

6. To authorise the Company to apply any funds belonging to them or which they are authorised to raise in or towards all or any of the purposes of the intended Act, and for all or any such purposes to raise more money by the creation of ordinary guaranteed lien or preference shares, or stock, or by mortgage, debenture stock, or cash credit, or by such other ways and means as may be prescribed by the intended Act.

7. To vary or extinguish all existing rights and privileges which might in any way interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

8. To repeal, alter, or amend all or any of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862; the North British Railway Act, 1878, the North

British Railway (Amalgamations, &c.) Act, 1880, the North British Railway Act, 1885, and any other Act or Acts relating to the North British Railway Company or their undertaking, or any branch or part thereof, and to the undertakings belonging to, amalgamated with, or held on lease by or vested in, or worked, or authorised to be worked by the Company; the Borrowstounness Town and Harbour Act, 1875; the Borrowstounness Town and Harbour (Amendment) Act, 1878; the Borrowstounness Harbour Act, 1883; and any other Act or Acts relating to the Harbour Commissioners' harbour and dock of Borrowstounness and their undertaking.

9. 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 14th day of November, 1895.

ROBERT J. JAMESON, S.S.C., Town Clerk, Borrowstounness;	} Solicitors for the Bill.
JAMES WATSON, S.S.C., 8, George Street, Edinburgh;	
JOHN KENNEDY, W.S., 25, Abingdon Street, Westminster,	

Parliamentary Agent.

In Parliament.—Session 1896.

Customs' Annuity and Benevolent Fund.  
(Incorporation of the Trustees, Directors, Officers and Members (with or without other persons) of the Customs' Annuity and Benevolent Fund; Transfer to and vesting in such Corporation of the Lands, Trust property, Rules, and Powers belonging to the said Fund, and other incidental powers and provisions; Powers as to Rules, Regulations, and Bye-laws; Alteration, Extension, Modification, and, if necessary, Repeal of the several Acts of Parliament, Rules, Deeds, and other Instruments under which the Fund is now established and administered; 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 to effect the following objects and purposes, or some of them (that is to say):—

1. To incorporate (with or without other persons) the trustees, directors, officers, and members, or some of the trustees, directors, officers, and members of the Customs' Annuity and Benevolent Fund (hereinafter called "the fund") established under an Act of the 56th year of the reign of His late Majesty King George III., cap. 73, intituled "An Act for establishing and regulating a Fund for the Widows, Children, and Relatives of Officers or persons belonging to the Department of Customs in England"; and an Act of the 34th and 35th years of the reign of Her present Majesty Queen Victoria, cap. 103, intituled "An Act to amend the law relating to the Customs and Inland Revenue," by which the operation of the fund was extended to Scotland and Ireland, and to confer upon the body so to be incorporated all the usual and incidental rights, powers, and privileges of a corporate body.

2. To transfer from the trustees or other persons in whom the same may now be vested, and to vest in the said trustees, directors, and officers, or other persons when so incorporated all the freehold and leasehold lands, tenements, hereditaments, stocks, funds, investments, and other securities, and real and personal property, of

what nature or kind soever the same may be, at the time of incorporation vested in the said trustees, or any of them, or in any other person or persons upon or for the trusts and purposes of the said fund, and all trusts, powers, rights, and privileges now vested in such trustees or other persons under the said respective Acts of Parliament, or under any rules or regulations made in pursuance thereof, with power to acquire and hold other lands, tenements, and hereditaments, stocks, funds, investments, and other securities, and real and personal property, upon the same or the like trusts, and such further powers, rights, and privileges as may be necessary or expedient for fully carrying into effect the purposes and objects of the fund and of the Bill, and to provide for the further and better control, administration, management, and efficiency of the fund in a more expeditious and economical manner than is at present practicable.

3. To authorize the body so to be incorporated from time to time to make, annul, or alter rules and regulations for the proper and effectual administration of the fund and of the trusts thereof, or if deemed necessary or expedient to make and enact or annul or alter such rules and regulations by means of provisions to be inserted in the Bill.

4. To extend; modify, alter, and so far as may be necessary or expedient to repeal all or any of the provisions of the said Acts, 56 George III., cap. 73, and 34 and 35 Vic., cap. 103, or either of them and of the rules and regulations of the fund, or any of them, and to make other provisions, rules and regulations in lieu thereof.

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

6. To incorporate with the Bill, so far as may be necessary or expedient, and with or without modification or alteration, all or any of the provisions of the said Acts of 56 George III., cap. 73, and 34 and 35 Vic., cap. 103, and of any other general Acts or Act applicable to any of the subject matters 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 next.

Dated this 22nd day of November, 1895.

Foss and LEDSAM, 3, Abchurch-lane, E.C.,  
Solicitors for the Bill.

WYATT and Co., 28, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1896.

London, Chatham, and Dover Railway (Capital). (Regulation of Company's Capital; Additional Capital; Power to raise same by the issue of Debentures, Debenture Stock, or by Preference Stock; Repeal or Modification of Provisoes to Section 6 of the London, Chatham, and Dover Railway (Capital) Act, 1885, and to Section 4 of the London, Chatham, and Dover Railway (Capital) Act, 1890; Amendment 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 Company") for an Act (hereinafter called "the intended Act") for all or some of the following purposes:—

To enable the Company to raise additional capital for the purpose of their undertaking, and to raise such additional capital, in whole or in

part, by means of ordinary stock, preference or guaranteed stock, debenture stock and debentures, or by all or any of such modes, and to make such provision with respect to the interest payable on such stocks and debentures respectively, and the rights of priority or preference in the payment thereof as may be authorized by the intended Act, and to alter or vary the nominal amount of the capital and borrowing powers of the Company.

To amend or repeal the proviso to Section 6 of the London, Chatham, and Dover Railway (Capital) Act, 1885 and the proviso to Section 4 of the London, Chatham, and Dover Railway (Capital) Act, 1890 with respect to the redemption and cancellation of the Arbitration Preference Stocks authorized to be raised and raised under the powers and provisions of the said Acts of 1885 and 1890 respectively, and to free and discharge the said stocks from the conditions of the said provisions respectively.

To make all necessary provisions for the purposes aforesaid, or any of them, and to confer, vary, or extinguish all rights and privileges which it may be requisite to confer, vary, or extinguish for the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions, or some of them, of the local and personal Act, 16 and 17 Vic., cap. 132, and all other Acts relating to or affecting the Company.

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

Dated this 18th day of November, 1895.

J. LEWIS MORGAN, Victoria Station, Soli-  
citor for the Bill.

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

In Parliament—Session 1896.

Neath, Pontardawe, and Brynaman Railway. (Working and Traffic Agreements with the Great Western Railway Company; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Neath, Pontardawe, and Brynaman Railway Company intend to apply to Parliament next Session for leave to bring in a Bill to authorise them and the Great Western Railway Company from time to time to enter into and carry into effect; alter, and rescind agreements with respect to the working, use, management, and maintenance of the railways and works authorised to be constructed by the Neath, Pontardawe, and Brynaman Railway Act, 1895, or any of them, or any part or parts thereof; the supply and maintenance of engines, rolling stock, and plant, and the employment of officers and servants for the conduct and conveyance of the traffic upon or coming from or destined for the railways of the two Companies or either of them; the providing of terminal and other accommodation, stations, offices, buildings, signals, and conveniences for such traffic; the fixing, collection, payment, division, and appropriation of the tolls, fares, rates, charges, and other income and profits arising from the traffic to, from, and over the railways of the two Companies, or any part or parts thereof respectively; and the payments, allowances, rebates, or drawbacks to be made or allowed by either Company to the other; and to authorise, if thought fit, the appointment of a joint committee for carrying into effect any such agreement; and to

sanction or confirm and give effect to, with or without variation, any such agreement which may before the passing of the Bill be entered into with reference to the matters aforesaid or any of them; and to incorporate with the Bill all or some of the provisions of Part III of the Railways Clauses Act, 1863 (relating to working agreements), with or without variation; and to alter, amend, or extend the Neath, Pontardawe, and Brynaman Railway Act, 1895, so far as may be necessary or expedient for effecting the purposes 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 next.

Dated this 18th day of November, 1895.

RANDALL and CAY, Solicitors, Bridgend.  
DURNFORD and Co., 38, Parliament-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1896.

Great Northern London Cemetery Company.  
(Further Powers as to Surplus Lands, and as to Raising of Money Provisions as to Existing Debentures; Agreements with Local Authorities and others; Amendment of Acts.)

**N**OTICE is hereby given, that the Great Northern London Cemetery Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for an Act for all or some of the following purposes (that is to say):—

To amend, extend, and enlarge, and to re-enact with or without amendment all or some of the provisions of the Great Northern London Cemetery Act, 1876, with reference to the surplus land, of the Company, and to confer upon the Company further powers of disposing of, developing, and dealing with the said lands, either as building lands or otherwise in such manner as the Company may think proper, or as may be prescribed or authorised by or under the provisions of the intended Act, and to free and discharge the said lands from incumbrances, restrictions, conditions, and liabilities affecting the same.

To empower the Company to raise further moneys on the security of the said lands in such manner and on such terms and conditions as they may think fit, or as may be prescribed or authorised as aforesaid, and to provide for the application of such moneys, and of the moneys to arise from the issue and sale of the unissued and forfeited shares, in the capital of the Company, and for the payment off, redemption or extinction of the existing debenture and other debts of the Company, and for the payment and issue to the holders of such existing debentures and other creditors of the Company in discharge thereof, or in substitution, or by way of collateral security therefor, of the moneys to be received, or securities to be created, under the powers of the intended Act, and to release and discharge the said lands, and the Company and their undertaking, from any liability in respect of the said debentures and other debts, and except as may be provided by the intended Act in respect of the further moneys to be raised or securities to be created as aforesaid, and to attach to the said moneys and securities or part thereof such preferences, guarantees, charges, liens or other rights, privileges, or advantages as may be prescribed or authorised by or under the provisions of the intended Act as aforesaid and to authorise and to confirm or give effect to agreements between the Company and the said holders of the existing debentures and other creditors with reference to the matters aforesaid.

To authorise arrangements and agreements

between the Company and any local authority, body, company, or person with respect to the objects and purposes of the intended Act, and with respect to the use of the said lands and the erection of buildings thereon, for public or private purposes, and to confer upon the Company and any local authority, body, company, or person such powers of purchase, sale, lease, or other dealing with such lands and buildings, and of dealing with and investing the moneys to arise from any such sale, lease, or otherwise in connection therewith, as may be found desirable or as may be prescribed or authorised as aforesaid, and to confirm or give effect to any agreement with respect to any of the matters aforesaid which may have been, or may be made, prior to the passing of the intended Act, and to confer upon the parties to any such agreement all such powers as may be necessary for carrying the same into effect.

To enable the directors of the Company to exercise all or some of the powers hereinbefore referred to as proposed to be conferred upon the Company, and to confer upon the Company and their directors all such further and other powers, and to make such other provisions as may be necessary or desirable for giving full effect to the objects and purposes of the intended Act as hereinbefore stated.

To vary and extinguish all rights, privileges, restrictions, and obligations connected with or attaching to the lands, property and undertaking of the Company, or with, or to the existing debentures of the Company, or the holders thereof, which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer and impose other rights, privileges, and obligations, and so far as may be necessary for the purposes of the intended Act to alter, amend, or repeal all or some of the provisions of the said Act of 1876, and of the Great Northern London Cemetery Act, 1855, and of any public Act relating to cemeteries.

And notice is hereby further given that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1895.

Dated this 15th day of November, 1895.

ARTHUR CASSON LEWIS, 19, Bedford-row,  
W.C., Solicitor.

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

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

Companies (Winding-up).

1895. Letter N. No. 8566.

In the Matter of the Companies Acts, 1862 to 1890 and in the Matter of the National Trading Company Limited and in the Matter of the Chancery of Lancaster Acts 1850 to 1890.

**N**OTICE is hereby given that a petition for the winding-up of the above named Company by the Court of Chancery of the County Palatine of Lancaster Manchester District or in the alternative for the continuing of the voluntary winding up of the Company subject to the supervision of the Court was on the 19th day of November 1895 presented to the said Court by Albert E. Quayle and Joseph Edward Quayle (trading as Quayle Brothers) both of 22 Bottom-o'-th'-Moor Oldham in the county of Lancaster Drapers creditors of the Company and that the said petition is directed to be heard before the Court sitting at the Assize Courts Strangeways in the city of Manchester on Monday the 2nd day

of December 1895 at half-past ten o'clock in the forenoon and any creditor or contributory of the said Company 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 Company requiring the same by the undersigned on payment of the regulated charge for the same.

W. R. and P. S. MINOR 29 Fountain-street Manchester Agents for  
Wm. OGDEN Oldham Solicitor 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 above-named 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 above-named not later than two o'clock in the afternoon of the 30th day of November 1895.

The Employers' Insurance Company of Great Britain Limited. In Liquidation.

INTIMATION is hereby given that Roderick Cumming Mackay Writer Glasgow and Robert Alexander Murray Chartered Accountant Glasgow Official Liquidators of the above named Company have presented to the Lords of Council and Session (First Division Lord Stormonth Darling Ordinary Mr. Couper Clerk) a note in the liquidation praying their Lordships inter alia in terms of section 107 of the Companies Acts 1862 to fix a day on or before which the creditors of the Company are to prove their debts or claims or to be excluded from the benefit of any distribution made before such debts are proved: To authorize the Official Liquidators to advertise the said day, and thereafter on the said creditors proving their debts or claims and the Company estate being realized to authorize the Official Liquidators to distribute the same among the creditors whose debts or claims shall have been so proved according to their rights and interests in payment of such debts and that according to a scheme to be lodged in process or to do otherwise as to their Lordships shall seem proper. On this note an Interlocutor has been pronounced by the said Lord Ordinary (to whom the winding up of said Company has been remitted) in inter alia the following terms:—  
“Fixed the 2nd day of January 1896 as the day  
“on or before which the creditors of the Com-  
“pany are to prove their debts or claims or to  
“be excluded from the benefit of any distribu-  
“tion made before such debts or claims are  
“proved and authorizes the Official Liquidators  
“to advertise the 2nd day of January as the day  
“for proving the debts or claims of creditors  
“once in each of the Edinburgh, London, and  
“Dublin Gazettes, London Times, Manchester  
“Guardian, Liverpool Daily Post, Birmingham  
“Post, Bristol Western Daily Post, Leeds  
“Mercury, Newcastle Daily Chronicle, Irish  
“Times, Belfast News Letter, Scotsman, Glasgow  
“Herald, and Dundee Advertiser, and decerns.”  
Of all which intimation is hereby given accord-

ingly. Claims should be sent to the office of the Company 48 West Regent-street Glasgow.

R. C. MACKAY } Official Liquidators.  
R. A. MURRAY }

MITCHELLS JOHNSTON and Co. Solicitors  
for Official Liquidators.

Glasgow, 21st November 1895.

In the Matter of the Liverpool Cotton Brokers' Trust Fund Limited.

AT an Extraordinary General Meeting of the above named Company duly convened and held at No. 4 Brown's-buildings Liverpool on the 23rd day of October 1895, 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 13th day of November 1895, the following Special Resolution was duly confirmed, namely:—

“That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1890 and that Mr. Peter Brown of Brown's-buildings Liverpool, be and is hereby appointed Liquidator for the purposes of such winding up.”  
Dated this 13th day of November 1895.

PETER S. BOULT Chairman of the Second Meeting.

The Metropolitan and Provincial Direct Fish Supply Association Limited.

AT an Extraordinary General Meeting of the Shareholders of the said Company duly convened and held at the offices of the Company 23 Billiter-street in the city of London on the 16th day of November 1895 the following Extraordinary Resolution was duly passed:—

1. “That it having been proved to the satisfaction of the Company that the Company cannot by reason of its liabilities continue business it is advisable to wind up the same. That the Company be wound up voluntarily.

2. “That Mr. Thomas Harvey of the Hop Exchange S.E. Accountant be appointed Liquidator and the sum of fifteen guineas be allowed for his remuneration.”

JOHN FILBY Secretary.

The Hull Echo Newspaper Company Limited.

AT an Extraordinary General Meeting of the above named Company, duly convened, and held at the Friendly Societies Hall, Albion-street, Hull, in the county of York, on the 21st day of October, 1895, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place, on the 6th day of November, 1895, the following Special Resolutions were duly confirmed:—

Resolved.—1. “That the Company be wound up voluntarily.

2. “That Mr. B. Mundell, of Kingston upon Hull, be appointed Liquidator for the purpose of winding-up the affairs of the Company.”

Dated this 14th day of November, 1895.

F. E. MILLINGTON Chairman of the First Meeting.

CHAS. MOULDS Chairman of the Second Meeting.

THOS. C. JACKSON LL.D. (Lond) Hull Solicitor.

In the Matter of the Devonport Stoke and Stonehouse High School for Girls Limited.

AT an Extraordinary General Meeting of the Members of the above named Company duly convened and held at the High School for

Girls Albert-road Stoke Devonport on the 18th day of November 1895 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 Mr. Edward Blackall of Devonport Accountant was appointed Liquidator for the purposes of such winding up.—Dated this 18th day of November 1895.

ST. LEVAN Chairman.

In the Matter of the Kensington Palace Hotel Company Limited.

**A**T an Extraordinary General Meeting of the Members of the above-named Company duly convened and held at the offices of Messrs. Leslie Antill and Arnold 1 Gresham-buildings Basinghall-street in the city of London on the 20th day of November 1895, the following Extraordinary Resolution was duly passed:—

“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 accordingly that the Company be wound up voluntarily and at the same Meeting Mr. William Furnage Palmer of Witherwick House Merton-road Southfields. S.W. in the county of Surrey Secretary of a Public Company was appointed Liquidator for the purpose of such winding up.”

Dated this 20th day of November 1895.

SAML J. DAW Chairman.

The Companies Acts 1862 to 1893.

In the Matter of the Direct Cash Trading Company Ltd.

**N**OTICE is hereby given that at an Extraordinary General Meeting of the Members of the above-named Company duly convened and held at the offices of the Company 132 Queen Victoria-street in the city of London on the 11th day of November 1895 the following Extraordinary Resolution was duly passed:—

“That it has been proved to the satisfaction of this Meeting that the Direct Cash Trading Company Limited cannot by reason of its liabilities continue its business and it is advisable to wind up the same and accordingly that the Company be wound up voluntarily and that Mr. George Henry Carter Chartered Accountant No. 1 Queen-street Cheapside in the city of London be and he is hereby appointed Liquidator.

HERBERT R. MOULTON Chairman.

The Sydney and Louisburg Coal and Railway Company (in Liquidation).

**N**OTICE is hereby given that a General Meeting of the Members of the above named Company will be held at 73 Lombard-street in the city of London on Monday the 23rd day of December 1895 at twelve o'clock precisely to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass a Resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated this 20th day of November 1895.

C. FITCH KEMP Liquidator.

In Liquidation.

The Cameo Woodworking Company Limited.

**N**OTICE is hereby given that in pursuance of section 142 of the Companies Act 1862 a General Meeting of the Members of the above named Company will be held at the offices of

Messrs. Austen Frost and Co. No. 20 Cheapside in the city of London on Tuesday the 24th December 1895 at four 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 hearing any explanation that may be given by the Liquidator.—Dated the 22nd day of November 1895.

H. NOTTINGHAM Liquidator.

The London Vegetarian Restaurants Company Limited.

**N**OTICE is hereby given that a General Meeting of the Shareholders of this Company will be held at 64 Chancery-lane London W.C. on the 23rd day of December 1895 at eleven o'clock in the morning precisely, to receive the Liquidator's report showing how the winding up of the Company has been conducted, and its property disposed of, and to hear any explanation that may be given by the Liquidator.—Dated the 16th day of November 1895.

WALTER FLETCHER Liquidator.

F. G. B. CRAWLEY Solicitor, 5 Chancery-lane London.

The Edwin Bray Gold Mining Compy. Ltd.

**N**OTICE is hereby given in pursuance of section 142 of the Companies Act 1862 that a General Meeting of the Members of the above named Company will be held at 23 College Hill London E.C. on Tuesday the 31st of December 1895 at half-past 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 sanctioning the remuneration to the Liquidators appearing in such account, and of hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the books accounts and documents of the Company and of the Liquidators shall be disposed of.—Dated the 20th day of November 1895.

F. O'S. B. READE Liquidator.

Re the Cracker Creek Gold Mines Limited.

**N**OTICE is hereby given that a General Meeting of the above named Company will be held at Monument House Monument-square in the city of London on the 23rd day of December 1895 at two o'clock in the afternoon precisely for the purpose of having the Liquidator's accounts showing the manner in which the winding up has been conducted and the property of the Company disposed of laid before such Meeting and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books accounts and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated this 19th day of November, 1895.

WM. R. TAYLOR CARR Liquidator.

Great Western (Forest of Dean) Collieries Company Limited.

**N**OTICE is hereby given, in pursuance of section 142 of the Companies Act 1862, that a General Meeting of the Members of the above named Company will be held at the offices of the Liquidator 66 Coleman-st., London E.C. on Monday the 23rd day of December next at three o'clock in the afternoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that

may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 13th day of November, 1895.

A. A. JAMES Liquidator.  
KEARSEY, HAWES, and WALSH, 35, Old Jewry London, Solicitors.

The Singla Tea Company, Ltd.

NOTICE is hereby given in pursuance of section 142 of the Companies Act 1862, that a General Meeting of the Members of the above named Company will be held at 45, Leadenhall-street, London, E.C. on Monday, the 23rd of December, 1895 at twelve o'clock noon, 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 the Company and of the Liquidator thereof shall be disposed of.—Dated the 18th day of November 1895.

J. HUTCHINSON Liquidator.

The River Thames Sailing Ship Company Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act 1862, that a General Meeting of the Members of the above-named Company will be held at the offices of W. H. Walker and Company, 42, Castle-street, Liverpool, on Monday, the 23rd of December 1895 at eleven o'clock in the forenoon for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company and of the Liquidator thereof, shall be disposed of.—Dated the 18th day of November 1895.

W. H. WALKER Liquidator.

The Companies Acts 1862 to 1893.  
Mummery and Sons Limited.

NOTICE is hereby given that a General Meeting of the Members of this Company will be held at 97 Cheapside London on Tuesday December 24th 1895 at three o'clock afternoon precisely, for the purpose of having an account laid before them by the Liquidator (pursuant to section 142) showing the manner in which the winding up of the said Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated this 19th November 1895.

J. PRIESTLEY Liquidator.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the County General Credit, Discount and Investment Company, Limited. (In Liquidation.)

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that an Extraordinary General Meeting of the Members of the above-named Company will be held at the office of Mr. Nicholas Cockshutt, Solicitor, Bank-chambers, Preston, in the county of Lancaster, on Monday, the 23rd day of December, proximo, 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 determining by Extraordinary Resolution the manner in which the books, accounts and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 20th day of November, 1895.

N. P. MEAGHER Liquidator.  
NICHOLAS COCKSHUTT, Preston, Solicitor.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Sidney Adams and Eustace James Pilkington Blake carrying on business as Stockbrokers at 6 Drapers'-gardens in the city of London under the style or firm of Adams and Blake has been dissolved by mutual consent as and from the 23rd day of October 1895.—Dated 19th day of November 1895.

SIDNEY ADAMS.

E. J. P. BLAKE.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned James Powell and William Goodale practising as Solicitors at No. 34 Essex-street Strand London under the style or firm of Powell and Goodale has dissolved by effluxion of time as from the 16th day of November 1895. Mr. Goodale has taken into partnership Mr. Alfred Allen Hobson and they will practise at No. 9 Essex-street Strand W.C. under the style or firm of Goodale and Hobson.—Dated this 16th day of November 1895.

JAMES POWELL.

WM. GOODALE.

ALFRED A. HOBSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Harry Pattison Thomas and Percy Antill Brown carrying on business as Auctioneers House Estate and Business Agents at 7 Eastcheap in the city of London under the style or firm of Thomas and Brown has been dissolved by mutual consent as and from the 19th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said Harry Pattison Thomas.—Dated this 19th day of November 1895.

HARRY PATTISON THOMAS.

PERCY ANTILL BROWN.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Thomas Stephen Tomlin and Albert Augier carrying on business as Sailmakers and Ships' Chandlers at Victoria Wharf Leigh Essex under the style or firm of D. and T. Tomlin and Augier has been dissolved by mutual consent, as and from the 20th day of November 1895.—Dated this 20th day of November 1895.

T. S. TOMLIN.

ALBERT AUGIER.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned William Savage of Port Elizabeth in the Colony of the Cape of Good Hope and William Frederick Savage and John James Savage both of Blomfield House in the city of London carrying on business as Merchants at Blomfield House in the city of London aforesaid and at Port Elizabeth King William's Town East London and Kimberley and elsewhere in the Colony of the Cape of Good Hope and at Johannesburg in the Transvaal under the style or firm of William Savage and Sons has been dissolved by mutual consent as and from the 30th day of June 1895. All debts due to and owing by the said late firm will be received and paid by the said William Frederick Savage and John James Savage.—Dated this 28th day of October 1895.

WILLIAM SAVAGE.

WILLIAM F. SAVAGE.

JOHN J. SAVAGE.

NOTICE is hereby given that the Partnership heretofore subsisting between the undersigned James Lamerton and Frederick Masters carrying on business under the style of Lamerton and Masters as Builders, House Decorators and Contractors at No. 16 Eldon-street in the city of London has been dissolved by mutual consent as from the 1st day of July 1895. The said Frederick Masters will continue to carry on the business at No. 22 Eldon-street aforesaid. All debts due to and owing by the said Partnership will be received and paid by the said Frederick Masters who will in future carry on the said business on his own account.—Dated the 4th day of November 1895.

FREDERICK MASTERS.

JAMES LAMERTON.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Harry Williams and Joseph Piggott carrying on business as Tailors and Drapers at 16 Market-place in the city of Manchester under the style or firm of Williams and Piggott has been dissolved by mutual consent as and from the 19th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said Joseph Piggott who will henceforth carry on the said business on his own account.—Dated the 19th day of November 1895.

HARRY WILLIAMS.  
JOSEPH PIGGOTT.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned George Martin Carlile and Albert Edward Betts carrying on business as Boot and Shoe Retailers at Mary-le-Port-street Bristol under the style of the Bee Hive Boot Stores and at No. 16 North-street Bristol under the style of A. E. Betts and Co. has been dissolved by mutual consent as and from the 30th day of June 1895. All debts due to and owing by the said late firm will be received and paid by the said Albert Edward Betts.—Dated this 15th day of November 1895.

GEORGE M. CARLILE.  
ALBERT E. BETTS.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned George Arthur Holt and George Washington Irvine trading as Cotton Brokers at Borough-buildings Runford-street in the city of Liverpool under the style of Holt Irvine and Co. is dissolved by mutual consent as from this date.—Dated this 16th day of November 1895.

G. A. HOLT.  
G. WASHINGTON IRVINE.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Alfred Samuel Rowe and William Henry Ernest Froude carrying on business as Hairdressers and Perfumers at 66 George-street Plymouth in the county of Devon under the style or firm of Rowe and Froude has been dissolved by mutual consent as and from the 8th day of October 1895. All debts due and owing by the said late firm will be received and paid by the said William Henry Ernest Froude who will continue the said business under the same name or style.—As witness our hands this 20th day of November 1895.

ALFRED S. ROWE.  
W. H. E. FROUDE.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Samuel Priday Marfell and Thomas Henry Marfell carrying on business as Tobacconists and Cigar Merchants at No. 68 Market-street and No. 15 Market-place Manchester under the style of S. and T. Marfell was dissolved by mutual consent as and from the 14th day of October 1895 and that all debts due and owing by the said firm will be received and paid by the said Thomas Henry Marfell and Jonathan Herbert Marfell by whom the said businesses will in future be carried on.—As witness our hands this 14th day of October 1895.

SAMUEL PRIDAY MARFELL.  
THOMAS H. MARFELL.  
J. H. MARFELL.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Moses Heap John William Heap and Henry Harrison carrying on business as Contractors and Builders at Clifton-street Burnley in the county of Lancaster under the style or firm of Heap and Harrison has been this day dissolved by mutual consent so far as regards the said Henry Harrison who retires from the firm. All debts due to and owing by the said late firm will be received and paid by the said Moses Heap and John William Heap who will henceforth carry on the said business in partnership together under the style or firm of M. and J. W. Heap.—Dated 14th day of November 1895.

MOSES HEAP.  
JNO. WM. HEAP.  
HENRY HARRISON.

**N**OTICE is hereby given that the Partnership which has for some time past been carried on by Richard Jackson Wray and Joseph Garside under the style of Wray and Garside at New-road Blackpool in the county of Lancaster as Contractors and Masons has been dissolved by mutual consent as from the 10th day of August last. All debts due to and owing by the late firm will be received and paid by the said Richard Jackson Wray who will continue to carry on the said business alone in his own name.—Dated the 16th day of November 1895.

R. JACKSON WRAY.  
JOSEPH GARSIDE.

**N**OTICE is hereby given that the Partnership lately subsisting between the undersigned William Wing late of Newton in the Isle of Ely in the county of Cambridge but now of Walpole Saint Andrew in the county of Norfolk Farmer and Potato Merchant and Robert Pratt the younger of West Walton in the said county of Norfolk Farmer and Potato Merchant carrying on business as Potato Merchants in the King's Cross Market in the county of London in Wi-bech Saint Peter in the said Isle of Ely and county of Cambridge and in divers other places under the style or firm of Wing and Pratt has been dissolved as from the 16th day of November 1895 by mutual agreement.—As witness our hands this 18th day of November 1895.

WM. WING.  
ROBERT PRATT JR.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned John Rae and Henry Sandford Parsons carrying on business as Dog Fanciers and Exhibitors at Newmarket and elsewhere under the style or firm of Rae and Parsons was this day dissolved by mutual consent. All debts due and owing by the late firm will be received and paid by the said John Rae.—Dated this 15th day of November 1895.

JOHN RAE.  
H. SANDFORD PARSONS.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned William Henry Denison and Robert Berry carrying on business as Engineers at Holbeck New Mills Leeds under the style or firm of W. H. Denison has been dissolved by mutual consent as and from the 19th day of November instant. All debts due to and owing by the said late firm will be received and paid by the said Robert Berry.—Dated 19th day of November 1895.

W. H. DENISON.  
R. BERRY.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned William Walkington and James Bardy both of Number 54 Navigation-road in the city of York, Geese and Pig Dealers carrying on business as Geese and Pig Dealers at Number 54 Navigation-road aforesaid under the style or firm of Walkington and Bardy has been dissolved by mutual consent as and from the 18th day of November 1895.—Dated 18th day of November 1895.

WILLIAM WALKINGTON.  
JAMES BARDY.

**N**OTICE is hereby given that the Partnership heretofore existing between us the undersigned Stephen Bulstrode Whitelock John Joseph Robins and Claude Melville Daniell in the trade or business of Cabinet Makers and Carpenters and Engineers carried on by us at 1A Blagdon-street Lewisham in the county of Kent under the firm of the Kent Cabinet and Engineering Company was dissolved on the 8th day of November 1895, by mutual consent. All debts due to and owing by the late firm will be received and paid by the undersigned Stephen Bulstrode Whitelock.—Dated this 8th day of November 1895.

S. B. WHITELOCK.  
J. J. ROBINS.  
C. M. DANIELL.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Robert Elliott Herbertson and Julius Turner carrying on the business of Solicitors at 42 Grainger-street Newcastle-upon-Tyne under the style or firm of Herbertson and Turner was determined by effluxion of time on the 1st day of November 1895.—Dated this 16th day of November 1895.

R. E. HERBERTSON.  
JULIUS TURNER.

**T**AKE notice that the Partnership heretofore subsisting between Albert Reuben Atkey and John William Kendrick trading at 71 Parliament-street in the town of Nottingham under the style or firm of the Little John Cycle Company as Cycle Manufacturers has been this day dissolved by mutual consent. All accounts owing by and debts due to the said firm will be paid and received by the said John William Kendrick alone.—Dated this 18th day of November 1895.

A. R. ATKEY.  
J. W. KENDRICK.

**N**OTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Bennett Brothwell and William Essam carrying on business as Mineral Water Manufacturers at 63 Forncett-street in the city of Sheffield under the style or firm of Brothwell and Essam has been dissolved by mutual consent as and from the 18th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said Bennett Brothwell.—Dated 18th day of November 1895.

BENNETT BROTHWELL.  
WILLIAM ESSAM.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned Daniel Marsland and William Wentworth Taylor carrying on business as Yarn Agents at No. 17 St. Ann's-square in the city of Manchester under the style or firm of Marsland Brothers and Taylor has been dissolved by mutual consent as and from the 20th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said William Wentworth Taylor by whom the business will be carried on under the style of Wentworth Taylor and Co.—Dated 20th day of November 1895.

DANIEL MARSLAND.  
WILLIAM WENTWORTH TAYLOR.

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned Arthur James McCardie and Edwin Edgar Thompson carrying on business as General Mill Furnishers at the Lion Millstone Works Bagot-street Birmingham under the style or firm of McCardie and Thompson has been dissolved by mutual consent as and from the 19th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said Edwin Edgar Thompson who will carry on the said business alone under the same style.—Dated this 19th day of November 1895.

ARTHUR JAMES MCCARDIE,  
by Edward Clements his Attorney.  
E. E. THOMPSON.

**NOTICE** is hereby given that the Partnership heretofore subsisting between us the undersigned Henry William John Carter and John Charles Saddington carrying on business as Timber Merchants at Upper York-street Bristol, under the style or firm of the Bristol Bent Timber and Saw Mills Company has been dissolved by mutual consent as and from the 12th day of March 1894. All debts due to and owing by the said late firm will be received and paid by the said Henry William John Carter.—Dated this 18th day of November 1895.

HENRY WILLIAM JOHN CARTER.  
JOHN CHARLES SADDINGTON.

**NOTICE** is hereby given that the Partnership lately subsisting between us the undersigned William Powell and John Henry Beale Lewis under the style or firm of Powell Lewis and Co., at Temple-chambers No. 8 St. John's-street Cardiff in the county of Glamorgan in the business of Accountants Auctioneers Commission Agents and Valuers was this day dissolved by mutual consent. All debts due to and payable by the said firm will be received and paid by the said John Henry Beale Lewis.—Dated this 18th day of November 1895.

WM. POWELL.  
JNO. H. BEALE LEWIS.

**NOTICE** is hereby given that the Partnership heretofore subsisting between the undersigned William Reed Howarth Dyson and James Dyson carrying on business as Cotton Manufacturers in Spring Bank shed at Nelson in the county of Lancaster under the style or firm of Reed and Dyson Brothers was dissolved as from the 31st day of December last by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said William Reed and James Dyson who will carry on the business under the same style or firm as heretofore.—Dated the 7th day of November, 1895.

WILLIAM REED.  
HOWARTH DYSON.  
JAMES DYSON.

**NOTICE** is hereby given that the Partnership heretofore subsisting between us the undersigned Henry Francis Apps and Francis John Apps carrying on business as Grocers at Brabourne in the county of Kent under the style or firm of Apps Brothers has been dissolved by mutual consent as and from the 14th day of November 1895. All debts due to and owing by the said late firm will be received and paid by the said Henry Francis Apps.—Dated 19th day of November 1895.

HENRY F. APPS.  
FRANCIS JOHN APPS.

**NOTICE** is hereby given that the Partnership (if any) lately subsisting between us the undersigned Sam Leslie Emmerson Frank Pollitt Emmerson and John McCrum Emmerson carrying on business at 34A Fall-mall in the city of Manchester as Cotton Manufacturers under the style or firm of Emmerson Brothers has been dissolved as from the 18th day of November 1895 by mutual consent so far as regards the said Sam Leslie Emmerson who retires from the firm. All debts due to or owing by the said firm will be received and paid by the said Frank Pollitt Emmerson and John McCrum Emmerson who will continue the said business under the same style or firm on their own account.—As witness our hands this 18th day of November 1895.

SAM L. EMMERSON.  
FRANK P. EMMERSON.  
JOHN McCRUM EMMERSON.

**NOTICE** is hereby given that the Partnership heretofore subsisting between us the undersigned William Henry Tranter and John Henry Simpson carrying on business as Coal Merchants at Boston in the county of Lincoln under the style or firm of Simpson and Tranter has been dissolved by mutual consent as and from the 15th day of November 1895. All debts due to and owing by the late firm will be received and paid by the said John Henry Simpson.—Dated this 20th day of November 1895.

WILLIAM HENRY TRANTER.  
JOHN H. SIMPSON.

**NOTICE** is hereby given that the Partnership heretofore subsisting between the undersigned Bohun Henry Chandler Fox and William George Barrow Pulman carrying on the practice of Solicitors at Lutterworth in the county of Leicester under the style or firm of J. and B. H. C. Fox has been dissolved as and from the 18th day of November instant. All debts due to and all debts and liabilities owing by the said firm will be received and discharged by the said William George Barrow Pulman by whom the said practice will in future be carried on at Lutterworth aforesaid and at Rugby in the county of Warwick.—Dated this 20th day of November 1895.

B. H. C. FOX.  
W. G. B. PULMAN.

**NOTICE** is hereby given that the Partnership lately subsisting between us the undersigned Henry William Day, George Hill, William Johnson Cullin and James Arthur Bechings carrying on the business of Engineers Boiler-makers and Ship Smiths at Cliff-court Snargate street Dover under the style or firm of Day Hill and Co. has this day been dissolved by mutual consent so far as regards Henry William Day who retires from the firm. The business will be continued by the other partners under the style or firm of Hill and Company.—Dated this 16th day of November 1895.

HENRY WILLIAM DAY.  
GEORGE HILL.  
WILLIAM JOHNSON CULLIN.  
JAS. ARTHUR BECHINGS.

**NOTICE** is hereby given that the Partnership heretofore subsisting between us the undersigned John Robertshaw and Walter Knowles carrying on business as Mechanics at Borough Mills Manchester road Bradford in the county of York under the style or firm of Knowles and Robertshaw was dissolved as and from the 1st day of November 1895, by mutual consent.—Dated the 18th day of November 1895.

JOHN ROBERTSHAW.  
WALTER KNOWLES.

**NOTICE** is hereby given that the Partnership heretofore subsisting between us the undersigned William Croysdale and John Croysdale carrying on business as Dyers and Drysalers at Fearn's Island East-street in the city of Leeds under the style or firm of Croysdale Brothers has been dissolved by mutual consent as and from the 1st day of October 1895 and that the said business has been from that time transferred to and carried on and will henceforward be carried on by William Croysdale the younger the son of the above named William Croysdale under the style of Croysdale Brothers. All debts due to and owing by the said late firm will be received and paid by the said William Croysdale the younger.—Dated this 15th day of November 1895.

WM. CROYSDALE.  
JOHN CROYSDALE.  
WM. CROYSDALE JUNR.

Re GEORGE KING Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against the estate of George King late of Mayfield in the county of Sussex Draper and Grocer deceased (who died on the 29th day of July last) are hereby required to send the particulars in writing of their claims or demands to us the undersigned on or before the 24th 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 19th day of November 1895.

SPROTT and SONS Mayfield Sussex Solicitors  
for the said Executors.

## Re RICHARD BLEASDALE Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Richard Bleasdale formerly of Windy Hill but late of No. 1 Gladstone-terrace both in Lancaster in the county of Lancaster Farm Labourer deceased (who died on the 20th day of October 1895, and whose will was proved in the Lancaster District Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th day of November 1895, by Richard Bleasdale and Edmund Farnworth the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 28th 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 1895.

HAWORTH and BROUGHTON, 5 Union-street, Accrington, Solicitors for the said Executors.

## CAROLINE TRAPP Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty chapter 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Caroline Trapp late of No. 20 Saint Peters-street Bedford in the county of Bedford Widow (who died on the 25th day of December 1894 at Bedford aforesaid and whose will with two codicils thereto was proved by Mark Whyley of Bedford aforesaid Solicitor William Greaves Johnson of Bedford aforesaid Surgeon and George Wells of Bedford aforesaid Manufacturer and Merchant the executors therein named on the 27th day of March 1895 in the Northampton 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 said Mark Whyley William Greaves Johnson and George Wells or to the undersigned their Solicitors on or before the 3rd day of December next; and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto having regard only to the claims of which the said executors shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 13th day of November 1895.

WHYLEY and PIPER Dame Alice-street Bedford Solicitors for the said Executors.

## WILLIAM NELSON HUTCHINSON Deceased.

Pursuant to the Statute 22nd and 23rd Victoria cap. 35.

**A**LL persons having claims against the estate of General William Nelson Hutchinson formerly of Welle-bourne Northam, Devon, but late of Eastbourne who died at Beulah Spa Hotel Upper Norwood on the 29th day of June last are required to send in particulars thereof to us the undersigned Solicitors for the executors on or before the 31st day of December next.—Dated this 19th day of November 1895.

ROOKER and BAZELEY, Bideford, N. Devon, Solicitors for and on behalf of Mrs. Mary Hutchinson, Colonel W. F. M. Hutchinson, R.A., and Horatio Gordon Hutchinson Esqre. the Executors named in the will of the Deceased.

## WILLIAM NEAL Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her Majesty cap. 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of William Neal late of Oakington in the county of Cambridge Butcher and Publican deceased (who died on about the 12th day of October 1895 and of whose estate letters of administration with will annexed were granted by the Peterborough District Registry of the Probate Division of the High Court of Justice on the 15th day of November 1895 to Thomas Neal and Herbert Neal) are hereby required to send particulars in writing of their claims or demands to us the undersigned the Solicitors for the said administrators on or before the 28th day of December 1895 after which date

the said administrators will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which they shall then have had notice, and the said administrators 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 the 20th day of November 1895.

ELLISON and CO. 5 Petty Cury Cambridge Solicitors for the said Administrators.

## FRANCES ROBINSON, Decd.

Pursuant to the Statute 22 and 23 Vic. cap. 35.

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Frances Robinson late of 88 Acomb-street Greenheys Chorlton-upon-Medlock Spinster deceased (who died on the 22nd day of September 1895 and letters of administration to whose personal estate and effects were granted out of the Manchester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November 1895 to William Story the lawful uncle of the deceased) are hereby required to send particulars in writing of their claims to me the undersigned on or before the 19th day of December next after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard to the claims or demands of which he shall then have had notice and that he will not be liable for the assets or any part thereof so distributed to any person whose debt claim or demand he shall not then have had notice.—Dated this 18th day of November 1895.

WM. RUSSELL, 11 Wood-street, Bolton, Solicitor for the said Administrator.

## ELIZA BURGIS Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap. 35.

**N**OTICE is hereby given that all creditors and other persons having claims upon the estate of Eliza Burgis formerly of 164 Castle-hill Reading and late of Clevedon Lodge Boscombe Widow deceased (who died on the 30th of August 1895 and whose will was proved in the District Registry at Winchester of the Probate Division of Her Majesty's High Court of Justice on the 14th day of November 1895 by Charles Bloomfield the executor therein named) are hereby required to send particulars, in writing, of their claims to the undersigned, Solicitors for the said executor on or before the 31st of December 1895 after which date the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto having regard only to the claims of which he shall then have had notice; and the said executor will not be liable or accountable for the assets or any part thereof so distributed to any person of whose claim he shall not then have had notice.—Dated this 20th day of November 1895.

BLANDY and BLANDY 1 Friar-street, Reading, Solicitors for the said Executor.

## HENRY SMITH Esqre. Deceased.

**N**OTICE is hereby given pursuant to the Act of Parliament of the 22nd and 23rd Vic. c. 35 that all persons having any claims or demands upon or against the estate of Henry Smith who carried on business under the style or firm of Chas. Boulton and Smith at 77A Market-street Manchester Stock and Share Brokers and who resided at Kirkmanshulme-lane Longsight near Manchester deceased (who died on the 22nd day of August 1895 and whose will was proved by Henry Boulton Smith and Annie Boulton Smith two of the lawful children of the said deceased on the 18th day of November 1895 in the Manchester District Registry of the Probate Division of the High Court of Justice one of the trustees and executors of the said will namely the testator's widow Ann Smith having died on the 2nd day of September 1895 without having proved the said will and the other trustee and executor John Holdsworth Bland of Longsight near Manchester therein named having renounced probate thereof) are hereby required to send in the particulars of their debts or claims to the said Henry Boulton Smith and Annie Boulton Smith at the offices of the undersigned their Solicitor on or before the 31st day of December next and notice is hereby also given that after that day the said Henry Boulton Smith and Annie Boulton Smith will proceed to distribute the assets of the said Henry Smith deceased amongst the parties entitled thereto having regard only to the claims of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 19th day of November 1895.

W. H. BLEARS 40 King-street Manchester Solicitor for the said Henry Boulton Smith and Annie Boulton Smith.

**JANE GAMON Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria chapter 35.

**NOTICE** is hereby given that all creditors and other persons having any claims or demands against the estate of Jane Gamon late of Upper Northgate-street in the city of Chester Spinster deceased (who died on the 18th day of February 1895 and whose will was proved in the District Registry at Chester of the Probate Division of Her Majesty's High Court of Justice on the 28th day of March 1895 by John Gamon and Adeline Jane Palin the executors therein named) are hereby required to send the particulars, in writing, of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 30th 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 19th day of November 1895.

**GAMON FARMER and GAMON** Cathedral-chambers, Chester, Solicitors for the Executors

**MARTHA HOUSTON Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria chapter 35.

**NOTICE** is hereby given that all creditors and other persons having any claims or demands against the estate of Martha Houston late of Little Saint John-street in the city of Chester Widow deceased (who died on the 28th day of March 1895 and whose will was proved in the District Registry at Chester of the Probate Division of Her Majesty's High Court of Justice on the 23rd day of May 1895 by John Gamon and John Percival Gamon both of the city of Chester Solicitors the executors therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 24th 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 19th day of November 1895.

**GAMON FARMER and GAMON** Cathedral-chambers Chester Solicitors for the Executors.

**HENRY BROWN 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 Henry Brown, late of Oak House, in the parish of Ifield, in the county of Sussex, Corn Merchant, deceased (who died on the 3rd day of August 1895 and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 9th September 1895 by Anne Brown, Edward Day and Richard Bodle the executors therein named) are hereby required to send in the particulars of their claims to me, the undersigned, on or before the 1st day of January 1896 after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the debts and claims only of which the said executors shall then have had notice; and the said executors will not be liable for the assets, so distributed, to any person of whose debt or claim they shall not then have had notice; and notice is hereby further given, that all debtors and other persons owing money to the said deceased are hereby required to pay the same to one of the executors named or to me, the undersigned, forthwith.—Dated this 18th day of November, 1895.

**A. C. COOLE** Carfax, Horsham, Sussex Solicitor for the Executors.

**PHILIP ASHBERRY Deceased.**

Pursuant to the Statute 22 and 23 Victoria chapter 35.

**NOTICE** is hereby given that all creditors and others having any claims or demands upon or against the estate of Philip Ashberry heretofore of Bowling Green-street Sheffield Manufacturer and Merchant but late of Well Field House Sheffield aforesaid Gentleman (who died on the 10th day of February 1881 and whose will was proved at Wakefield on the 24th day of February 1881 by the executors Philip Henry Ashberry George Willis Ashberry and the late Bernard Horam Ashberry are on or before the 11th day of January next to send in particulars of such claims or demands to the said Philip Henry Ashberry and George Willis Ashberry the surviving executors at the offices of Messrs. Henry and

Alfred Maxfield Townhall-chambers Castle-street Sheffield and in default thereof the said surviving executors will proceed to distribute the assets of the said deceased and will not be liable for such assets or any part thereof so distributed to any person of whose claims or demands they shall not have had notice.—Dated this 18th day of November 1895.

**HENRY and ALFRED MAXFIELD** Townhall-chambers, Sheffield Solicitors for the surviving Executors.

**ESTHER MARIA EMETT Deceased.**

Pursuant to Statute 22 and 23 Vic. cap. 35.

**THE** creditors of Esther Maria Emmett formerly of Belgrave Villa, Fishponds in the parish of Stapleton in the county of Gloucester, Widow (who died on the 11th April 1895 and whose will dated the 25th September 1889, was proved by Philip Horatio Harris and Llewellyn Sims Allen, the executors therein named, in the Bristol District Registry on the 15th August 1895) are on or before the 1st day of January next to send particulars of their debts or claims to us the undersigned; or in default thereof the said executors will proceed to distribute the assets of the said deceased having regard only to claims of which they shall then have had notice.

**G. BUSH and BUSH**, 9 Bridge-street, Bristol, Solicitors to the said Executors.

**Miss ELIZABETH BROCKET Deceased.**

Pursuant to the Act of Parliament 22 and 23 Vic. cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given that all creditors and other persons having any claims or demands against the estate of Elizabeth Brocket late of Spains Hall Willingale Spain in the county of Essex Spinster deceased (who died on the 25th April last and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 2nd July last by Mrs. Mary Meryon the sole executrix therein named) are hereby required to send the particulars in writing of their claims or demands to me, the undersigned on or before the 1st day of January 1896 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 such claims and demands as she shall then have had notice and she will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 19th day of November 1895.

**WALTER DAWES** Bank-chambers, Rye, Sussex Solicitor for the Executrix.

**JOSEPH WADE Deceased.**

Pursuant to Statute 22nd and 23rd Victoria chapter 35.

**NOTICE** is hereby given that all persons having any claims against the estate of Joseph Wade formerly of Uppingham in the county of Rutland but late of Billingham in the county of Lincoln Cooper and Timber Merchant deceased (who died on the 24th day of August 1895 and whose will was proved in the Lincoln District Registry of the Probate Division of Her Majesty's High Court of Justice on the 25th day of October 1895 by Kezia Wade of Billingham aforesaid widow of the deceased and John Croden of Preston in the county of Rutland Carpenter the executors named in the said will) are required to send particulars of their claims to us before the 24th day of December next after which date the assets of the said deceased will be distributed amongst the parties entitled thereto having regard only to the claims of which notice has then been given.—Dated this 18th day of November 1895.

**JESSOPP and CO.** Sleaford Lincolnshire Solicitors for the said Executors.

**ELLEN CASWELL Deceased.**

Pursuant to Statute 22nd and 23rd Victoria chapter 35.

**NOTICE** is hereby given that all persons having any claims against the estate of Ellen Caswell, late of Kelby, in the county of Lincoln, Spinster deceased (who died on the 1st day of August 1895 and whose will was proved in the Lincoln District Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of September 1895 by Thomas Barrand of Kelby aforesaid the executor according to tenor) are required to send particulars of their claims to us before the 24th day of December next after which date the assets of the said deceased will be distributed amongst the parties entitled thereto having regard only to the claims of which notice has then been given.—Dated this 18th day of November 1895.

**JESSOPP and CO.** Sleaford Lincolnshire Solicitors for the said Executor.

**GEORGE KEMP Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria cap. 35. NOTICE is hereby given that all creditors and persons having any claims or demands against the estate of George Kemp late of Woolley Moor near Alfreton in the county of Derby Farmer (who died on the 27th day of October 1895 and letters of administration of whose personal estate were granted by the Principal Probate Registry on the 12th day of November 1895 to John Kemp of No. 13 Ash-grove Didsbury-road Heaton Norris near Stockport) are hereby required to send in writing the particulars of their claims or demands to the said administrator at the office of me the undersigned on or before the 31st day of January 1896 at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased amongst the parties entitled thereto having regard only to the claims of which he shall then have had notice.—Dated this 15th day of November 1895.

H. S. GRATTON 7 Knivesmith-gate Chesterfield Solicitor for the said Administrator.

**WILLIAM WEBSTER Deceased.**

Pursuant to the Statute 22 and 23 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 debts claims or demands against or upon the estate of William Webster formerly of San Francisco but late of Potters-pury in the county of Northampton Yeoman (who died on the 31st day of July 1895 and of whose personal estate letters of administration were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 7th day of November 1895 to Beatrice Webster his widow) are hereby required to send particulars in writing of their debts claims or demands to me the undersigned the Solicitor for the said administratrix on or before the 11th day of January 1896 after which date the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the debts claims and demands of which she shall then have had notice; and the said administratrix will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose debts claims or demands she shall not then have had notice.—Dated this 16th day of November 1895.

W. R. PARROTT, High-street Stony Stratford Bucks Solicitor for the said Administratrix.

**HERBERT GEORGE ALLEN Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and persons having any claims or demands upon or against the estate of Herbert George Allen late of No. 11 Wellesley street Hanley in the county of Stafford Gold Merchant deceased (who died on the 4th day of November 1894 and whose will was proved by the Reverend Edward Duncan Boothman of Shelton Hanley aforesaid Clerk in H. J. Orders and William Tomlinson of Princes-road Penkhull Stoke-upon-Trent in the said county Merchant the executors therein named on the 4th day of January 1895 in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice) are hereby requested to send the particulars in writing of their claims or demands to me the undersigned their Solicitor on or before the 21st day of December next 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 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 13th day of November 1895.

WILLIAM ARNOLD 9 Albion-street Hanley Staffs Solicitor for the Executors.

**STEWART GORTON Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any debts, claims or demands against the estate of Stewart Gorton, late of the Stock Exchange and of 27 Throgmorton-street both in the city of London and of 49, Devonshire-street Portland-place in the county of Middlesex Stock and Share Broker (who died on the 8th day of August 1895, and whose will was proved by Walter Maximilian De Zoete, and Frank William Stewart Gorton, both of 27 Throgmorton-street aforesaid the Executors therein named in the Principal Registry of the Probate Division of Her

Majesty's High Court of Justice on the 14th day of October 1895), are required to send particulars in writing of their debts, claims or demands to us the undersigned as Solicitors to the said executors on or before the 20th day of December 1895; and notice is hereby given, that at the expiration of that time 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, and demands of which they shall then have had notice; and that they will not be liable for the assets or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 15th day of November 1895.

MORLEY SHIRREFF and CO. 53, Gresham House, Old Broad-street, London, E.C., Solicitors to the said Executors.

**THOMAS SPENCER JACKSON Esquire Deceased**

Pursuant to the Statute 22nd and 23rd Vict. cap. 35.

NOTICE is hereby given that all creditors and other persons having claims against the estate of Thomas Spencer Jackson, late of Norfolk House, Kew-road, Richmond, Surrey, Esquire, deceased (who died on the 18th day of July 1895 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 12th day of October 1895 by James Cort Haddon one of the executors thereof) are required to send particulars in writing of their claims to us the undersigned, the Solicitors for the said executor, on or before the 28th day of December 1895, after which date the executors will distribute the estate of the deceased amongst the parties entitled thereto having regard only to the claims of which they shall then have had notice.—Dated the 21st day of November 1895.

SMITH and BURRELL, 5 Hill-street, Richmond, Surrey, Solicitors for the said Executors.

**Re SARAH SEATON Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria cap. 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against or upon the estate of Sarah Seaton late of 181 Camden-road Camden Town in the county of London Widow deceased who died on the 5th day of June 1895 and whose will together with two codicils thereto was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 12th day of November 1895 by Kate Lucy Hathrill (otherwise Stebbing) one of the executors named in the said will and Alfred Arthur Millward the executor named in the second codicil thereto (Thomas Ison the other executor named in the said will having first renounced probate) are hereby required to send in full particulars in writing of their debts claims and demands upon the estate of the said deceased to Messrs. Roscoe and Hincks of 73 Christopher-street Finsbury-square London E.C. the Solicitors for the said executors on or before the 19th day of December 1895 after the expiration of which time the 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 notice and notice is hereby also given that the said executors will be liable for the estate 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 18th day of November 1895.

ROSCOE and HINCKS 23 Christopher-street Finsbury-square London E.C. Solicitors for the said Executors.

**EDMUND SEWELL Deceased.**

Pursuant to the Statute 22nd and 23rd Vic. c. 35.

NOTICE is hereby given that all persons having any claims against the estate of Edmund Sewell late of Arkwright-street in the town of Nottingham formerly of No. 5 the Promenade Robin Hood-street in the said town Wholesale Fruit and Potato Merchant deceased (who died on the 9th day of May last and to whose personal estate letters of administration with the will annexed were on the 1st day of June last issued out of the Nottingham District Registry of the Probate Division of Her Majesty's High Court of Justice to Caroline Barratt (wife of Henry Barratt) sister of the said deceased) are required to send particulars in writing of such claims to me the undersigned on or before the 21st day of December next after which date the said Caroline Barratt will distribute the assets of the deceased having regard only to the claims of which she shall then have had notice.—Dated this 20th day of November 1895.

WM. CLIFTON Saint Peter's-chambers Nottingham Solicitor for the Administratrix.

## Re SUSANNA NICHOLLS HEXT Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Susanna Nicholls Hext, late of 17 Torrington-place Plymouth in the county of Devon Widow deceased (who died on the 8th day of October 1893 and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 1st day of October 1895 by William Harrison of Plymouth aforesaid Solicitor the executor therein named) are hereby required to send the particulars in writing of their claims or demands to the undersigned Solicitors for the said executor on or before the 31st day of December 1895 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 have then had notice.—Dated this 19th day of November 1895.

SHELLY and JOHNS 20 Princess-square Plymouth Solicitors for the said Executor.

## PERCIVAL LAIDLER Deceased.

Pursuant to the Statute 22 and 23 Victoria cap. 35.

**N**OTICE is hereby given that all persons having any claims or demands against the estate of Percival Laidler of South Hetton in the county of Durham Grocer and Provision Dealer deceased (who died on the 2nd day of February 1895 and whose will was proved by the Revd. John Handley Clarkson and Percival Laidler the executors therein named in the Durham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 27th day of March 1895) are hereby required to send particulars of their claims or demands to us the undersigned Solicitors for the said executors on or before the 21st day of December 1895 after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets 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 20th day of November 1895.

TREWHITT and ROBSON 58 Fawcett-street Sunderland Solicitors for the said Executors.

## Re STEPHEN BUSBRIDGE Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Stephen Busbridge late of the Harecastle Hotel, Kidsgrove in the county of Stafford Hotel Proprietor deceased (who died on the 29th day of December 1894, and whose will was proved in the Lichfield District Registry Probate Division of Her Majesty's High Court of Justice, on the 17th day of April 1895 by John Handle Busbridge Robert Dickenson Frederick George Warbarton and Henry James Booth the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned 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 have had notice.—Dated this 15th day of November 1895.

EDWARD HOLLINSHEAD 2 Rathbone-street Tunstall and the Avenue Kidsgrove Solicitor to the Executors.

## MARGARET ANNE OLDHAM Deceased.

Pursuant to the Statute 22 and 23 Victoria cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any debts claims or demands upon or against the estate of Margaret Anne Oldham late of the Firs King's Heath in the county of Worcester who died on the 3rd day of July 1895 and whose will was proved in the Worcester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 31st day of October 1895 by John Edwards and Thomas Palmer the executors in the said will named are hereby required to send in written particulars of their debts

claims or demands upon or against the said estate 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 among the persons entitled thereto having regard only to the debts claims and demands of which they shall then have had notice.—Dated this 20th day of November 1895.

TARLETON and BUTLIN Prudential Assurance-buildings Corporation street Birmingham Solicitors for the said Executors.

## CHARLES THOMAS SMITH Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap. 35.

**N**OTICE is hereby given that all persons having any claims against the estate of Charles Thomas Smith formerly of 83 Raglan-street Fenton in the county of Stafford but late of 29 Pembroke place in the city of Liverpool Gentleman deceased (who died on the 15th day of October last) are hereby required to send all particulars thereof to me the undersigned on behalf of the executors on or before the 23rd day of December next, after which date the executors will proceed to distribute the assets of the deceased among the persons entitled thereto having regard only to the claims and demands of which they shall then have notice.—Dated this 22nd day of November 1895.

HENRY H. BELL 34 South John-street Liverpool Solicitor for the Executors.

## EMILY CLARKE, Deceased.

Pursuant to the Law of Property Amendment Act, 1859.

**N**OTICE is hereby given that all persons having any claims or demands against the estate of Emily Clarke, late of 124, Mildmay-park, Islington, London, Spinster (who died on the 22nd of October, 1895, and whose will was proved by Henry Hill, of the India Office, Westminster, S.W., and Captain Pembroke Marshall, of 25, Westbourne-villas, Brighton, the executors therein named, in the Principal Probate Registry, on the 15th day of November, 1895) are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 30th day of December, 1895, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and they will not be liable for the assets so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 19th day of November, 1895.

ANDREW, WOOD, and CO., 8, Great James-street, Bedford-row, London, W.C., Solicitors for the said Executors.

## CHARLOTTE ELIZA WARD, Deceased.

Pursuant to the Statute 22 and 23 Victoria chapter 35.

**N**OTICE is hereby given that creditors and other persons having any debts or claims against the estate of Charlotte Eliza Ward late of the Hollies Prescott in the county of Lancaster Spinster deceased (who died on the 21st day of September 1895 and whose will was proved in the District Registry at Liverpool on the 6th day of November 1895 by Louisa Sedley Davies the executrix therein named) are hereby required to send in particulars in writing of such debts or claims to Messrs. Banks Kendall and Taylor of 26 North John-street Liverpool Solicitors for the said Louisa Sedley Davies on or before the 10th day of January 1896 after which date the executrix will distribute the assets of the said deceased amongst the parties entitled thereto having regard only to the debts and claims of which she shall then have notice.—Dated this 20th day of November 1895.

BANKS KENDALL and TAYLOR 26 North John-street Liverpool and 3 Derby-street Prescott Solicitors for the said Executrix.

## SALLY ELKAN Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap. 35.

**N**OTICE is hereby given that all persons having any claims or demands against the estate of Sally Elkan late of Esplanade No. 47 in the city of Hamburg Merchant (who died on the 23rd November 1893 and whose will and three codicils were proved on the 15th November 1895 by Carl Elkan one of the executors) are required to send the particulars of their claims or demands to the undersigned before the 31st day of December next, after which date the executor will distribute the estate of the deceased amongst the parties entitled thereto having regard only to the claims of which he shall then have had notice.—Dated this 19th day of November 1895.

GOLDBERG LANGDON BARRETT and NEWALL 2 and 3 West-street Finsbury-circus E.C. Solicitors for the said Executor.

The Right Honorable ARTHUR EDWIN Baron  
TREVOR deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria chapter 35 intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any debts claims or demands against the estate of the Right Honorable Arthur Edwin Baron Trevor late of Brynkinalt in the county of Denbigh and 25 Belgrave-square in the county of London deceased (who died on the 25th day of December 1894 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 29th day of June 1895 by the Right Honorable Mary Catherine Baroness Trevor and Lieutenant Colonel the Hon George Herbert Windsor Windsor Clive the executors therein named) are hereby required to send in the particulars of their debts claims and demands to us the undersigned on or before the 1st day of December 1895 after which date the assets of the deceased will be distributed among the persons entitled thereto having regard only to the claims of which they shall then have notice and the said executors will not be liable or accountable for the assets so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November 1895.

CURREY HOLLAND and CURREY 14 Great George-street Westminster S.W. Solicitors to the said Executors.

Re DAVID CARTLIDGE Deceased.

Pursuant to the Act of Parliament 22 and 23 Vict. 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 David Cartlidge late of Talke Pits Talke in the county of Stafford Retired Grocer deceased (who died on the 25th day of September 1895 and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 30th day of October 1895 by Laban Hyde of Martin's Bank Talke aforesaid Builder and Joseph Jackson of New-road Talke aforesaid Post Master the executors therein named) are hereby required to send particulars in writing of such claims to us the undersigned on or before the 19th day of December 1895 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 claims of which they shall then have had notice; and they will not be liable for the assets of the said deceased or any part thereof, so distributed to any person of whose claims they shall not then have had notice.—Dated this 19th day of November 1895.

T. SHERRATT and NELSON Kidsgrove Solicitors for the Executors.

RICHARD BROWN, Deceased.

Pursuant to the Statute 22nd and 23rd Vict. cap. 35 entitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Richard Brown late of Ladywood-road Edgbaston and St. Mary-street Ladywood Birmingham in the county of Warwick, Cab and Omnibus Proprietor, deceased (who died on the 6th day of June 1895 and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 3rd day of August 1895 by Richard William Brown and John Lancaster the executors named in the said will) are hereby required to send in particulars of their claims or demands to us the undersigned, Solicitors to the said executors, on or before the 16th day of December 1895; and notice is hereby further given that after the 16th day of December 1895 the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims or demands of which they shall then have received notice and they will not be answerable 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 received notice.—Dated this 19th day of November 1895.

FALLOWS and COCHRANE, Lincoln's-inn, 174 Corporation-street, Birmingham, Solicitors for the said Executors.

WILLIAM MUNDAY Deceased.

MARY MUNDAY Deceased.

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Mary Munday deceased late of Heath Farm Petersfield Hants (who died on the 10th day of July 1894) as the executor of the will of the late William Munday (who died on the 10th day of February 1883) in respect of the carrying on by the said Mary

Munday deceased of the Farm and Grazing business of the said testator at the Heath Farm Petersfield aforesaid up to the 11th day of October 1892 and in respect of the carrying on by her up to the date of her death of the Farm and Grazing business formerly carried on by the said testator at Stanbridge and Uphill Farms in the parish of Buriton Hants and at Chidden Farm in the parish of Hambledon Hants and also all persons having any claims or demands against William Munday and Francis Munday the present executors of the will of the said William Munday deceased in respect of their carrying on of the said Stanbridge and Uphill Farms to the 10th day of October 1895 and in respect of their carrying on of the said Chidden Farm up to the 29th day of September 1895 are hereby required to send in the particulars of their claims and demands to the said William Munday and Francis Munday or to the undersigned their Solicitors on or before the 20th day of December 1895; and notice is hereby given that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims of which the said executors shall then have notice and they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November 1895.

HYDE and HOBBS 124 High-street Portsmouth Solicitors for the said William Munday and Francis Munday.

ALEXANDER COMERFORD Deceased.

Pursuant to the Statute 22 and 23 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 debts claims or demands against or upon the estate of Alexander Comerford late of Greenfield Hoole in the county of Chester and No. 11 Brunswick-street in the city of Liverpool Corn Broker (who died on the 26th day of May 1895 and of whose personal estate letters of administration were granted by the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 1st day of July 1895 to James Comerford of Ard Avon Rathdrum in the county of Wicklow Ireland) are hereby required to send particulars in writing of the debts claims or demands to us the undersigned the Solicitors for the said administrator on or before the 21st day of December 1895 after which date the administrator will proceed to administer the assets of the said deceased among the parties entitled thereto having regard only to the debts claims and demands of which he shall then have had notice, and the said administrator will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose debts or claims he shall not then have had notice.—Dated this 18th day of November 1895.

TYRER KENION TYRER and SIMPSON 14 North John-street Liverpool.

Re HENRY HARRIS Deceased.

NOTICE is hereby given that all creditors and persons having any claims or demands upon or against the estate of Henry Harris late of 30 Warstone-lane and of Stirling-road Edgbaston both in the city of Birmingham Jeweller deceased (who died on the 4th day of September 1895 and whose will has been duly proved) are hereby required to send in the particulars of their claims and demands to E. M. Sharp Esq. Chartered Accountant Colmore-row Birmingham or to me the undersigned Solicitor for the executor on or before the 1st day of December next, after which day the executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated the 18th day of November 1895.

DAVID DAVIS, 26 Corporation-street Birmingham Solicitor for the Executor.

HENRY BARZEY, Deceased.

22nd and 23rd Vict. cap. 35.

ALL persons having claims against the estate of Henry Barzey late of Goodwick in the parish of Llanunda in the county of Pembroke Grocer and Draper deceased (who died on the 9th day of September 1895 and whose will was proved in the Principal Registry on the 4th day of November 1895 by William John of Haverfordwest Wholesale Grocer the executor thereof) are required to send particulars in writing of such claims to the undersigned before the 31st day of December next after which date the executor will distribute the assets among the persons entitled.—Dated the 19th day of November 1895.

EATON-EVANS and WILLIAMS Haverfordwest, Solicitors to the Executor.

**ROBERT HELLIS Deceased.**

Pursuant to the Statute 22nd and 23rd Vic. capt. 35.

**N**OTICE is hereby given that all persons having any claim against the estate of Robert Hellis late of Strathearn, Lewisham Park, Lewisham, Kent, of 13 Silver-street, Kensington, W. and of 211 and 213 Regent-street, W., Photographer (who died on the 18th day of June 1895 and whose will was proved in the Principal Probate Registry on the 26th day of July 1895 by Gertrude Hellis, of Strathearn, Lewisham Park, Widow, William Henry Hellis and William Edward Morgan, both of No. 211 and 213, Regent-street, London, W., Photographers, the executors therein named) are hereby required to send full particulars of their debts or claims to me the undersigned on or before the 1st day of March 1896 after which date the said executors will administer the estate, and distribute the assets having regard only to the claims of which they shall have then had notice and they will not after that date be liable for the assets or any part thereof so distributed to any person of whose claim they shall not then have had notice.—Dated this 20th day of November 1895.

JOHN CHAS. CHARLTON 17 St. Swithin's-lane  
London E.C. Solicitor for the said Executors.

**Re HENRY SMITH Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Henry Smith late of 36 Scarborough-terrace Bootham in the city of York Retired Labourer deceased (who died on the 22nd day of September 1895 and whose will was proved in the York District Registry of the Probate Division of the High Court of Justice on the 15th day of October 1895 by George Gilbert Oliver Sutcliffe of Bridlington in the county of York Solicitor the executor therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executor on or before the 20th day of December 1895, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which he shall then have had notice and he will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 20th day of November 1895.

SUTCLIFFE and SUTCLIFFE Bridlington  
Driffeld and Filey Solicitors for the said  
Executor.

**FREDERICK STEPHENSON Deceased.**

Pursuant to Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any debts claims or demands against the estate of Frederick Stephenson late of Italian Villa Leckhampton-road Cheltenham in the county of Gloucester Gentleman deceased (who died on the 9th day of September 1895 and of whose personal estate and effects letters of administration with the will annexed were granted to Frederick Stephenson of Italian Villa Leckhampton-road Cheltenham aforesaid son of the said deceased by the Gloucester District Registry of the Probate Division of the High Court of Justice, on the 9th day of November 1895) are hereby required to send particulars of their claims to the undersigned for and on behalf of the said administrator before the 20th day of January 1896 after which date the said administrator will distribute the estate of the above-named deceased among the parties entitled thereto having regard only to the claims of which the said administrator shall then have had notice and without being answerable or responsible for the estate so distributed to any person or persons of whose debts claims or demands he shall not then have had notice.—Dated this 19th day of November 1895.

JOHNSON BARCLAY JOHNSON and ROGERS  
36 Waterloo-street Birmingham Solicitors for  
the Administrator.

**JOHN HARTLEY Deceased.**

Pursuant to the Statute 22nd and 23rd Vic., chap. 35.

**N**OTICE is hereby given that creditors next-of-kin and all other persons having any claim against the estate of John Hartley, late of the township of Old Accrington in the county of Lancaster, Block Printer who died on the 16th December 1855 at Old Accrington aforesaid probate of whose will was granted to his daughters Nancy Hartley, Spuister, and Alice Parkinson wife of John Parkinson the executrixes therein named in

the month of January 1856 by the Rural Dean's Court at Chester are hereby required to send the particulars thereof in writing on or before the 23rd day of December next to me the undersigned Solicitor for John Parkinson, to whom letters of administration of the unadministered personal estate of the said John Hartley were granted by Her Majesty's High Court of Justice, at the District Probate Registry thereof at Chester, on the 18th day of November 1895 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.—Dated this 20th day of November 1895.

D. L. SPRAKE, 10, Burnley-road, Accrington,  
Solicitor for the Administrator.

**FRANCIS SPRATLEY Deceased.**

Pursuant to Statute 22 and 23 Vic. cap. 35.

**A**LL persons having any claims against the estate of Francis Spratley late of No. 1 Edward-road Hampton-hill in the county of Middlesex (who died on the 27th September last and letters of administration to whose estate and effects were granted by the Principal Probate Registry on the 2nd November 1895 to James Edward Spratley and Emily Saunders) are required to send in their claims to the undersigned Solicitors for the administrators on or before the 23rd December next after which date the administrators will proceed to distribute the assets of the deceased.—Dated this 21st day of November 1895.

H. H. WELLS and SON, 16 Paternoster-row, E.C.,  
Solicitors for the Administrators.

**JOHN CHEETHAM Esquire J.P. Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria c. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**N**OTICE is hereby given that all creditors and persons having any claims or demands against the estate of John Cheetham late of Limefield House Hyde in the county of Chester Hat Manufacturer deceased (who died on the 29th day of September 1895 and whose will with a codicil thereto was proved by John Cheetham and Josiah Cheetham two of the sons of the said deceased and Edmund Wilde Smith the executors named in the said will on the 7th day of November 1895 in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice) are hereby required to send in the particulars of their claims and demands to the said John Cheetham who resides at Kensington-street Hyde aforesaid or to the undersigned the Solicitors to the said executors on or before the 25th day of January next; and notice is hereby also given that after that day the said executors or the trustees of the said will and codicil will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the executors or trustees shall then have notice and that the said executors or trustees will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November 1895.

HIBBERT and WESTBROOK Clarendon-place  
Hyde Solicitors for the Executors.

**GRANVILLE WILLIAM GRESHAM LEVESON GOWER Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given that all creditors and other persons having any debts, claims or demands against the estate of Granville William Gresham Leveson Gower late of Titsey Place in the county of Surrey, Esquire who died on the 30th day of May, 1895, and whose will was proved by Granville Charles Gresham Leveson Gower and Arthur Wyatt Edgell Esquires the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 25th day of October 1895, are hereby required to send particulars in writing of their debts, claims or demands to Messrs. Morrisons and Nightingale of Reigate Surrey Solicitors or to us, the undersigned, as Solicitors to the said executors, on or before the 31st day of December 1895; and notice is hereby given that at the expiration of that time 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 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 20th day of November 1895.

EVANS FOSTER and WADHAM 2 Gryn's-inn-  
square London W.C. Solicitors to the said  
Executors.

## Re HENRY POWELL Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Henry Powell late of Hampton-villa Esplanade-gardens Scarborough in the county of York Gentleman deceased (who died on the 25th day of March 1895 and whose will was proved in the York District Probate Registry of the High Court of Justice on the 14th day of May 1895 by Robert Holby of the city of York Gentleman the sole executor therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executor on or before the 1st day of January 1896 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 22nd day of November 1895.

HOLTBY and PROCTER 5 New-street York Solicitors for the said Executor.

## JOHN WALTON HORN Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and persons having any claims or demands against the estate of John Walton Horn late of Crackenthorpe near Appleby in the county of Westmorland Yeoman deceased (who died on the 20th day of September 1895 and letters of administration to whose estate were granted by the Carlisle District Registry of the Probate Division of Her Majesty's High Court of Justice on the 4th day of November 1895 to Robert Horn of Crackenthorpe aforesaid Farmer) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said administrator on or before the 30th day of November 1895 after which date the said administrator 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 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 1895.

E. and E. A. HEELI of Appleby Sol.citors for the Administrator.

## HANNAH BENTLEY deceased.

Pursuant to Statute 22 and 23 Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Hannah Bentley late of Chetwynd End near Newport Salop Spinster deceased who died on the 16th day of August 1876 and whose will was proved in the Shrewsbury District Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th day of September 1876 by Thomas Bentley and William Wright Derington the executors thereof are hereby requested to send in writing the particulars of their claims and demands to the undersigned the Solicitor for the said William Wright Derington the surviving executor on or before the 18th day of December 1895 after which date the said surviving executor will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which he shall then have had notice and the said surviving executor 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 1895.

R. N. HEANE Newport Salop Solicitor for the surviving Executor.

## THOMAS SMITH 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 persons having any claims or demands against the estate of Thomas Smith late of Claughton near Gaistang in the county of Lancaster Hay and Straw Dealer deceased (who died on the 30th June 1895 and whose will was proved in the Lancaster District Probate Registry on the 12th of October 1895 by Richard William Lang and William Kirkman the executors therein named) are hereby re-

quired to send the particulars in writing of their claims and demands to me the undersigned the Solicitor for the said executors on or before Monday the 23rd day of December 1895, 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.—Dated this 20th day of November 1895.

JAS. CLARKE, 2 Lune-street, Preston, Solicitor for the Executors.

## THOMAS WEBSTER Deceased.

Pursuant to the Statute 22nd and 23rd Vic. c. 35.

ALL persons having any claim against the estate of Thomas Webster late of Lower Bridge-street Goole in the county of York Book Keeper deceased are hereby required to send particulars thereof to us the undersigned on or before Thursday the 28th November inst. after which date the executor will proceed to distribute the assets amongst the parties entitled having regard only to the claims of which he shall then have had notice.—Dated this 18th day of November 1895.

EVERATT and SILVESTER Goole Solicitors for Jno. Luddington of Lindum House Goole the Executor.

## EDMUND WARNE Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any debts, claims, or demands against the estate of Edmund Warne late of 31 Soho-square, in the county of London Gentleman who died on the 2nd day of February, 1895, and whose will was proved by Thomas Skewes-Cox the executor therein named in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 4th day of July 1895, are hereby required to send particulars in writing of their debts, claims, or demands to us, the undersigned, as Solicitors to the said executor, on or before the 19th day of December 1895; and notice is hereby given that at the expiration of that time the said executor will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which he shall then have notice; and that he will not be liable for the assets or any part thereof so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 2nd day of November 1895.

SKEWES-COX NASH and CO., 8 Lancaster-place, Strand, London, Solicitors to the said Executor.

PURSUANT to a Judgment of the Chancery Division made in the matter of the estate of John Allin deceased and in an action Allin against Allin 1495 A. No. 590 the creditors of John Allin late of Downs House East Hendred in the county of Berkshire who died on the 15th of August 1890 are on or before the 16th day of December 1895 to send by post prepaid to Llewellyn Jotcham of Wantage in the county of Berkshire a member of the firm of Jotcham and Sons Solicitors for the plaintiffs their Christian and surnames addresses and descriptions the full particulars of their claims a statement of their accounts and the nature of the securities (if any) held by them; or in default thereof they will be peremptorily excluded from the benefit of the said Judgment. Every creditor holding any security is to produce the same before Mr. Justice Stirling at his chambers the Royal Courts of Justice London on Tuesday the 14th day of January 1896 at twelve o'clock at noon being the time appointed for adjudicating on the claims.—Dated this 15th day of November 1895.

TORR GRIBBLE ODDIE and SINCLAIR, 33, Bedford-row London W.C. Agents for JOTCHAM and SONS of Wantage Berks Solicitors for the Plaintiffs.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster Liverpool District made in the matter of the estate of Esther Barnes deceased and in an action William Alexander and John Alexander (trading as Jonas Alexander and Sons) against Mary Agnes Radcliffe (1895 Letter A. No. 219) the creditors of Esther Barnes late of Grange-over-Sands in the county of Lancaster Widow who died in or about the month of May 1895 are on or before the 27th day of December 1895 to send by post prepaid to Philip Rham of Milnthorpe in the county of Westmorland the Solicitor of the defendant Mary Agnes Radcliffe the administratrix (with the will annexed) of the personal estate of the deceased their Christian and surname addresses and descriptions and in the case of firms the

names of the partners and the style and title of the firm the full particulars of their claims a statement of their accounts and the nature of the securities (if any) held by them or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Registrar of the Liverpool District at his chambers situate at No. 9 Cook-street, Liverpool, on the 13th day of January 1896 at eleven o'clock in the forenoon being the time appointed for adjudication on the claims.—Dated this 19th day of November 1895.

F. WILLIS TAYLOR Registrar.

#### COUNTY COURTS' JURISDICTION.

**P**URSUANT to an Order of the County Court of Lancashire holden at Blackburn made in an action Butterworth and others against Moulding and another, Y 3021, the creditors of or claiming against the estate of Robert Moulding, late of the Fisherman's Arms, 2, Harvey-street, Oswaldtwistle, in the county of Lancaster, Innkeeper, who died in or about the month of June, 1895, are, on or before the 9th day of December 1895, to send by post, prepaid, to the Registrar of the said Court, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them; in default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 9th day of December 1895, at half-past two o'clock in the afternoon, being the time appointed for adjudicating upon the claims.

JOHN BOLTON, Registrar.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 8th March 1895 by James Benjamin Stone, late of Beaconsfield, Wash Common Newbury in the county of Berks, Gentleman.

**N**OTICE is hereby given, that all persons having any claim or demand against the above named debtor, are requested to send to me particulars of their claim on or before the 2nd December next, otherwise they will be excluded from the benefit of the Dividend intended to be declared.—Dated this 16th day of November 1895.

H. W. BAYNE Trustee 101 Leadenhall-street London E.C.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 4th day of November 1895 by Septimus Shearmur of 9 Surrey-row Blackfriars in the county of London and of 18 Newcastle-street Farringdon-street in the city of London, Box Maker.

**N**OTICE is hereby given that all creditors and other persons having any claims or demands against the above named Septimus Shearmur are required to send particulars thereof in writing to Joannes Swaagman of 38 Featherstone-street City-road in the said county of London Straw Board Importer the Trustee under the said assignment on or before the 7th day of December 1895 otherwise they will be excluded from the benefit of the Dividend about to be declared by the said Trustee.—Dated this 19th day of November 1895.

J. SWAAGMAN Trustee.

In the Matter of a Deed of Assignment for Benefit of Creditors executed on the 14th day of November 1894 by Henry Outhwaite Milnes of the Grove Ilkley in the county of York and of Leeds-road Varnish Works Bradford in the said county Wholesale Paper-hanging Merchant and Varnish Manufacturer.

**N**OTICE is hereby given that a Final Dividend is intended to be declared in the above matter. All creditors who have not signed or assented to the above mentioned deed are required to do so and to lodge with the undersigned Harry L. Price particulars of their claims on or before the 9th day of December 1895 as otherwise they will be excluded from benefit of the Dividend.—Dated the 16th day of November 1895.

HARRY L. PRICE 79 Mosley-street Manchester.  
E. MUSGRAVE Craven Bank-chambers Bradford Trustees.

GREAVES and TAYLOR 5 Charles-street Bradford Solicitors to the Trustees.

Re James Wilson Graham, of 14 Mill-street, Whitehaven and 7 Market-place Whitehaven in the county of Cumberland Grocer and Provision Merchant and Tobacconist.

Under Deed of Assignment dated the 18th day of April 1895.

**N**OTICE is hereby given that I the undersigned Trustee am about to declare a Dividend herein. Creditors who have not yet assented to the deed must

No. 26682.

2 K

do so and must send particulars of their claims in writing to me on or before the 7th day of December 1895 failing which they will be excluded from all benefit under the Dividend about to be declared.—Dated this 18th day of November 1895.

JOHN J. MOORE 12 West Strand Whitehaven Trustee.

In the Matter of a Deed of Arrangement for the Benefit of Creditors executed the 10th day of August 1895 by Charles Paulig of 26 Cheapside in the city of London Skin Merchant.

**N**OTICE is hereby given that all creditors of the abovenamed Charles Paulig who have not already sent in their claims and assented to the said deed, are requested, on or before the 12th day of December 1895, to assent thereto, and to send their names and addresses, and the particulars of their claims or demands, to the undersigned Ernest George Palmer of Nos. 3, 4, and 5, Queen-street Cheapside in the city of London 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 19th day of November, 1895.

E. G. PALMER, Trustee, 3, 4, and 5, Queen-street, Cheapside, London E.C.;

HOLDER and WOOD Solicitors 40 Cheapside E.C.

#### The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

**A** FIRST and Final Dividend is intended to be declared in the matter of Francis Moggridge late of Caerleon in the county of Monmouth afterwards of Le Manior de Ramifray Pres de Granville in the Department of La Manche in the Republic of France adjudicated a Bankrupt on the 24th day of December 1878. Creditors who have not proved their debts by the 3rd day of December 1895, will be excluded.—Dated this 22nd day of November 1895.

F. PAGET Trustee.

**T**HE estates of Alexander Buchanan Hall, Engineer and Crane Maker, carrying on business at Dalry Iron Works, 108 Dalry-road, Edinburgh under the name of James Carrick and Sons, Engineers and Crane Makers, and of the said James Carrick and Sons were sequestrated on 16th November 1895, by the Court of Session.

The first deliverance is dated 9th November 1895.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock on Tuesday the 26th day of November 1895 within Lyon and Turnbull's Rooms, 51 George-street, Edinburgh.

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 15th March 1896.

The sequestration has been remitted to the Sheriff of the Sheriffdom of the Lothians and Peebles at Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

FRANCIS S. COWNIE S.S.C.

6 No. Charlotte-street Edinburgh

18th November 1895.

**T**HE estates of Angus Mackay sometime Wine and Spirit Merchant 278 Cowgate Edinburgh now residing at 14, Roxburgh-street there were sequestrated on the 16th day of November 1895 by the Sheriff-Substitute at Edinburgh.

The first deliverance is dated the 16th day of November 1895.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon on Friday the 29th day of November 1895 within Dowell's Rooms No. 18 George-street Edinburgh.

A composition may be offered at this meeting and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March 1896.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JAMES M. CAMPBELL Agent,

108, West Regent-street, Glasgow.

**T**HE estates of George Smith, Wholesale Grocer and Tea Merchant, 228, Paisley-road Glasgow were sequestrated on the 18th day of November 1895 by the Sheriff of Lanarkshire.

The first deliverance is dated the 18th day of November 1895.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon on Thursday the 28th November 1895 within the Faculty Hall St. George's-place Glasgow.

A composition may be offered at this meeting and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before the 18th day of March 1896.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

M. BOYD AULD

79 West Regent-street Glasgow, Agent.

**T**HE estates of George Brownlie Campbell Draper Portland-street, Kilmarnock were sequestrated on 18th day of November 1895.

The first deliverance is dated 22nd October 1895.

The meeting to elect the Trustee and Commissioners is to be held in the Faculty Hall Glasgow on Thursday the 28th day of November 1895 at half-past two o'clock afternoon.

A composition may be offered at this latter meeting; and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before 22nd February 1896.

The sequestration has been remitted to the Sheriff of Lanarkshire at Glasgow.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

M. J. BROWN, S.S.C.

1 George-street Edinburgh. Petitioners' Agent.

**T**HE estates of David Brown, Bookbinder, residing at 36, McAslin-street, Glasgow, were sequestrated on the 19th day of November 1895 by the Sheriff of Lanarkshire.

The first deliverance is dated the 19th day of November 1895.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon on Friday the 29th day of November 1895 within the Faculty Hall St. George's-place, Glasgow.

A composition may be offered at this meeting, and to entitle creditors to the first dividend their oaths and grounds of debt must be lodged on or before the 19th day of March 1896.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

BORLAND KING and SHAW Writers, 142 St. Vincent-street, Glasgow, Agents.

**T**HE estates of John Bousie, Saddler Irvine were sequestrated on the 19th day of November, 1895 by the Sheriff of Ayrshire.

The first deliverance is dated the 19th day of November 1895.

The meeting to elect the Trustee and Commissioners is to be held on the 3rd day of December next at twelve o'clock noon within the Eglinton Arms Hotel, Irvine.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1896.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

FAIRLEY and ROBERTSON Writers,  
Motherwell, Agents

**THE BANKRUPTCY (DISCHARGE AND CLOSURE) ACT, 1887.**  
**ORDER MADE ON APPLICATION FOR DISCHARGE.**

Debtor's Name.	Address.	Description.	Court.	Date of Adjudication or Resolution for Liquidation.	Date of Order.	Nature of Order made.
Watson, James ... ..	39, Richmond-terrace, Over Darwen ...	Hardwaste Spinner ... ..	Manchester (by transfer from Blackburn)	Nov. 7, 1878 ...	Oct. 28, 1895 ...	Absolute Order of Discharge

2 K 2

**THE BANKRUPTCY ACTS, 1883 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.
3926	Childs, Philip ... ..	78, Downham-road, Hackney, and trading at 24, Queen's-road, Dalston, both in the county of London	Cabinet Maker ... ..	High Court of Justice in Bankruptcy	Nov. 18, 1895	1343 of 1895	Nov. 18, 1895	636	Debtor's	
3927	Death, William Ephraim	147, Leadenhall-street, in the city of London, and 273, Coldharbour-lane, in the county of London	Engineer ... ..	High Court of Justice in Bankruptcy	Sept. 26, 1895	1129 of 1895	Nov. 19, 1895	638	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3928	Gregory, George (carrying on business as George Gregory and Co.)	9, Laurence Pountney-lane, in the city of London, and 2, Holland-street, Brixton, Surrey	Merchant ... ..	High Court of Justice in Bankruptcy	Nov. 18, 1895	1344 of 1895	Nov. 18, 1895	637	Debtor's	
3929	Langfield, Edwin ... ..	Who lately carried on business at the Temperance Hotel, Caversham, Oxfordshire, and afterwards resided at 9, Askew-road, Shepherd's Bush, Middlesex, but whose present residence the Petitioning Creditors are unable to ascertain	Commercial Traveller ...	High Court of Justice in Bankruptcy	Sept. 17, 1895	1093 of 1895	Nov. 20, 1895	641	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3930	Moffatt, George ... ..	17, New-inn-chambers, Wych-street, in the county of London	Merchant ... ..	High Court of Justice in Bankruptcy	June 21, 1895	722 of 1895	Nov. 20, 1895	639	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3931	Notton, Sebastian ... ..	86, Aldersgate-street, in the city of London, and of Woodlands, Oakleigh Park, Whetstone, Middlesex	A Pipe Manufacturer and Merchant	High Court of Justice in Bankruptcy	Oct. 19, 1895	1208 of 1895	Nov. 20, 1895	640	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3932	Silvester, Agnes Graham (trading as Madame Yorke)	40, Conduit-street, Regent-street, London ...	Court Milliner ... ..	High Court of Justice in Bankruptcy	Nov. 8, 1895	1307 of 1895	Nov. 18, 1895	635	Creditor's ..	Sec. 4-1 (G.), Bankruptcy Act, 1883
3933	Rowlands, William John	169, Cardiff-road, Aberaman, Aberdare, Glamorganshire	Grocer ... ..	Aberdare ... ..	Nov. 19, 1895	7 of 1895	Nov. 19, 1895	7	Debtor's	
3934	Jerrams, Joseph Walton	Abbey Farm, Farthinghoe, Northamptonshire	Farmer ... ..	Banbury ... ..	Nov. 20, 1895	10 of 1895	Nov. 20, 1895	10	Debtor's	
3935	Jones, Owen David ... ..	21, Bangor-street, in the town and county of Carnarvon	Draper ... ..	Bangor ... ..	Nov. 19, 1895	38 of 1895	Nov 19, 1895	33	Debtor's	
3936	Perks, Thomas ... ..	194, Green-lane, Small Heath, trading at the back of 78½, Coleshill-street, lately residing at 6, Devonshire-villas, Wright-street, Small Heath, all in Birmingham, Warwickshire	Brasscaster ... ..	Birmingham ...	Nov. 19, 1895	127 of 1895	Nov. 19, 1895	114	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.
3937	Poole, Arthur ... ..	Formerly 10, Aston-street, now lodging at 239, Great Lister-street, both in Birmingham, Warwickshire	Butcher's Assistant, formerly Butcher	Birmingham ...	Nov. 20, 1895	129 of 1895	Nov. 20, 1895	116	Debtor's	
3938	Watkins, James ... ..	Waverley Cottage, Shirley, near Birmingham, lately residing at Albert-road, Birmingham, Warwickshire	Accountant Clerk ...	Birmingham ...	Nov. 19, 1895	128 of 1895	Nov. 19, 1895	115	Debtor's	
3939	Knight, Richard ... ..	Lately residing at 59, Southfield-square, Manningham, Bradford, Yorkshire, now at Allithwaite, near Grange, Lancashire, and lately carrying on business at 1, Hustler-gate, Bradford aforesaid	Solicitor ... ..	Bradford ...	Nov. 5, 1895	75 of 1895	Nov. 18, 1895	74	Creditor's...	Sec. 1, Bankruptcy Act, 1890
3940	Colston, Arthur ... ..	110, Lawrence-hill, in the city and county of Bristol	Tobacconist and Portmanteau Maker	Bristol ... ..	Nov. 19, 1895	77 of 1895	Nov. 19, 1895	67	Debtor's	
3941	Allenby, Samuel (trading as S. Allenby and Co.)	Now residing at 14, Duerden-street, lately at 7, Gill-street, both in Burnley, Lancashire, previously thereto at 280, North-road, and 44, Victoria-street, and trading at Cumberland-street Mills, Lancaster-road, all in Preston, Lancashire	Journeyman Cabinet Maker, formerly Cabinet Maker and Upholsterer	Burnley... ..	Nov. 20, 1895	29 of 1895	Nov. 20, 1895	26	Debtor's	
3942	Whiles, John ... ..	Residing at 74, Dallow-street, and trading at the Eagle Works, Gordon-street, both in Burton-on-Trent, Staffordshire	Painter, Decorator, and Wheelwright	Burton-on-Trent	Nov. 19, 1895	24 of 1895	Nov. 19, 1895	24	Debtor's	
3943	Bassington, Arthur ... ..	The New Inn, High-street, Deal, Kent ...	Licensed Victualler ...	Canterbury ...	Nov. 19, 1895	52 of 1895	Nov. 19, 1895	50	Debtor's	
3944	Hancock, John Howard...	39, Neville-street, Cardiff, lately residing at 41, Neville-street, Cardiff	Channel Pilot (Cardiff and Barry)	Cardiff ... ..	Nov. 18, 1895	82 of 1895	Nov. 18, 1895	72	Debtor's	
3945	Rees, John ... ..	The Emlyn Stores, Caerau-road, Maesteg, Glamorganshire	Grocer ... ..	Cardiff ... ..	Nov. 18, 1895	83 of 1895	Nov. 18, 1895	73	Debtor's	
3946	Jones, Walter Simon ...	Trading at 94 and 96, Northgate-street, and residing at 2A, Chichester-street, both in the city of Chester	Stationer ... ..	Chester... ..	Oct. 21, 1895	12 of 1895	Nov. 18, 1895	12	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3947	Oakey, Oliver James ...	Residing and trading at the Green, Attleborough, near Nuneaton, Warwickshire	Baker, Grocer, and Carrier	Coventry ...	Nov. 20, 1895	18 of 1895	Nov. 20, 1895	17	Debtor's	
3948	Brayshaw, George Armitage	Town-street and Henry-street, Batley Carr, Batley, Yorkshire	Butcher ... ..	Dewsbury ...	Nov. 18, 1895	30 of 1895	Nov. 18, 1895	26	Debtor's	

RECEIVING ORDERS—*continued.*

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3949	Atkin, Walter Fred ...	Utterby, Lincolnshire ... ..	General Dealer ... ..	Great Grimsby	Nov. 16, 1895	37 of 1895	Nov. 16, 1895	36	Debtor's	
3950	Hill, William ... ..	5, Park-street, Great Grimsby... ..	Fisherman ... ..	Great Grimsby	Nov. 18, 1895	38 of 1895	Nov. 18, 1895	37	Debtor's	
3951	Ingham, Jesse ... ..	Mill-road, Cleethorpes, Lincolnshire, Fish Docks, Great Grimsby and Northampton	Fish Merchant ... ..	Great Grimsby	Nov. 18, 1895	39 of 1895	Nov. 18, 1895	38	Debtor's	
3952	Moxey, Peter ... ..	169, Clapham-road, Lowestoft, Suffolk	Smackowner ... ..	Great Yarmouth	Nov. 18, 1895	35 of 1895	Nov. 18, 1895	32	Debtor's	
3953	Beaumont, F. W. ... ..	12, Orford-street, Ipswich ... ..	Sack and Tarpaulin Manufacturer	Ipswich ...	Nov. 6, 1895	31 of 1895	Nov. 18, 1895	21	Creditor's...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883
3954	Tarran, Arthur ... ..	19, Hedon-road, Kingston-upon-Hull...	Builder and Contractor...	Kingston-upon- Hull	Nov. 5, 1895	52 of 1895	Nov. 19, 1895	48	Creditor's...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883
3955	Hodgson, Harriet, and McLeod, Elizabeth (trading as Hodgson and McLeod) ...	7, Tong-road, in the city of Leeds ... ..	Boot and Shoe Dealers ...	Leeds ... ..	Nov. 4, 1895	123 of 1895	Nov. 18, 1895	119	Creditor's...	Sec. 4-1 (A.), Bank- ruptcy Act, 1883
3956	Baillie, Thomas George (Reverend)	The Rectory, Kingsland, Herefordshire ...	Clerk in Holy Orders ...	Leominster ...	Nov. 18, 1895	17 of 1895	Nov. 18, 1895	17	Debtor's	
3957	Hughes, Jane ... ..	Residing and trading at 1, Chatham-place, Liverpool, Lancashire	Grocer, Widow ... ..	Liverpool ...	Nov. 19, 1895	92 of 1895	Nov. 19, 1895	73	Debtor's	
3958	Eardley, Edward, jun. ...	The Norton Farm, Norton-in-Hales, Salop ...	Farmer ... ..	Nantwich and Crewe	Nov. 9, 1895	16 of 1895	Nov. 20, 1895	20	Creditor's ...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883
3959	Waters, James ... ..	Blofield, Norfolk... ..	Farmer ... ..	Norwich ...	Nov. 20, 1895	51 of 1895	Nov. 20, 1895	50	Debtor's	
3960	Whitaker, Charles Went- worth	Lower House, Royton, Lancashire ... ..	Mill Manager ... ..	Oldham ...	Nov. 9, 1895	23 of 1895	Nov. 20, 1895	22	Creditor's...	Sec. 4-1 (G.), Bank- ruptcy Act, 1883
3961	Thomas, William ... ..	13, Norton, Tenby, Pembrokeshire ... ..	Plumber, Glazier, and Lodging-house Keeper	Pembroke Dock	Nov. 18, 1895	20 of 1895	Nov. 18, 1895	16	Debtor's	
3962	Nicks, Anthony ... ..	Paignton, Devonshire ... ..	Baker ... ..	Plymouth and East Stone- house	Oct. 30, 1895	58 of 1895	Nov. 18, 1895	41	Creditor's...	Sec. 4-1 (H.), Bank- ruptcy Act, 1883

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.
3963	France, James ...	2, Hereford-street, Ordsall-lane, Salford, Lancashire	Baker and Flour Dealer	Salford ...	Nov. 16, 1895	16 of 1895	Nov. 16, 1895	13	Debtor's	
3964	Ward, Jonathan ...	111, Weston-street and Fitzalan Market, both in the city of Sheffield	Tea and Provision Dealer	Sheffield ...	Nov. 18, 1895	61 of 1895	Nov. 18, 1895	61	Debtor's	
3965	Vaughan, Thomas ...	Prescott, Baschurch, Salop ...	Farmer ...	Shrewsbury ...	Nov. 20, 1895	19 of 1895	Nov. 20, 1895	19	Debtor's	
3966	Basford, Henry Thomas and Basford, Stephen (trading as H. T. Basford and Son)...	Both residing and trading at 151, St. Mary-street, in the town and county of the town of Southampton	Tailors and Robe Makers	Southampton ...	Nov. 20, 1895	16 of 1895	Nov. 20, 1895	14	Debtor's	
3967	Carter, Jeremiah ...	Mill-street, Stone, Staffordshire, lately trading at Mill-street, Stone aforesaid	Builder ...	Stafford ...	Nov. 5, 1895	11 of 1895	Nov. 19, 1895	10	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3968	Rogers, Willam Williams	12, Brynymor-crescent and the Pottery Bridge, Strand, both in the county borough of Swansea	Analytical Chemist and Assayer	Swansea ...	Nov. 19, 1895	61 of 1895	Nov. 19, 1895	57	Debtor's	
3969	Pickering, Isaac...	152, Market-street, Dalton-in-Furness, Lancashire	Boot and Shoe Maker and Draper	Ulverston and Barrow - in - Furness	Nov. 18, 1895	20 of 1895	Nov. 18, 1895	20	Debtor's	
3970	Pitt, Ralph ...	Meeting-street, Wednesbury, Staffordshire, also 82, Portway-road, Wednesbury aforesaid	Grocer and Baker ...	Walsall ...	Nov. 19, 1895	31 of 1895	Nov. 19, 1895	32	Debtor's	
3971	Perry, William ...	Lately residing and carrying on business at the White Hart Hotel, Midsomer Norton, now residing at 1, Victoria-villas, Clifton-road, Weston-super-Mare, Somersetshire	Late Hotel Keeper ...	Wells ...	Nov. 18, 1895	9 of 1895	Nov. 18, 1895	9	Debtor's	
<i>The following Amended Notice is substituted for that published in the London Gazette of the 8th November, 1895.</i>										
3772	Humfres, James Martin	63, Wollaston-road, Lowestoft, Suffolk ...	Smackowner ...	Great Yarmouth	Nov. 4, 1895	31 of 1895	Nov. 4, 1895	28	Debtor'	

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.
Lange, Francis Edward	33, Finsbury Park-road, Middlesex, and 13, Knight-riding-street, in the city of London, lately trading at 317, Regent-street, Middlesex	Fur Dealer ...	High Court of Justice in Bankruptcy	1251 of 1895	Dec. 3, 1895	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 17, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 16, 1895
Mecham, William (formerly carrying on business as Tom Merry)	150, Kennington - road, Surrey, formerly carrying on business at 102 and 104, Newington - butts, Surrey, lately carrying on business at 1, Felix-street, Westminster Bridge-road, Surrey, now detained in Her Majesty's Prison at Wandsworth	Scenic Artist ...	High Court of Justice in Bankruptcy	1325 of 1895	Dec. 2, 1895	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 17, 1896	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Moore, George ...	29½, Ordrance-road, St. John's Wood, in the county of London	Jobmaster ...	High Court of Justice in Bankruptcy	1332 of 1895	Dec. 3, 1895	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 17, 1896	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 16, 1895
Silvester, Agnes Graham (trading as Madame Yorke)	40, Conduit-street, Regent-street, London	Court Milliner, Widow	High Court of Justice in Bankruptcy	1307 of 1895	Nov. 29, 1895	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 14, 1896	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Wild, John William	Residing at 31, Billinge-street, Blackburn, Lancashire, and trading at 12, Copy Nook, Blackburn aforesaid, and lately also residing at 12, Copy Nook aforesaid	Glass and China Dealer	Blackburn ...	27 of 1895	Dec. 11, 1895	1.30 P.M.	County Court-house, Blackburn	Dec. 11, 1895	11 A.M.	County Court-house, Blackburn	Nov. 19, 1895
Crompton, James ...	69, Radcliffe-road and Slater-lane, Bolton, Lancashire, lately residing at 20, Blackburn-road, Bolton aforesaid	Ropemaker ...	Bolton ...	27 of 1895	Nov. 29, 1895	3 P.M.	16, Wood - street, Bolton	Dec. 9, 1895	11 A.M.	Court - house, Mawdsley-street, Bolton	
Knight, Richard ...	Lately residing at 59, Southfield-square, Manningham, Bradford, Yorkshire, now at Allithwaite, near Grange, Lancashire, and lately carrying on business at 1, Hustler-gate, Bradford aforesaid	Solicitor ...	Bradford ...	75 of 1895	Dec. 5, 1895	12 noon	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 6, 1895	10 A.M.	County Court, Manor - row, Bradford	Nov. 20, 1895

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued*

No. 26682.

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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.
Law, Whitaker ...	Residing and trading at Temperance-terrace, Huddersfield-road, Wyke, in the parish of Birstal, Yorkshire	Boot and Shoe Maker, and Leather Merchant	Bradford ...	79 of 1895	Nov. 29, 1895	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 6, 1895	10 A.M.	County Court, Manor - row, Bradford	Nov. 20, 1895
Maizels, Abraham ...	Formerly residing and trading at 75, Girlington-road, Bradford, Yorkshire, now residing at 72, Broomfield-terrace, Bradford, aforesaid	General Dealer ...	Bradford ...	80 of 1895	Nov. 29, 1895	12 noon	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 6, 1895	10 A.M.	County Court, Manor - row, Bradford	Nov. 20, 1895
Hudson, William Mark	Clarence Hotel, Clarence-street, Cheltenham, Gloucestershire	Hotel Proprietor ...	Cheltenham ...	35 of 1895	Nov. 30, 1895	3.15 P.M.	County Court-buildings, Cheltenham	Dec. 12, 1895	12 noon	County Court, Cheltenham	
Pay, Charles Edward	2A, Hollycombe, Pitlake, Croydon, Surrey	Builder ...	Croydon ...	33 of 1895	Dec. 2, 1895	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 11, 1895	11 A.M.	Court - house, 8, Park-street, Croydon	
Powell, Francis Bar-cham	124, North End and 35, Waddon-road, Croydon, Surrey	China and Glass Dealer	Croydon ...	31 of 1895	Nov. 29, 1895	12.30 P.M.	24, Railway - approach, London Bridge, S.E.	Dec. 11, 1895	11 A.M.	Court - house, 8, Park-street, Croydon	Nov. 16, 1895
Gerrard, W. H. ...	White Lion-square, Ilkerton, Derbyshire	Druggist ...	Derby ...	36 of 1895	Nov. 29, 1895	2.30 P.M.	Official Receiver's Offices, 40, St. Mary's-gate, Derby	Dec. 17, 1895	11 A.M.	County Hall, St. Mary's - gate, Derby	Nov. 19, 1895
Atkin, Walter Fred ...	Utterby, Lincolnshire ...	General Dealer ...	Great Grimsby...	37 of 1895	Nov. 30, 1895	11 A.M.	Office of Official Receiver, 15, Osborne-street, Great Grimsby	Dec. 4, 1895	11 A.M.	Townhall, Great Grimsby	Nov. 19, 1895
Reynolds, John ...	Late 20, Pelham-street, New Clee, now 31, Tasburg-street, Weelsby, Great Grimsby	Late Smackowner, now out of employment	Great Grimsby	35 of 1895	Nov. 29, 1895	11 A.M.	Office of Official Receiver, 15, Osborne-street, Great Grimsby	Dec. 4, 1895	11 A.M.	Townhall, Great Grimsby	Nov. 9, 1895
Browne, Albert Richard	22, Wolsley-road, South-town, Norfolk	Compositor ...	Great Yarmouth	34 of 1895	Nov. 30, 1895	12 noon	Official Receiver's Office, 8, King-street, Norwich	Jan. 7, 1896	11 A.M.	Townhall, Great Yarmouth	Nov. 18, 1895

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.
Kingston, William ...	Elm-road, Wisbech St. Peter, in the Isle of Ely, Cambridgeshire	Farmer and Dairy-man	King's Lynn ..	16 of 1895	Dec. 4, 1895	10 A.M.	Court-house, King's Lynn	Dec. 4, 1895	10.30 A.M.	Court - house, King's Lynn	Nov. 18, 1895
Stanley, James William	Residing at 20, Trinity-street, in the borough of Kingston-upon-Hull, and lately trading at Dansom-lane, in the borough of Kingston-upon-Hull	Boiler Coverer ...	Kingston-upon-Hull	53 of 1895	Nov. 29, 1895	11 A.M.	Office of Official Receiver, Trinity House-lane, Hull	Dec. 16, 1895	2 P.M.	Court - house, Townhall, Hull	Nov. 18, 1895
Mellor, Elizabeth ...	24, Beeston-road, Leeds, Yorkshire	Grocer, Widow ...	Leeds ...	125 of 1895	Dec. 2, 1895	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 17, 1895	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 16, 1895
Coe, Arthur ...	23, St. Martin's-street, in the city of Hereford, and for the greater part of six months next preceding the presentation of the Petition, carried on business at 15, Church-street, Leominster, Herefordshire	Auctioneer ...	Leominster ...	14 of 1895	Dec. 4, 1895	2.30 P.M.	2, Offa-street, Hereford	Dec. 5, 1895	10.30 A.M.	Townhall, Leominster	
Davies, William ...	15, Church-street, Leominster, Herefordshire	Auctioneer ...	Leominster ...	15 of 1895	Dec. 4, 1895	2.30 P.M.	2, Offa-street, Hereford	Dec. 5, 1895	10.30 A.M.	Townhall, Leominster	
Higley, Richard ...	The Grove Cottage, Craven Arms, Salop	Steward ...	Leominster ...	13 of 1895	Nov. 30, 1895	2.30 P.M.	2, Offa-street, Hereford	Dec. 5, 1895	10.30 A.M.	Townhall, Leominster	
Williams, Thomas ...	Cwmygaist, in the parish of Llanfihangel Rhydithon, Radnorshire	Farmer ...	Leominster ...	16 of 1895	Dec. 5, 1895	10 A.M.	4, Corn-square, Leominster	Dec. 5, 1895	10.30 A.M.	Townhall, Leominster	Nov. 18, 1895
Newman, Henry ...	Mereworth Cross, Mereworth, Kent	Farmer and Grocer	Maidstone ...	13 of 1895	Dec. 11, 1895	11.15 A.M.	Official Receiver's Office, Week-street, Maidstone	Dec. 11, 1895	12 noon	Sessions-house, Maidstone	Nov. 18, 1895
Jenkins, William Edward, and Jenkins, Tom	Residing and trading in co-partnership at Great Bullmore Farm, Kemeys Inferior, near Caerleon, Monmouthshire	Farmer and Hay-Dealers	Newport, Mon.	38 of 1895	Dec. 3, 1895	12 noon	Office of Official Receiver Gloucester Bank-chambers, Newport, Mon.	Dec. 17, 1895	11 A.M.	Townhall, Newport, Mon.	

**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.
English, Arthur W. ...	Edgefield, Norfolk ...	Builder ...	Norwich ...	49 of 1895	Nov. 30, 1895	12.30 P.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 18, 1895	10 A.M.	Shirehall, Norwich	
Gunn, Walter ...	Orford Hill, Norwich ...	Grocer and Provision Dealer	Norwich ...	48 of 1895	Nov. 30, 1895	11 A.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 18, 1895	10 A.M.	Shirehall, Norwich	Nov. 15, 1895
Scarborough, George Frederick Handel	4, Chester-street, York-street, Norwich	Formerly Clerk in Norwich Union Fire Office, now out of employment	Norwich ...	50 of 1895	Nov. 30, 1895	11.30 A.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 18, 1895	10 A.M.	Shirehall, Norwich	Nov. 15, 1895
Rowe, John Joseph (lately trading as J. Rowe and Co.)	Now residing in lodgings at 2, Huntingdon-street, Nottingham, lately residing and trading at 2, Huntingdon-street aforesaid	Out of business, lately Wholesale Cabinet Maker	Nottingham ...	74 of 1895	Nov. 29, 1895	12 noon	Official Receiver's Offices, St. Peter's Church-walk, Nottingham	Dec. 6, 1895	10 A.M.	County Court-house, St. Peter's - gate, Nottingham	Nov. 20, 1895
Gilbert, Nathaniel ...	Schobchester Farm, Ashbury, Devonshire	Farmer ...	Plymouth and East Stonehouse	63 of 1895	Dec. 2, 1895	11 A.M.	10, Athenæum-terrace, Plymouth	Dec. 5, 1895	11 A.M.	Townhall, East Stonehouse	Nov. 18, 1895
Tarr, James ...	Of the parish of Diptford, Devonshire	Butcher, and late Farmer	Plymouth and East Stonehouse	62 of 1895	Dec. 5, 1895	10 A.M.	10, Athenæum-terrace, Plymouth	Dec. 5, 1895	11 A.M.	Townhall, East Stonehouse	Nov. 14, 1895
Hall, James ...	1, Langton-street, and lately residing and trading at the Hoop and Crown, Friargate, Preston, Lancashire	Cooper, late Publican	Preston ...	26 of 1895	Dec. 13, 1895	3 P.M.	Official Receiver's Office, 14, Chapel-street, Preston	Dec. 13, 1895	11 A.M.	County Court Offices, Winckley - street, Preston	Nov. 18, 1895
Miller, William Spencer	277, Spencer-terrace, Lytham-road, South Shore, Blackpool, and trading at Station-road, South Shore, Blackpool, Lancashire	Joiner and Builder	Preston ...	24 of 1895	Nov. 29, 1895	2.30 P.M.	Albion Hotel, Promenade, Blackpool	Dec. 13, 1895	11 A.M.	County Court Offices, Winckley - street, Preston	
Sargent, Thomas ...	Bolton-le-Sands and St. Leonardgate, Lancaster, Lancashire	Blacksmith and Coal Dealer	Preston ...	25 of 1895	Dec. 13, 1895	2.30 P.M.	Official Receiver's Office, 14, Chapel-street, Preston	Dec. 13, 1895	11 A.M.	County Court Offices, Winckley - street, Preston	Nov. 18, 1895

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Eltringham, James Thomas	Lately residing at 46, High-street, Gosport, in the county of Southampton, and carrying on business there, having for the greater part of the past six months resided at 7, Victoria-road, Woolston, in the county of Southampton, and carried on business there	Photographer ...	Southampton ...	15 of 1895	Dec. 2, 1895	3.15 P.M.	Official Receiver's Office, 4, East-street, Southampton	Dec. 19, 1895	11 A.M.	Court - house, Castle-square, Southampton	Nov. 20, 1895
Williamson, Armstrong	324, Trimdon-street, Sunderland, in the county of Durham	Patent Medicine Vendor	Sunderland ...	22 of 1895	Nov. 29, 1895	3 P.M.	Official Receiver's Office, 25, John-street, Sunderland	Nov. 28, 1895	11 A.M.	Court - house, John - street, Sunderland	Nov. 20, 1895
Lewis, Thomas ...	32 and 33, Beaufort-street, Brynmawr, Breconshire	Grocer and Brake Proprietor	Tredegar ...	26 of 1895	Nov. 29, 1895	12 noon	65, High - street, Merthyr Tydfil	Dec. 13, 1895	10.30 A.M.	County Court, Townhall, Tredegar	Nov. 19, 1895
Croft, Henry ...	164, Warwick-street, Pimlico, in the county of London, lately residing and trading at 191, Clapham Park-road, Surrey	Wine, Spirit, and Beer Dealer	Wandsworth ...	47 of 1895	Nov. 29, 1895	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 5, 1895	12 noon	Court - house, Wandsworth	Nov. 16, 1895
Lang, W. ...	Grove-road, Balham, Surrey	Builder and Decorator	Wandsworth ...	46 of 1895	Nov. 29, 1895	12 noon	24, Railway - approach, London Bridge, S.E.	Dec. 5, 1895	12 noon	Court - house, Wandsworth	Nov. 16, 1895
Clinton, Leigh Richmond	101, Lower Litchfield-street, Willenhall, Staffordshire	Hairdresser and Newsagent	Wolverhampton	50 of 1895	Dec. 2, 1895	11 A.M.	Official Receiver's Office, Wolverhampton	Dec. 2, 1895	2.30 P.M.	County Court, Wolverhampton	Nov. 4, 1895
Williams, Thomas ...	63, Mwrog-street, Ruthin, Denbighshire, lately residing and trading at the White Bear Inn, Ruthin aforesaid	Butcher ...	Wrexham ...	15 of 1895	Nov. 29, 1895	12 noon	The Priory, Wrexham	Dec. 10, 1895	12 noon	County Hall, Wrexham	

**NOTICE OF DAY APPOINTED FOR PROCEEDING WITH PUBLIC EXAMINATION ADJOURNED SINE DIE.**

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date fixed for proceeding with Examination.	Hour.	Place.
Brown, Benjamin Webster ...	270, Kingsland-road, lately residing and trading at the Carlton Tavern, Carlton-road, Kentish Town, both in the county of London	Late Licensed Victualler, now out of business	High Court of Justice in Bankruptcy	642 of 1895	Dec. 11, 1895 ...	11 A.M.	Bankruptcy.- buildings, Carey-street, London, W.C.

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Childs, Philip ... ..	78, Downham-road, Hackney, and trading at 24, Queen's-road, Dalston, both in the county of London	Cabinet Maker ... ..	High Court of Justice in Bankruptcy	1343 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Des Clayes, Camille (trading as Des Clayes and Company)	33, Jermyn-street, St. James's, London, lately residing at 29, Edward-square, and formerly of Aberdeen, and trading at 27, Charles-street, St. James's aforesaid, and formerly at 23, Pall-mall, London, and at Aberdeen	Wine Merchant ....	High Court of Justice in Bankruptcy	1338 of 1895	Nov. 19, 1895 ...	Nov. 15, 1895
Gregory, George (carrying on business as George Gregory and Co.)	9, Laurence Pountney-lane, in the city of London, and 2, Holland-street, Brixton, Surrey	Merchant ... ..	High Court of Justice in Bankruptcy	1344 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Rowlands, William John ... ..	169, Cardiff-road, Aberaman, Aberdare, Glamorganshire ...	Grocer ... ..	Aberdare ... ..	7 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895
Jones, Owen David ... ..	21, Bangor-street, in the town and county of Carnarvon ...	Draper ... ..	Bangor ... ..	38 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895
Goldsmid, Alfred Joseph ... ..	45, Milsom-street, in the city of Bath ... ..	Boot and Shoe Dealer ... ..	Bath ... ..	21 of 1895	Nov. 18, 1895 ...	Oct. 9, 1895
Froggatt, Alfred ... ..	32, Great Francis-street, in the city of Birmingham...	Coaldealer ... ..	Birmingham ... ..	125 of 1895	Nov. 19, 1895 ...	Nov. 9, 1895
Perks, Thomas ... ..	194, Green-lane, Small Heath, trading at the back of 78 $\frac{1}{2}$ , Coleshill-street, and lately residing at 6, Devonshire-villas, Wright-street, Small Heath, all in Birmingham, Warwickshire	Brasscaster ... ..	Birmingham ... ..	127 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895
Richardson, Thomas ... ..	Lately residing at 50, Redcliffe-street, Keighley, afterwards at 84, Baxandall-street, Bradford, both in Yorkshire, now at 52, Melrose-street, Great Horton, Bradford aforesaid	Stuff Warehousman ... ..	Bradford ... ..	78 of 1895	Nov. 20, 1895 ...	Nov. 11, 1895
Bosanquet, Charles Knighton ... ..	32, Cotham-road, in the city and county of Bristol ... ..	Commercial Traveller ... ..	Bristol ... ..	75 of 1895	Nov. 18, 1895 ...	Nov. 7, 1895
Golston, Arthur ... ..	110, Lawrence-hill, in the city and county of Bristol ...	Tobacconist and Portmanteau Maker	Bristol ... ..	77 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895
Allenby, Samuel (trading as S. Allenby and Co.)	Now residing at 14, Duerden-street, lately at 7, Gill-street, both in Burnley, Lancashire, previously thereto at 280, North-road and 44, Victoria-street, and trading at Cumberland-street Mills, Lancaster-road, all in Preston, Lancashire	Journeyman Cabinet Maker, formerly Cabinet Maker and Upholsterer	Burnley ... ..	29 of 1895	Nov. 20, 1895 ...	Nov. 19, 1895
Whiles, Jehn... ..	Residing at 74, Dallow-street, and trading at the Eagle Works, Gordon-street, both in Burton-on-Trent, Staffordshire	Painter, Decorator, and Wheelwright	Burton-on-Trent ...	24 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Bassington, Arthur ... ..	The New Inn, High-street, Deal, Kent ... ..	Licensed Victualler ... ..	Canterbury ... ..	52 of 1895	Nov. 19, 1895 ...	Nov. 18, 1895
Hancock, John Howard ... ..	39, Neville-street, Cardiff, and lately residing at 41, Neville-street, Cardiff	Channel Pilot (Cardiff and Barry) ...	Cardiff ... ..	82 of 1895	Nov. 18, 1895 ...	Nov. 16, 1895
Merlini, James ... ..	128, Paget-street, Cardiff, Glamorganshire ... ..	Grocer and Baker ... ..	Cardiff ... ..	71 of 1895	Nov. 18, 1895 ...	Oct. 23, 1895
Rees, John ... ..	The Emlyn Stores, Caerau-road, Maesteg, Glamorganshire ...	Grocer ... ..	Cardiff ... ..	83 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Oakey, Oliver James ... ..	Residing and trading at the Green, Attleborough, near Nuneaton, Warwickshire	Baker, Grocer, and Carrier ... ..	Coventry ... ..	18 of 1895	Nov. 20, 1895 ...	Nov. 20, 1895
Brayshaw, George Armitage ... ..	Town-street and Henry-street, Batley Carr, in Batley, Yorkshire	Butcher ... ..	Dewsbury ... ..	30 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Atkin, Walter Fred ... ..	Utterby, Lincolnshire ... ..	General Dealer ... ..	Great Grimsby ... ..	37 of 1895	Nov. 16, 1895 ...	Nov. 16, 1895
HILL, William ... ..	5, Park-street, Great Grimsby ... ..	Fisherman ... ..	Great Grimsby ... ..	38 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Ingham, Jesse ... ..	Mill-road, Cleethorpes, Lincolnshire, Fish Docks, Great Grimsby, and Northampton	Fish Merchant ... ..	Great Grimsby ... ..	39 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Moxey, Peter ... ..	169, Clapham-road, Lowestoft, Suffolk ... ..	Smackowner ... ..	Great Yarmouth ... ..	35 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Widdows, Frank Arthur ... .. and Howard, John ... .. (trading together in copartnership as Widdows, Howard, and Co.) ... ..	Residing at Ynistawe House, Cwm Clydach, near Swansea, Glamorganshire Residing at Tower, Mold, Flintshire At African-chambers, 19, Oldhall-street, in the city of Liverpool, Exchange-buildings, Swansea, Glamorganshire, and at the Ynis Merthyr Colliery, Pontardawe, near Swansea aforesaid	Colliery Proprietors ... ..	Liverpool ... ..	71 of 1895	Nov. 20, 1895 ...	Aug. 19, 1895
Hobbs, Joseph William ... ..	Snelsmore Farm, Snelsmore, Chieveley, Berkshire, lately residing and carrying on business at Arlington Grange, Chieveley aforesaid	Farmer and Cattle Dealer ... ..	Newbury ... ..	4 of 1895	Nov. 16, 1895 ...	Nov. 11, 1895
Bainbridge, John Davidson ... ..	Lodging at 6, Green-street, Consett, county of Durham, lately residing at 8, Cambridge-street, Newcastle-on-Tyne	Tailor ... ..	Newcastle-on-Tyne... ..	57 of 1895	Nov. 18, 1895 ...	Nov. 8, 1895

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
English, Arthur W. ... ..	Edgefield, Norfolk ... ..	Builder ... ..	Norwich ... ..	49 of 1895	Nov. 19, 1895 ...	Nov. 11, 1895
Waters, James ... ..	Blofield, Norfolk ... ..	Farmer ... ..	Norwich ... ..	51 of 1895	Nov. 20, 1895 ...	Nov. 19, 1895
Thomas, William ... ..	13, Norton, Tenby, Pembrokeshire . . . . .	Plumber, Glazier, and Lodging-house Keeper	Pembroke Dock ...	20 of 1895	Nov. 18, 1895 ...	Nov. 15, 1895
Miller, William Spencer ... ..	277, Spencer-terrace, Lytham-road, South Shore, Blackpool, and trading at Station-road, South Shore, Blackpool, Lancashire	Joiner and Builder ... ..	Preston ... ..	24 of 1895	Nov. 19, 1895 ...	Oct. 30, 1895
Preston, William ... ..	The Masons' Arms, Edgware, Middlesex, lately residing at Dorset-mews, Dorset-square, in the county of London	Licensed Victualler, lately Cab Proprietor	St. Albans ... ..	12 of 1895	Nov. 19, 1895 ...	Nov. 13, 1895
France, James ... ..	2, Hereford-street, Ordsall-lane, Salford, Lancashire . . . . .	Baker and Flour Dealer ... ..	Salford ... ..	16 of 1895	Nov. 19, 1895 ...	Nov. 16, 1895
Ward, Jonathan ... ..	111, Weston-street and Fitzalan Market, both in the city of Sheffield	Tea and Provision Dealer ... ..	Sheffield ... ..	61 of 1895	Nov. 18, 1895 ...	Nov. 18, 1895
Smith, Samuel, the elder, and Smith, Samuel, the younger ... ..	Stafford ... .. Standon Bridge, Staffordshire ... .. Lately carrying on business in copartnership at Queensville, Stafford	Carter Carter Hauliers ... ..	Stafford. ... ..	1 of 1895	April 10, 1895 ...	April 4, 1895
Rogers, William Williams ... ..	12, Brynymor-crescent and the Pottery Bridge, Strand, both in the county borough of Swansea	Analytical Chemist and Assayer ...	Swansea ... ..	61 of 1895	Nov. 19, 1895 ...	Nov. 19, 1895
Hugo, Frederick ... ..	Bodmin, Cornwall ... ..	Temperance Hotel Keeper ... ..	Truro... ..	48 of 1895	Nov. 20, 1895 ...	Nov. 16, 1895.
Pickering, Isaac ... ..	152, Market-street, Dalton-in-Furness, Lancashire ... ..	Boot and Shoe Maker and Draper ...	Ulverston and Barrow-in-Furness	20 of 1895	Nov. 19, 1895 ...	Nov. 18, 1895
Ferry, William ... ..	Lately residing and carrying on business at the White Hart Hotel, Midsomer Norton, now residing at 1, Victoria-villas, Clifton-road, Weston-super-Mare, Somersetshire	Late Hotel Keeper ... ..	Wells... ..	9 of 1895	Nov. 18, 1895 ...	Nov. 16, 1895
		<i>The following Amended Notice is substituted for that published in the London Gazette of the 8th November,</i>		1895.		
Humfres, James Martin ... ..	63, Wollaston-road, Lowestoft, Suffolk ... ..	Smackowner ... ..	Great Yarmouth ...	31 of 1895	Nov. 4, 1895 ...	Nov. 2, 1895

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Broom, John ... ..	42, Ferntower-road, Islington, and trading at 1, Wilmer-gardens, Hoxton, both in the county of London	Timber Merchant ... ..	High Court of Justice in Bankruptcy	109 of 1894	Dec. 9, 1895 ...	Daniel Norton... ..	23, Wharf-road, City-road, N.
Goddard, Frank ... ..	18, Crowland-road, South Tottenham, Middlesex, and the Angel, Webber-street, Blackfriars, Surrey	Licensed Victualler... ..	High Court of Justice in Bankruptcy	504 of 1895	Dec. 7, 1895 ...	H. Brougham, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Knight, John ... ..	57, Marsham-street, Westminster, in the county of London	Builder ... ..	High Court of Justice in Bankruptcy	664 of 1894	Dec. 7, 1895 ...	Tom Willie Smith ...	98, Belvedere-road, Lambeth, S.E.
Maune, Samuel ... ..	408 and 410, Edgware-road, in the county of London	Tailor and Hosier ... ..	High Court of Justice in Bankruptcy	1165 of 1885	Dec. 7, 1895 ...	Benjamin Thomas Norton	9, Old Jewry - chambers, London, E.C.
Meyer, Max Emil... ..	110, Cannon-street, in the city of London, and 50, Bousfield-road, St. Catherine's Park, Peckham, Surrey	Accountant ... ..	High Court of Justice in Bankruptcy	1060 of 1893	Dec. 7, 1895 ...	E. Leadam Hough, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Stevens, Arthur Stewart Hamilton	5, Inverness-terrace, Fulham, in the county of London, now residing at 18, Arlington Park-gardens, South Chiswick, Middlesex	Gentleman, of no occupation	High Court of Justice in Bankruptcy	86 of 1895	Dec. 20, 1895 ...	Robert James Ward, Chartered Accountant	2, Clement's-inn, W.C.
Tappin, George ... ..	Residing at 4, Obaldeston-road, Clapton, Middlesex, and trading at 33, Kingsland High-street, Middlesex, and Manor Park, Essex	Timber Merchant ... ..	High Court of Justice in Bankruptcy	1405 of 1894	Dec. 9, 1895* ...	Daniel Norton... ..	23, Wharf-road, City-road, N.
Warner, Emanuel... ..	267, Essex-road, Islington, lately carrying on business at 386, Holloway-road, both in the county of London	Fancy Goods Merchant ...	High Court of Justice in Bankruptcy	858 of 1895	Dec. 9, 1895 ...	Augustus Edwin Hibberd	17, King's Arms-yard, London, E.C.
Withers, Joseph ... ..	369, Central Market, in the city of London, and 80, Blackstock-road, Finsbury Park, 92, Mount-grove-road, Highbury, and 139, Caledonian-road, in the county of London	Meat Salesman, Butcher, and Butchers' Carrier	High Court of Justice in Bankruptcy	1321 of 1894	Dec. 6, 1895 ...	Oscar Berry, Chartered Accountant	Monument House, Monument-square, E.C.
Williams, John Henry ...	Residing at 179, Margaret-street, and trading at 94, Moss-street, both in Ashton-under-Lyne, Lancashire	Reed Maker and Heald Knitter	Ashton-under-Lyne and Stalybridge	16 of 1895	Dec. 6, 1895 ...	Christopher Jenkins Dibb, Official Receiver	Ogden's-chambers, Bridge-street, Manchester
Foskett, Charles ... ..	1, Foskett's-cottages, East Finchley, Middlesex	Butcher ... ..	Barnet ... ..	10 of 1894	Dec. 6, 1895 ...	Cecil Mercer, Official Receiver	Office of Official Receiver, 95, Temple - chambers, Temple-avenue, E.C.
Morris, Samuel ... ..	14, Fore-street, Trowbridge, Wiltshire ... ..	Grocer and Provision Dealer	Bath ... ..	5 of 1895	Dec. 7, 1895 ...	Edward Thomas Collins	39, Broad-street, Bristol

No. 26682.

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THE LONDON GAZETTE, NOVEMBER 22, 1895.

6625

NOTICES OF INTENDED DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Vann, Arthur ...	Residing at 34, Prince Albert-street, Small Heath, in the city of Birmingham						
Smith, Herbert John ...	Residing at 60, Whitehall-road, lately 22, Bordesley Green-road, both in Small Heath aforesaid						
and							
Vann, Thomas ...	Residing at 60, Whitehall-road, lately 22, Bordesley Green-road, both in Small Heath aforesaid						
(trading as							
Vann and Co.) ...	At 34, Prince Albert-street, Small Heath aforesaid	Manufacturers of Cotter Coach Gimp and Panel Pins, Shoe Rivets, Staples, &c.	Birmingham	50 of 1895	Dec. 9, 1895	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Worsey, Ernest ...	Vine Inn, 1, Blews-street West, Birmingham, Warwickshire	Licensed Victualler, also Furniture Remover, Haulier, and Steerer	Birmingham	64 of 1895	Dec. 9, 1895	Luke Jesson Sharp, Official Receiver	Whitehall - chambers, 23, Colmore-row, Birmingham
Chantler, James Thomas	Glebe House, Billingshurst, Sussex	Builder	Brighton	37 of 1894	Dec. 7, 1895	Howard W. Cox, Official Receiver	4, Pavilion - buildings, Brighton
Beer, A. J. ...	6, St. Paul's-street, Canterbury, and the Original Brewery, Broad-street, Canterbury, Kent	Brewer	Canterbury	40 of 1891	Dec. 4, 1895	Frederick T. Gentry ...	Broad-street, Canterbury
Wilson, Joseph ...	Sandgate-road, Folkestone, and Cheriton, Kent, lately residing at 28, High-street, Folkestone aforesaid, and carrying on business at 28, High-street, Folkestone aforesaid, and at Cheriton, Kent	Florist	Canterbury	41 of 1895	Dec. 6, 1895	Worsfold Mowl, Official Receiver	73, Castle-street, Canterbury
Morris, Walter Malcolm...	Donald-street, Roath, Cardiff, Glamorganshire, lately carrying on business at 43, Castle-arcade, Cardiff aforesaid	District Agent for the American Check Till Company, lately Gas Engineer.	Cardiff	40 of 1895	Dec. 6, 1895	Thomas Henry Stephens, Official Receiver	29, Queen-street, Cardiff
Morgan, Thomas Lloyd (carrying on business as Morgan and Francis)	Residing at Llwyawormwood Park, Mothvey, Carmarthenshire, and carrying on business at Medical Hall, Llandovery, and in the town of Carmarthen, as Morgan and Francis	Chemist and Aërated Water Manufacturer	Carmarthen	6 of 1895	Dec. 7, 1895	Jonah Watkins	Old Bank, Llandovery
Bevington, Abraham Cooper	Reddal Hill-road, Old Hill, Staffordshire, formerly Hawton-road, Newark, Nottinghamshire	Formerly a Minister of the Methodist New Connexion	Dudley	19 of 1895	Dec. 6, 1895	Edward Percy Jobson, Official Receiver	Dudley
Proud, Emma (trading as Elizabeth Proud)	Fullwood's End, Coseley, Staffordshire...	Grocer	Dudley	13 of 1895	Dec. 6, 1895	Edward Percy Jobson, Official Receiver	Dudley
Banwell, Alfred ...	Crown Hotel, Stroud, Gloucestershire, lately Alexandra Hotel, Weston-super-Mare, Somersetshire	Licensed Victualler	Gloucester	28 of 1895	Dec. 6, 1895	Charles Scott, Official Receiver	15, King - street, Gloucester
Moxey, William Pike ...	57, Roman-hill, Lowestoft, Suffolk	Smackowner	Great Yarmouth	21 of 1894	Dec. 7, 1895	H. P. Gould, Official Receiver	8, King-street, Norwich

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Manfield, George ...	Rock Place, Godalming, Surrey ...	Builder ...	Guildford and Godalming	17 of 1895	Dec. 20, 1895 ...	Robert James Ward, Chartered Accountant	2, Clement's-inn, W.C.
Turner, Robert Wintour ...	15, Holmer-road and 7, Lower Church-street, Hereford	Tailor ...	Hereford ...	8 of 1894	Dec. 6, 1895 ...	M. J. G. Scobie, Official Receiver	2, Offa-street, Hereford
Garside, William ...	Residing at Causeway Foot Green, Lingards, Slaithwaite, near Huddersfield, Yorkshire, and carrying on business at Crimble Viaduct, Golcar, near Huddersfield aforesaid	Cab Proprietor and Carrier...	Huddersfield ...	7 of 1895	Dec. 6, 1895 ...	J. Arthur Binns, Official Receiver	19, John William-street, Huddersfield
Shaw Mary ...	Residing and trading at Crimble, Slaithwaite, near Huddersfield, Yorkshire	Grocer and Beer Retailer, a Married Woman, carrying on business apart from her husband	Huddersfield ...	9 of 1895	Dec. 6, 1895 ...	J. Arthur Binns, Official Receiver	19, John William-street, Huddersfield
Wood, George Arthur ...	Berry Brow, in the borough of Huddersfield, Yorkshire	Waste Dealer...	Huddersfield ...	24 of 1894	Dec. 6, 1895 ...	J. Arthur Binns, Official Receiver	19, John William-street, Huddersfield
Hughson, John ...	Gough-buildings, Ystradgunlais, lately residing and trading at Ynis Uchaf, near Ystradgunlais, Breconshire	Shoemaker ...	Neath ...	13 of 1895	Dec. 7, 1895 ...	Thomas Thomas, Official Receiver	31, Alexandra-road, Swansea
Williams, Evan ...	Aberynant, Llanidloes, Montgomeryshire ...	Timber Merchant ...	Newtown ...	3 of 1895	Dec. 6, 1895 ...	J. D. Davies, Official Receiver	Llanidloes
Brown, John ...	Bridge Inn, Richmond, North Riding, Yorkshire	Innkeeper ...	Northallerton ...	1 of 1895	Dec. 6, 1895 ...	John Richard Stubbs, Official Receiver	8, Albert-road, Middlesborough
Lawrence, David ...	237, High-street, Treorhy, Glamorganshire ...	Draper and Outfitter ...	Pontypridd ...	37 of 1895	Dec. 10, 1895 ...	William Lewes Daniel, Official Receiver	65, High-street, Merthyr Tydfil
Ashforth, Frederick ...	43, St. Chads-road, Blackpool, Lancashire ...	Goods Clerk ...	Preston ...	6 of 1895	Dec. 9, 1895 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Pharaoh, James Dawson...	Eagle's Head Inn, Over Kellet, and carrying on business at Eagle's Head Inn, Over Kellet, and at Whinray Hill Quarry, Halton, near Over Kellet, Timpany Quarry, Millstone Quarry, and Lime Kiln Quarry, in Nether Kellet, all near Carnforth, Lancashire	Innkeeper, Farmer, Stonemason, Lime Burner, and Quarry Master	Preston ...	1 of 1894	Dec. 6, 1895 ...	Thomas Edelston, Official Receiver	14, Chapel-street, Preston
Doran, James ...	42, Mill-road, New Brompton, Gillingham, Kent	Retired Surgeon-Major from Her Majesty's Army	Rochester ...	8 of 1891	Dec. 6, 1895 ...	Official Receiver ...	Official Receiver's Office, Rochester
Crowther, Frederick William (trading as Crowther Brothers)	26, Baxtergate, Whitby, Yorkshire ...	Tailor, Outfitter, and Men's Mercer	Stockton-on-Tees and Middlesborough	74 of 1894	Dec. 7, 1895 ...	William Richardson, Chartered Accountant	11 and 13, John William-street, Huddersfield

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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.
Brindley, Walter Henry ...	12, Longlands, Stourbridge, Worcestershire ...	Clerk ... ..	Stourbridge ...	15 of 1895	Dec. 6, 1895 ...	Edward Percy Jobson, Official Receiver	Dudley
Blundell, Samuel ... ..	23A and 23B, St. Helens-road, Swansea, Glamorganshire	Ironmonger ... ..	Swansea ... ..	7 of 1895	Dec. 6, 1895 ...	John F. Harvey and ... Charles T. Appleby ...	4 and 5, Goat-street, Swansea 26, Corporation-street, Birmingham
Hughes, John Owen (trading as J. O. Hughes and Son)	Greenfield Inn, and Neath-road, Landore, in the county borough of Swansea, formerly of Water-street, and Ynisllwynbedw-cottages, Ystradgunlais, Brecknockshire	Licensed Victualler, Grocer, and Butcher	Swansea ... ..	2 of 1895	Dec. 7, 1895 ...	Thomas Thomas, Official Receiver	31, Alexandra-road, Swansea
Pulsford, Henry ... ..	Minehead, Somersetshire .. ..	Shipowner ... ..	Taunton ... ..	4 of 1895	Dec. 7, 1895 ...	George Philpott, Official Receiver	5B, Hammet-street, Taunton
Skinner, Alfred Thomas...	5, Vale-road, Tunbridge Wells, Kent ... ..	Tailor ... ..	Tunbridge Wells ...	8 of 1893	Dec. 9, 1895 ...	A. Mackintosh, Official Receiver	24, Railway-approach, London Bridge, S.E.
Wilkinson, James William (trading as James Wilkinson)	Wheatsheaf Inn, Whitwood, Normanton, Yorkshire	Innkeeper and Farmer ...	Wakefield ... ..	19 of 1895	Dec. 6, 1895 ...	John Bickersteth Otley, Official Receiver	6, Bond-terrace, Wakefield
Evans, Frederick James ...	Late of 19, Sturgeons-hill, in the city of Lichfield, now of Streethay, near Lichfield, Staffordshire	Market Gardener and Farmer	Walsall ... ..	25 of 1895	Dec. 7, 1895 ...	Edwin Pritchard, Official Receiver	St. Peter's-close, Wolverhampton
Holding, Arthur Richard	355, Lower High-street, West Bromwich, Staffordshire, lately residing at and trading at Market-place and Union-street, Wednesbury, Staffordshire, formerly at 224, High-street, West Bromwich aforesaid	Baker and Confectioner ...	West Bromwich ...	20 of 1894	Dec. 9, 1895 ...	Luke Jesson Sharp, Official Receiver	Whitehall-chambers, 23, Colmore-row, Birmingham
Knipe, Francis Samuel Charles (carrying on business as E. and F. Knipe)	41, Bath-road, Wolverhampton, Staffordshire, lately residing at 2, Stephenson-street, Wolverhampton aforesaid, and carrying on business at 2, Stephenson-street, and 41, Bath-road, Wolverhampton	Publisher ... ..	Wolverhampton ...	45 of 1895	Dec. 7, 1895 ...	Edwin Pritchard, Official Receiver	St. Peter's-close, Wolverhampton
Walwyn, Thomas Rupert	12, High-street, Bilston, Staffordshire ... ..	Butcher ... ..	Wolverhampton ...	29 of 1895	Dec. 7, 1895 ...	Edwin Pritchard, Official Receiver	St. Peter's-close, Wolverhampton
Joy, Frederick ... ..	Crewkerne, Somersetshire, and South-street, Bridport, Dorsetshire	Outfitter and Dealer in Boots	Yeovil ... ..	5 of 1894	Dec. 6, 1895 ...	Henry Wilson Marillier	Bank-chambers, Yeovil
Vicker, Edwin ... ..	Templecombe, Somersetshire ... ..	Butcher and Farmer ...	Yeovil ... ..	10 of 1894	Dec. 9, 1895 ...	Henry Wilson Marillier	Bank-chambers, Yeovil
Chapman, Alfred ... ..	37, Petergate and Lord Nelson-yard, Walmgate, both in the city of York	Wholesale Cabinet Maker and Timber Merchant	York ... ..	21 of 1895	Dec. 6, 1895 ...	Edward Towler Wilkinson, Official Receiver	28, Stonegate, York

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
De Vear, Charles Edward	Lately carrying on business at 118, Cannon-street, E.C., and lately residing at 33, Glasbury-road, West Kensington, now residing at 14, Gower-avenue, Munster-road, Fulham, both in the county of London	Accountant and Auditor	High Court of Justice in Bankruptcy	521 of 1894	2½d.	First and Final	Dec. 4, 1895...	Martin, Farlow, Eldridge, and Co., 4, King-street, Cheap-side, E.C.
King, Thomas ... ..	221A, Gladstone-avenue, Noel Park, Wood Green, Middlesex, previously 133, St. Thomas-road, Finsbury Park, Middlesex	Clerk in the Savings Bank Department of the General Post Office	High Court of Justice in Bankruptcy	1283 of 1891	2s.	Third	Any day (except Saturday) between 11 and 2-	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Rawlins, Edward Jeffery	12, Wilton-road, Dalston, in the county of London, carrying on business at 169, Mare-street, Hackney, in the county of London	General Dealer ... ..	High Court of Justice in Bankruptcy	330 of 1895	1s 3¼d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Weisberg, Jacob ... ..	22, Moorfields, London, and 97, New-road, Whitechapel, Middlesex	Tobacconist ... ..	High Court of Justice in Bankruptcy	1581 of 1894	1s. 7d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
White, Edwin John (described in Receiving Order as Edwin J. White)	Lately at 46, Gray's-inn-road and 72, Truro-road, Wood Green, Middlesex	... ..	High Court of Justice in Bankruptcy	1714 of 1893	1s. 9d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Wride, Fred ... ..	118, Fulham-road, in the county of London	Bootmaker ... ..	High Court of Justice in Bankruptcy	427 of 1895	1s. 3¼d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Matthews, Caroline ...	Lord Nelson Hotel, Shambles-street, Barnsley, Yorkshire	Innkeeper... ..	Barnsley ... ..	3 of 1895	5s. 6d.	First and Final	Nov. 25, 1895 ...	Official Receiver's Office, 6, Bond-terrace, Wakefield
NOTE.—The above Notice	is in substitution for the Notice of Dividend	of 6s. 6¼d. in the pound	published in the London Gazette	of the 1st October, 1895,	the Dividend then advertised	not having been paid		
Plummer, John (trading as J. Hopkins and Co.)	173, Tavistock-street, Bedford, and 23, Park-road East, Bedford	Pianoforte, Organ, and Music Dealer	Bedford ... ..	2 of 1895	6s.	First	Dec. 5, 1895...	Howard-chambers, Bedford
Guest, Herbert ... ..	Trading at 73, Leigh-road, and residing in lodgings at Chapel-street, both in Leigh, Lancashire	Grocer ... ..	Bolton ... ..	13 of 1895	1s. 9¼d.	First and Final	Nov. 27, 1895 ...	Official Receiver's Offices, 16, Wood-street, Bolton
Elmes, Thomas ... ..	Wainfleet All Saints, Lincolnshire ... ..	Builder and Ironmonger	Boston ... ..	14 of 1895	7s. 2d.	First and Final	Nov. 26, 1895 ...	Office of Trustee, Charles Lucas, 8, Bridge-street, Boston, Chartered Accountant
Woodcock, Fred ... ..	Residing at Second-street, and trading at Third-street, both in Wesley-place, Low Moor, Yorkshire	Plumber, Glazier, and Gasfitter	Bradford ... ..	22 of 1895	1s. 1¼d.	First and Final	Dec. 2, 1895 ...	Official Receiver's Chambers, 31, Manor-row, Bradford
Goddard, Edward ... ..	Westbourne, Sussex ... ..	Blacksmith ... ..	Brighton ... ..	67 of 1894	3s. 4d.	First and Final	Nov. 29, 1895 ...	Office of Official Receiver, 4, Pavilion-buildings, Brighton

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Hey, Stephen ...	43, Parker-lane and 20, St. James-street, both in Burnley, Lancashire, and Scully Head, Cliviger, near Burnley	Fishmonger, Herring Curer, Fruiterer, and Confectioner	Burnley ...	3 of 1894	2s. 4d.	First and Final	Nov. 29, 1895	Official Receiver's Office, 14, Chapel-street, Preston
Ede, Frederick Henry ...	15, Chatham-street, Ramsgate, Kent ...	Baker ...	Canterbury ...	11 of 1895	1s. 9½d.	First and Final	Nov. 29, 1895	Official Receiver's Office, Canterbury
Wilson, E. ...	5, East Cliff-terrace, Ramsgate, Kent, lately residing at Park-houses, Willesden, London	Widow ...	Canterbury ...	59 of 1892	3s. 4½d.	First and Final	Nov. 27, 1895	Official Receiver's Office, Canterbury
Francis, Emily Maria ...	7, Nolton-street, Bridgend, Glamorganshire	Draper, a Married Woman trading apart from her Husband	Cardiff ...	20 of 1895	5½d.	First and Final	Nov. 27, 1895	29, Queen-street, Cardiff
Jaeka, Thomas ...	45, Clive-street, Grangetown, Cardiff, Glamorganshire, lately residing and trading at 2, Gladstone-terrace, Cardiff	Boot and Shoe Dealer ...	Cardiff ...	29 of 1895	10½d.	First and Final	Nov. 27, 1895	29, Queen-street, Cardiff
Jones, Mary Ann ...	Nolton-street, Bridgend, Glamorganshire, trading at Nolton-street, Bridgend, and lately trading at the Dyffryn Mills, Glynneath, Glamorganshire, in copartnership with John Nelson	Flannel Dealer, Widow...	Cardiff ...	83 of 1894	1s. 5½d.	First and Final	Nov. 27, 1895	29, Queen-street, Cardiff
Voules, Arthur Edward Patrick	Sheffield-road, Chesterfield, Derbyshire ...	Schoolmaster ...	Chesterfield...	4 of 1894	3s.	First and Final	Dec. 7, 1895	19, Saltergate, Chesterfield
Whitfield, Mary ...	166, Long-lane, Dalton, Huddersfield, and trading at Stall No. 82, Market Hall, Huddersfield, Yorkshire	Music Seller, Spinster ...	Huddersfield ...	16 of 1895	8½d.	First and Final	Dec. 29, 1895	Official Receiver's Chambers, 19, John William-street, Huddersfield
Ward, William ...	Bildeston, Suffolk ...	Outfitter ...	Ipswich ...	8 of 1895	6s. 8d.	First and Final	Nov. 26, 1895	36, Princes-street, Ipswich
Haresnape, John Richard	Gill Farm, Sedbergh, Yorkshire ...	Farmer ...	Kendal ...	14 of 1895	3s. 11d.	First and Final	Nov. 29, 1895	16, Cornwallis-street, Barrow-in-Furness
Antill, Hannah Todd ...	Coppenhall-terrace, Crewe ...	Painter, Paperhanger, and China Dealer	Nantwich and Crewe	4 of 1895	8½d.	First and Final	Dec. 2, 1895	Official Receiver's Offices, Newcastle-under-Lyme
Platt, Henry ...	1, Myrtle-street and the Stores under the Corn Exchange, both in Crewe	Wholesale Ale and Stout Merchant	Nantwich and Crewe	6 of 1895	5d.	First and Final	Dec. 2, 1895	Official Receiver's Offices, Newcastle-under-Lyme
Whitehead, Christopher	Lately residing at 70, Wheelock-street, Middlewich, and trading at 38, Lower-street, Middlewich	Ironmonger and Hardware Dealer	Nantwich and Crewe	13 of 1895	20s. and 4 per cent. interest	First and Final	Dec. 2, 1895	Official Receiver's Offices, Newcastle-under-Lyme
Smith, William Jones ...	28, Neath-road, Briton Ferry, Glamorganshire	Bootmaker and Boot and Shoe Vendor	Neath ...	16 of 1894	1s. 7½d.	First and Final	Nov. 26, 1895	Offices of Official Receiver, 31, Alexandra-road, Sawnsea

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Swainson, John Timothy	Onllwyn Inn, Onllwyn, near Neath, Glamorganshire.	Licensed Victualler ...	Neath ...	22 of 1894	2s. 11½d.	First and Final	Nov. 26, 1895 ...	Offices of Official Receiver, 31, Alexandra-road, Swansea
Miller, George ...	New Catton, Norwich ...	Brickmaker and General-shop Keeper	Norwich ...	30 of 1895	5s. 4½d.	First and Final	Nov. 23, 1895 ...	Official Receiver's Office, 8, King-street, Norwich
Nickalls, Alice ...	113, Magdalen-street, in the city of Norwich	Shopkeeper ...	Norwich ...	5 of 1895	6½d.	First and Final	Nov. 23, 1895 ...	Official Receiver's Office, 8, King-street, Norwich
Hopkins, William ...	Tudor House, Ystrad Rhondda, Glamorganshire	Outfitter ...	Pontypridd ...	30 of 1893	2½d.	Second and Final	Nov. 29, 1895 ...	Official Receiver's Offices, 65, High-street, Merthyr Tydfil
Dent, John Barnes (trading as J. B. Dent and Co.)	Residing at Prospect House, and trading at the Rother Brass Works, both in Rawmarsh-road, Rotherham, Yorkshire	Brassfounder and Mineral Water Engineer	Sheffield ...	33 of 1895	2s. 6d.	First and Final	Nov. 29, 1895 ...	Official Receiver's Offices, Figtree-lane, Sheffield
Jones, Thomas ...	The Plough Vaults, the Square, Shrewsbury	Licensed Victualler ...	Shrewsbury ...	15 of 1895	3s. 6½d.	First and Final	Nov. 27, 1895 ...	Official Receiver's Office, Shrewsbury
Lowe, William Charles ...	Buck's Head Inn, Hungerford, Salop ...	Licensed Victualler ...	Shrewsbury ...	6 of 1895	2s. 3½d.	First and Final	Nov. 27, 1895 ...	Official Receiver's Office, Shrewsbury
Checkley, Jonas ...	High-street, Cradley Heath, Worcestershire	Baker ...	Stourbridge ...	7 of 1885	4s. 8d.	Supplemental	Nov. 26, 1895 ...	Official Receiver's Office, Dudley
Lodwig, Thomas...	19, Mysydd-street and 58, Arch Victoria-street, both in the county borough of Swansea	Plumber, Coppersmith, Gasfitter, and Grocer	Swansea ...	39 of 1894	10½d.	First and Final	Nov. 26, 1895 ...	Offices of Official Receiver, 31, Alexandra-road, Swansea
Walker, Frederick ...	Residing at 21, Milton-street, and trading at 9, Dalkeith-street, Barrow-in-Furness, Lancashire	Plumber ...	Ulverston and Barrow-in-Furness	2B of 1895	3s. 1d.	First and Final	Nov. 29, 1895 ...	16, Cornwallis-street, Barrow-in-Furness
Bateman, William ...	Pollington, near Snaith, Yorkshire...	Blacksmith ...	Wakefield ...	32 of 1894	10½d.	First and Final	Nov. 25, 1895 ...	Official Receiver's Office, 6, Bond-terrace, Wakefield
Byrne, Joseph ...	Residing at the Woodman Inn, Wood Green, near Wednesbury, Staffordshire	Licensed Victualler ...	Walsall ...	22 of 1895	1s. 9½d.	First and Final	Nov. 30, 1895 ...	Official Receiver's Office, Walsall
Lester, William ...	5, Trowse-lane and 31, Lower High-street, Wednesbury, Staffordshire	Grocer, Baker, and Provision Merchant	Walsall ...	36 of 1894	8½d.	First and Final	Nov. 27, 1895 ...	Herald-chambers, Martineau-street, Birmingham
Pigott, Eversfield Botry	Ellisfield, Hampshire...	Clerk in Holy Orders ...	Winchester ...	12 of 1887	5d.	Fifth	Nov. 28, 1895 ...	Percy Mason and Co., 64, Gresham-street, London, E.C.
Bond, Joseph Rodenhurst	Carter-street, Crewkerne, Somersetshire ...	Builder ...	Yeovil ...	8 of 1893	1s.	Third	Dec. 2, 1895...	Offices of Trustee, Bank-chambers, Yeovil

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.
Quincey, Isaac ... ..	Formerly residing and trading at 99, Gloucester-road, South Kensington, Middlesex, now 500, Harrow-road, Middlesex	Journeyman Baker, formerly Baker ...	High Court of Justice in Bankruptcy	450 of 1895	Dec. 6, 1895, 11 A.M., Bankruptcy-buildings, London, W.C.
MacConkey, George Frederick ... ..	31, Charlwood-road, Putney, Surrey, formerly of 22, Leinster-gardens, Bayswater, Middlesex	Banker's Clerk ... ..	High Court of Justice in Bankruptcy	809 of 1894	Dec. 6, 1895, 11 A.M., Bankruptcy-buildings, London, W.C.
Halstead, Henry ... ..	3, Elm-street, Colne, Lancashire ... ..	Warp Dresser ... ..	Burnley ... ..	20 of 1893	Dec. 14, 1895, 10 A.M., Court-house, Burnley
Booth, Thomas Marshall ... ..	23, Derby-street, Burton-on-Trent, Staffordshire ...	Grocer and Baker ... ..	Burton-on-Trent ...	7 of 1893	Dec. 18, 1895, 12 noon, Court-house, Station-street, Burton-on-Trent
Halson, Walter Laird, and Lovell, George (trading as Halson and Lovell) ... ..	Both of Market Place, Romford, Essex ... ..	Cycle Manufacturers ... ..	Chelmsford ... ..	8 of 1893	Dec. 16, 1895, 12 noon, Shirehall, Chelmsford
Tunbridge, Walter ... ..	Cressing, Essex ... ..	Builder ... ..	Chelmsford ... ..	6 of 1895	Dec. 16, 1895, 12.30 P.M., Shirehall, Chelmsford
Walker, James Renner ... ..	11, Winterbottom-street, lately trading at the Market-place, both in South Shields, in the county of Durham	Butcher ... ..	Newcastle-on-Tyne	33 of 1894	Jan. 17, 1896, 10 A.M., Court-house, Westgate-road, Newcastle-on-Tyne
Cable, Samuel, the younger ... ..	Burnham Market, Norfolk ... ..	Painter, Plumber, and Glazier ... ..	Norwich ... ..	17 of 1893	Dec. 18, 1895, 10 A.M., Shirehall, Norwich
Barleigh, Robert William ... ..	157, High-street, Uxbridge, Middlesex ... ..	Draper and Milliner ... ..	Windsor ... ..	5 of 1894	Dec. 20, 1895, 2 P.M., Townhall, Windsor
Onions, George Henry ... ..	Mondisfield, Compton-road, Wolverhampton, Staffordshire, and carrying on business at the Moorcroft Ironworks, Moxley, Wednesbury, Staffordshire	Ironmaster ... ..	Wolverhampton ...	7 of 1893	Dec. 9, 1895, 2.30 P.M., County Court, Wolverhampton

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.



No. 26682.

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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.
Still, William ...	Late 2, Whitcross - street, Brighton, now Church-road, Patcham, both in Sussex	Builder ... ..	Brighton ...	81 of 1889	Oct. 18, 1895	Discharge suspended for three months. Bankrupt to be discharged as from 18th January, 1896	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 them any reasonable or probable ground of expectation of being able to pay them
Roberts, David ...	Residing and carrying on business at Fartown, Huddersfield, Yorkshire	Proprietor of Hydro-pathic Establishment	Huddersfield ...	34 of 1893	Oct. 23, 1895	Discharge granted subject to bankrupt consenting to Judgment being entered against him in the County Court of Yorkshire, holden at Huddersfield, by the Official Receiver, for £85	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; and had continued to trade after knowing himself to be insolvent
Morgan, Cecil Herbert...	Residing at Llanberis, Gordon-avenue, Portswood, in the town and county of the town of Southampton						
Isted, Samuel Eveland... and Morgan, Edward Percy (carrying on business as Morgan)	Residing at 8, Portland-terrace, Southampton Residing at Ellerslie, 11, Park - road, Portswood, Southampton At the Bevois Valley Works, Empress-road, Bevois Valley, Southampton	Contractors ... ..	Southampton ...	16 of 1893	Oct. 15, 1895	That the Discharge of each of the said bankrupts Cecil Herbert Morgan, Samuel Eveland Isted, and Edward Percy Morgan be suspended for three years, and that they and each of them be discharged as from 15th October, 1898	Bankrupts' assets are not of a value equal to 10s. in the pound on the amount of their unsecured liabilities; that they had omitted to keep such books of account as are usual and proper in the business carried on by them, and as sufficiently disclose their business transactions and financial position within the three years immediately preceding their bankruptcy; had brought on or contributed to their bankruptcy by rash and hazardous speculations; and further that the bankrupt Samuel Eveland Isted had, within three months preceding the date of the Receiving Order, when unable to pay his debts as they became due, given an undue preference to one of his creditors

ORDERS MADE ON APPLICATIONS FOR DISCHARGE—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Young, Alfred Henry ...	23, Brynmaer-road, Battersea Park - road, Surrey, lately residing at 1, Fern-crescent, Gravesend, Kent, formerly residing and carrying on business at the Collegiate School, Watford, Hertfordshire	Late Schoolmaster, now out of business	Wandsworth ...	18 of 1895	Oct. 28, 1895	Discharge suspended for two years as from 28th October, 1895	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 contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Cooke, Francis ...	Rooke Tree Farm, Haynes, Bedfordshire ...	Farmer ... ..	Bedford ... ..	13 of 1895	Field, Alfred Long...	Howard-street, Bedford ...	Nov. 19, 1895
Palethorpe, Charles ...	Residing at Ash Cottage, Church-road, Moseley, in the parish of King's Norton, Worcestershire, and trading at Balsall Heath-road, and Corn Exchange-passage, High-street, both in the city of Birmingham, Warwickshire	Provision Merchant ...	Birmingham ...	117 of 1895	Sharp, Elkanah Mackintosh, and Thraves, Arthur ...	Colmore-row, Birmingham, Chartered Accountant 15, Victoria-street, Liverpool, Incorporated Accountant	Nov. 18, 1895
Benton, Thomas ...	34, Montpelier-street, Brighton, lately of Wisbech St. Peter, Cambridgeshire	Of no occupation, lately Dealer in Horses	King's Lynn...	14 of 1895	Curtis, Thomas ...	Wisbech, Cambridgeshire, Cattle Dealer	Nov. 18, 1895
Robinson, Thomas Robinson, Wilfrid, and Robinson, William Henry (trading, as Thomas Robinson and Sons)	Residing together at Hough Top, Bramley, in the city of Leeds, and trading in copartnership at Stone Bridge Mills, Armley, in the city of Leeds	Boot and Shos Manufacturers	Leeds ... ..	118 of 1895	Burgess, Robert Murray	38, Albion-street, Leeds, Chartered Accountant	Nov. 18, 1895
Simpson, John Padgett ...	Bondgate Green, Ripon, Yorkshire ... ..	Timber Merchant ... ..	Northallerton ... ..	21 of 1895	Forster, Frederic John	Middlesborough, Chartered Accountant	Nov. 20, 1895
Collins, William Henry Albert	Late of Woodcock's-court, 26, Fishergate, Preston, Lancashire, now residing at the Lion Hotel, Bedford, Bedfordshire	Captain ... ..	Preston ... ..	19 of 1895	Smalley, Robert Edwin	9, Chapel-street, Preston ...	Nov. 18, 1895

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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.
Dux, Joseph Daniel (otherwise Joseph Daniel Tukcs)	43, Cadiz-street, Stepney, and of 85, Brook-street, Ratcliffe, both in Middlesex, lately residing at 12, Bormer-road, Notting Hill, Middlesex, then formerly residing at Colborn-road, Westbourne Park, Middlesex, and then formerly residing at 27, Kingston-street, Walworth, Surrey, and then formerly residing at 45, Thomas-street, Burdett-road, Bow, Middlesex, and now carrying on business at 43, Cadiz-street, Stepney, Middlesex, on his own account, and as Manager to Jacob Eid, at 85, Brook-street, Ratcliffe aforesaid	Baker ... ..	High Court of Justice in Bankruptcy	195 of 1894	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	July 10, 1895
Hide, William ... ..	38, Weltze-road, Hammersmith, Middlesex	... ..	High Court of Justice in Bankruptcy	295 of 1894	Horold Brougham ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Lashbrooke, John Reece ...	30, Oxford-road, Islington, Middlesex, and lately trading at the Bull's Head, Leadenhall-street, in the city of London	Licensed Victualler ...	High Court of Justice in Bankruptcy	680 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
London, Francis (trading as Frank London)	1, Albion-road, Deptford, in the county of Kent, and 231, Oxford-street, in the county of London	Manufacturing Jeweller and Diamond Mounter	High Court of Justice in Bankruptcy	435 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Maddison, Thomas Harwood (described in the Receiving Order as T. Harwood Maddison)	118, Sinclair-road, Kensington, and 2, Laundry-terrace, Fulham, in the county of London	Surgeon ... ..	High Court of Justice in Bankruptcy	249 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Moses, Joseph ... ..	363, Mile End-road, in the county of London	Tailor ... ..	High Court of Justice in Bankruptcy	1551 of 1893	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Nossek, Israel ... ..	113, Back Church-lane, Commercial-road, in the county of London	Baker ... ..	High Court of Justice in Bankruptcy	342 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Rutherford, Squire Knight	71, Shrubbery-road, West Green, Tottenham, and 210, Hill-street, Walworth, London	Engineer, lately Oil and Colour Man	High Court of Justice in Bankruptcy (transferred from Edmonton County Court)	901 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895

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.
Sampson, Thomas (described in the Receiving Order as James Sampson)	60, Sutherland-road, Roman-road, Old Ford, Middlesex, lately residing and trading at the Eleanor Arms, 485, Old Ford-road aforesaid	Of no occupation, lately Beerhouse Keeper	High Court of Justice in Bankruptcy	1906 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Snooks, James ... ..	2A, Wharton-road, West Kensington, and formerly carrying on business also at 58, Richmond-road, West Kensington aforesaid	Builder and House Agent	High Court of Justice in Bankruptcy	34 of 1894	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Stanier, Selina ... ..	42, Upper Baker-street and 3 and 4, Colville-gardens, Bayswater, both in Middlesex	Widow ... ..	High Court of Justice in Bankruptcy	469 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 15, 1895
Walters, John Forrest ...	17, Queen's-road, Bayswater, in the county of London, lately residing at 47, Queen's-road, Bayswater aforesaid	Engineer and Cycle Dealer	High Court of Justice in Bankruptcy	203 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Watson, Robinson (trading as Watson and Co.)	25, Wilson-road, Camberwell, Surrey, lately trading at 52, Queen Victoria-street, London	Window Decorator ...	High Court of Justice in Bankruptcy	966 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Watts, John Hunter (described in Receiving Order and trading as J. Hunter Watts and Co.)	39, Seething-lane, London ...	Chemist and Merchant	High Court of Justice in Bankruptcy	438 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Sept. 10, 1895
Cooper, Fred ... ..	Lower Dinting, Glossop, Derbyshire	Farmer ... ..	Ashton-under-Lyne and Stalybridge	6 of 1895	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Medd, George Tate... ..	Whitchurch, Buckinghamshire ...	Clerk in Holy Orders...	Aylesbury ... ..	25 of 1892	George Mallam ...	1, St. Aldate's, Oxford ...	Late Official Receiver	Sept. 26, 1895
Walter, Edgar ... ..	24, High-street, Banbury, lately of the Town Hall Tavern, Banbury, Oxfordshire	Wood Carver and Cabinet Maker, lately Innkeeper	Banbury ... ..	8 of 1893	George Mallam ...	1, St. Aldate's, Oxford, ...	Late Official Receiver	Sept. 10, 1895
Davies, Frederick William	Washington Hotel, Llandudno, Carnarvonshire	Hotel Proprietor and Licensed Victualler	Bangor ... ..	6 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Sept. 25, 1895
Hughes, John ... ..	Derwen Deg, Tregarth, Bangor, Carnarvonshire	Quarryman ... ..	Bangor ... ..	5 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Sept. 10, 1895

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.
Smith, Samuel ... ..	The Llangollen Vaults, High-street, Bangor, Carnarvonshire.	Licensed Victualler ... ..	Bangor ... ..	25 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ... ..	Sept. 25, 1895
Delve, William ... ..	The Rolle Arms Inn, Bear-street, Barnstaple, Devonshire	Innkeeper, and Coal Merchant	Barnstaple ... ..	1 of 1895	George Philpott... ..	5B, Hammet - street, Taunton	Official Receiver ... ..	Sept. 26, 1895
Atberfon, Edward ... ..	33, Zigzag road and Smithy-lane, Liscard Village, both in Liscard, Cheshire	Master Blacksmith ... ..	Birkenhead ... ..	8 of 1894	Frederick Gittins ... ..	35, Victoria - street, Liverpool	Official Receiver ... ..	Sept. 25, 1895
Dobson, Fred Ainsworth ... ..	Residing at 36, Bridge-street, and carrying on business at 34, Bridge-street, Birkenhead, Cheshire	Chemist and Druggist	Birkenhead ... ..	17 of 1893	Frederick Gittins ... ..	35, Victoria - street, Liverpool	Official Receiver ... ..	Sept. 25, 1895
Bird, Thomas ... ..	132, Icknield-street, Birmingham	Refreshment house Keeper	Birmingham ... ..	70 of 1894	Luke Jesson Sharp... ..	23, Colmore - row, Birmingham	Official Receiver ... ..	Sept. 10, 1895
Carver, John ... ..	20, Constitution-hill, Birmingham, Warwickshire	Saddler ... ..	Birmingham ... ..	106 of 1893	Luke Jesson Sharp... ..	23, Colmore-row, Birmingham	Official Receiver ... ..	Sept. 10, 1895
Hackett, Arthur ... ..	8, High-street, in the city of Birmingham	Hosier ... ..	Birmingham ... ..	74 of 1894	Luke Jesson Sharp... ..	23, Colmore - row, Birmingham	Official Receiver ... ..	Sept. 24, 1895
Jones, William Frederick ... ..	196, Balsall Heath-road, Balsall Heath, Worcestershire	Provision Dealer ... ..	Birmingham ... ..	113 of 1893	Luke Jesson Sharp... ..	23, Colmore-row, Birmingham	Official Receiver ... ..	Sept. 10, 1895
Roper, William (trading as William Roper and Son)	94, Gerrard-street, Lozells, Aston-juxta - Birmingham, Warwickshire	House Painter... ..	Birmingham ... ..	57 of 1894	Luke Jesson Sharp... ..	23, Colmore-row, Birmingham	Official Receiver ... ..	Sept. 10, 1895
Snepp, Julia Anne ... ..	Perry Villa, Perry Barr, Staffordshire	Widow ... ..	Birmingham ... ..	71 of 1890	Luke Jesson Sharp... ..	23, Colmore-row, Birmingham	Official Receiver ... ..	Sept. 24, 1895
Towler, Henry ... ..	63, Canning-street, Bury, Lancashire	Insurance Agent ... ..	Bolton ... ..	39 of 1894	Thomas H. Winder... ..	16, Wood-street, Bolton	Official Receiver ... ..	Sept. 25, 1895
Kidd, William ... ..	Residing and carrying on business at Haetow Fen, Lincolnshire, previously residing and carrying on business at Stickney, Lincolnshire	Farmer and Grazier ... ..	Boston ... ..	13 of 1894	R. J. Ward ... ..	31, Silver-street, Lincoln	Official Receiver ... ..	Sept. 25, 1895
Pearson, Joseph ... ..	Kirton, Lincolnshire ... ..	Labourer ... ..	Boston ... ..	3 of 1895	R. J. Ward ... ..	31, Silver-street, Lincoln	Official Receiver ... ..	Sept. 10, 1895
Southern, Robert ... ..	North Kyme, Lincolnshire ... ..	Farmer ... ..	Boston ... ..	1 of 1895	R. J. Ward ... ..	31, Silver-street, Lincoln	Official Receiver ... ..	Sept. 25, 1895

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.
Parkinson, John, the younger	10, George-street, Saltaire, in the township of Shipley, Yorkshire; formerly trading at Saltaire-road, Shipley aforesaid, afterwards at the Market, in Morley, Yorkshire	Butcher's Salesman, formerly Butcher	Bradford	95 of 1894	J. Arthur Binns	31, Manor-row, Bradford	Official Receiver	Sept. 25, 1895
Steele, Thomas	Formerly residing and trading at 57, Yorkshire-street, Morecambe, Lancashire, but latterly residing at 154, St. Leonard's-road, Girlington, Bradford, Yorkshire	Painter and Paper-hanger	Bradford	92 of 1894	J. Arthur Binns	31, Manor-row, Bradford	Official Receiver	Sept. 10, 1895
Turner, Robert	Residing and trading at Settle, Yorkshire	Tailor and Draper	Bradford	57 of 1894	J. Arthur Binns	31, Manor-row, Bradford	Official Receiver	Sept. 10, 1895
FitzClarence, W. G.	23, Palmeira-square, Hove, Sussex		Brighton	82 of 1893	Howard W. Cox	4, Pavilion-buildings, Brighton	Official Receiver	Sept. 26, 1895
Swain, George	111, Lewes-road, Brighton, Sussex	Baker and Confectioner	Brighton	10 of 1891	Howard W. Cox	4, Pavilion-buildings, Brighton	Official Receiver	Sept. 10, 1895
Brealey, John	Ashley-place Baptist Mills, in the city and county of Bristol, residing at Villiers-road, Stapleton-road, Fishponds, Gloucestershire	Boot Manufacturer	Bristol	83 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 25, 1895
Bryan, Florence Mary	309, Gloucester-road, Horfield, Gloucestershire, lately residing at Roseville, Kennington-avenue, Horfield aforesaid	Widow	Bristol	26 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 25, 1895
Hall, Emily	10, Buckingham-place, Clifton, Bristol	Spinster	Bristol	48 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 10, 1895
Hall, Mary Adelaide	10, Buckingham-place, Clifton, Bristol	Spinster	Bristol	49 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 10, 1895
Hart-Davies, John	21, Somerset-street, Kingsdown, in the city and county of Bristol	Clerk in Holy Orders	Bristol	81 of 1892	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 25, 1895
Livsey, Henry	Residing at Silver-street, Bristol, and trading at Bridewell-street, Bristol	Fishmonger	Bristol	76 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 25, 1895
Luton, Edward	6, the Horsefair and 63, Old Market-street, both in the city and county of Bristol, lately residing at 11, Midland-road, St. Philip's, in the city of Bristol	Baker and Confectioner	Bristol	44 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver	Sept. 25, 1895

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.
Mogg, William James (trading as J. Burrell)	28, Temple-street, in the city and county of Bristol	Glass and Earthenware Dealer, and Dock Foreman	Bristol ... ..	94 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 10, 1895
Fayie, Alfred John ...	Residing and trading at 44, Park-row, late 88, Park-row, both in the city and county of Bristol	Watchmaker and Jeweller	Bristol ... ..	58 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 10, 1895
Phillips, Fred ... ..	Stoke Gifford, Gloucestershire ...	Butter Merchant ...	Bristol ... ..	32 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Righton, Henry ... ..	Late Portland-place, Clifton, and 80, Kingsdown-parade, both in the city of Bristol, and present address is unknown	Stationer and Bookseller and in the employ of the Post Office	Bristol ... ..	73 of 1893	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Smallwood, Arthur Gough	The Post Office, Kingswood, Gloucestershire	Olothier, formerly Sub-Postmaster	Bristol ... ..	61 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Stephens, Richard ... ..	12, the Triangle, Clevedon, Somersetshire	Engineer and Bicycle Dealer	Bristol ... ..	70 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Thorn, George ... ..	37, Barrow-lane, Newtown, Bristol	Oil Dealer and Shop-keeper	Bristol ... ..	55 of 1884	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Tooze, William ... ..	4, Terrell-street, in the city and county of Bristol	Cabinet Maker ...	Bristol ... ..	51 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 10, 1895
Vickery, Sarah (trading as W. J. Vickery)	50, Redcliff-hill, in the city and county of Bristol	Confectioner, Widow...	Bristol ... ..	74 of 1894	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Sept. 25, 1895
Goodhead, William Henry	South Uxbridge-street and Queen-street, both in Burton-on-Trent, Staffordshire	Grocer ... ..	Burton-on-Trent ...	14 of 1894	John Smith ... ..	St. James's-chambers, Derby	Official Receiver ...	Sept. 10, 1895
Wright, George ... ..	The Brickmakers' Arms Inn, Newton Solney, Derbyshire	Licensed Victualler ...	Burton-on-Trent ...	20 of 1894	John Smith ... ..	St. James's-chambers, Derby	Official Receiver ...	Sept. 25, 1895
Jude, John ... ..	Cemetery-road, Bury St. Edmunds, Suffolk	Baker ... ..	Bury St. Edmunds ...	16 of 1893	Frederick Messent ...	36, Princes-street, Ipswich	Official Receiver ...	Sept. 26, 1895
Brookman, Horace Edmond	49, Lower Harbour-street, Ramsgate, Kent	Eating-house Keeper	Canterbury ... ..	5 of 1895	Worsfold Mowll ...	73, Castle-street, Canterbury	Official Receiver ...	Sept. 25, 1895
Pilbeam, Edward ... ..	Upstreet, Kent ... ..	Late Baker, now out of business	Canterbury ... ..	25 of 1894	Worsfold Mowll ...	73, Castle-street, Canterbury	Official Receiver ...	Sept. 25, 1895

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26682.

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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.
Roeves, James ... ..	53, Plains of Waterloo, Ramsgate, Kent	Smackowner ... ..	Canterbury ... ..	87 of 1894	Worsfold Mowll ... ..	73, Castle-street, Canterbury	Official Receiver ... ..	Sept. 25, 1895
Evans, John (trading as Day and Bell)	Bank House, Market-square, Newcastle Emlyn, Carmarthen-shire.	Grocer and Draper ... ..	Carmarthen... ..	18 of 1894	Thomas Thomas ... ..	11, Quay-street, Carmarthen	Official Receiver ... ..	Sept. 25, 1895
Thomas, David ... ..	Warren, Llandebie, Carmarthen-shire	Shoemaker ... ..	Carmarthen... ..	15 of 1894	Thomas Thomas ... ..	11, Quay-street, Carmarthen	Official Receiver ... ..	Sept. 25, 1895
Lucking, Joseph William ...	Town Farm, Hatfield Broad Oak, Essex	Farmer ... ..	Chelmsford ... ..	30 of 1893	Cecil Mercer ... ..	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver ... ..	Sept. 26, 1895
Montagnon, Louis William	6, Wellington-square West, Cheltenham, Gloucestershire	Tutor ... ..	Cheltenham... ..	20 of 1894	Charles Scott ... ..	15, King-street, Gloucester	Official Receiver ... ..	Sept. 25, 1895
Perry, William Henry ... ..	Hasfield, Gloucestershire, and Eldersfield, Worcestershire	Farmer ... ..	Cheltenham... ..	4 of 1895	Charles Scott ... ..	15, King-street, Gloucester	Official Receiver ... ..	Sept. 25, 1895
Trevor, William Henry ... ..	Overbury, Worcestershire... ..	Schoolmaster ... ..	Cheltenham... ..	3 of 1895	Charles Scott ... ..	15, King-street, Gloucester	Official Receiver ... ..	Sept. 25, 1895
Walker, Bernard ... ..	Lately trading at 151, Foregate-street, in the city of Chester, present address the Petitioning Creditors are unable to ascertain	Draper ... ..	Chester ... ..	8 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ... ..	Sept. 25, 1895
Fisher, John Dean... ..	Blue House Farm, Kirby-le-Soken, Essex	Farmer ... ..	Colchester ... ..	33 of 1894	Frederick Messent ... ..	36, Princes-street, Ipswich	Official Receiver ... ..	Sept. 26, 1895
Sturgeon, Henry ... ..	Jenkin's Farm, Great Holland, Essex	Farmer ... ..	Colchester ... ..	5 of 1895	Frederick Messent ... ..	36, Princes-street, Ipswich	Official Receiver ... ..	Sept. 26, 1895
Adams, Henry ... ..	1 Lee-villas, Manor-lane, Sutton, Surrey	Builder ... ..	Croydon ... ..	37 of 1893	A. Mackintosh ... ..	24, Railway-approach, London Bridge, S.E.	Official Receiver ... ..	Sept. 26, 1895
Penfold, Edward John ... ..	Station-road, Horley, Surrey, lately residing and trading at Station-road, Horley	Bootmaker ... ..	Croydon ... ..	13 of 1894	A. Mackintosh ... ..	24, Railway-approach, London Bridge, S.E.	Official Receiver ... ..	Sept. 10, 1895
Shoemack, Edward James	Residing at Enderley, Elmfield-road, Bromley, Kent	Gentleman, and lately Secretary of a Public Company, carrying on business at Upper Thames-street, London	Croydon ... ..	3 of 1894	A. Mackintosh ... ..	34, Railway-approach, London Bridge, S.E.	Official Receiver ... ..	Sept. 26, 1895

THE LONDON GAZETTE, NOVEMBER 22, 1895.

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.
Clements, Frederick ...	76, Bridge-street, Derby, Derbyshire	Grocer and Provision Dealer	Derby ...	41 of 1893	John Smith ...	St. James's - chambers, Derby	Official Receiver ...	Sept. 10, 1895
Mardle, George ...	42, Roe-street, Derby, Derbyshire	Baker ...	Derby ...	44 of 1893	John Smith ...	St. James's - chambers, Derby	Official Receiver ...	Sept. 25, 1895
Senior, Samuel ...	Town-street, Earlsheaton, Yorkshire	Blanket and Rug Manufacturer	Dewsbury ...	30 of 1894	Edgar Ernest Deane	Bank-chambers, Batley...	Official Receiver ...	Sept. 10, 1895
Bex, Thomas ...	Mace-street, Old Hill, Staffordshire	Builder ...	Dudley ...	24 of 1894	Edward Percy Jobson	Dudley ...	Official Receiver ...	Sept. 10, 1895
Turner, John ...	Now New-street, Gornal Wood, Sedgley, Staffordshire, formerly the Bull's Head Inn, Himley-road, Gornal Wood aforesaid	Butcher, formerly Licensed Victualler and Butcher	Dudley ...	14 of 1894	Edward Percy Jobson	Dudley ...	Official Receiver ...	Sept. 25, 1895
Elliott, George ...	Bale Hill Farm, West Brandon, in the county of Durham	Farmer ...	Durham ...	6 of 1894	James A. Longden...	25, John-street, Sunderland	Official Receiver ...	Oct. 17, 1895
Green, John ...	Witton-le-Wear, county of Durham	Horse Dealer ...	Durham ...	13 of 1894	James A. Longden...	25, John-street, Sunderland	Official Receiver ...	Sept. 26, 1895
Harwood, James Edward...	Newgate-street, Bishop. Auckland	Greengrocer ...	Durham ...	16 of 1894	James A. Longden..	25, John-street, Sunderland	Official Receiver ...	Sept. 26, 1895
Blunt, Edward James ...	Brunswick House, 5, Park-crescent, Torquay, Devonshire	Coal Dealer and Costumier	Exeter ...	23 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Hill, George Dimond ...	Bishopsteignton, Devonshire ...	Coal Merchant, Contractor, and Farmer	Exeter ...	45 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Osborne, William ...	Lustleigh, Devonshire ...	Shoeing and General Smith	Exeter ...	47 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Pinn, Charles ...	3, Wonford-road, Exeter ...	Architect and Surveyor	Exeter ...	37 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Rossiter, Herbert Charles...	27, Abbey-road, Torquay, Devonshire.	Tailor ...	Exeter ...	34 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Vicary, Emily Grace ...	Now 1, late 6, Silver-terrace, Exeter	Milliner and Bonnet Maker	Exeter ...	48 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895
Vicary, James Philip (trading as J. Vicary and Son)	53, Bartholomew-street, Exeter ...	Builder ...	Exeter ...	29 of 1894	Thomas Andrew ...	13, Bedford - circus, Exeter	Official Receiver ...	Sept. 25, 1895

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.
Cox, Albert James...	Ithells Mill, Wottonunderedge, Gloucestershire	Flock Manufacturer ...	Gloucester ....	21 of 1894	Charles Scott ...	15, King-street, Gloucester	Official Receiver ...	Sept. 25, 1895
Cunningham, John...	49, Garibaldi - street, Great Grimsby, Lincolnshire	Stevedore ...	Great Grimsby ...	16 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Dass, Hector ...	53, Duke-street, New Clee, in the borough of Grimsby, Lincolnshire	Smackowner ...	Great Grimsby ...	24 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Jackson, William ...	77, Convamore - road, Great Grimsby	Painter ...	Great Grimsby ...	13 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Pickard, Herbert ...	Back-lane, Barton - on - Humber, Lincolnshire	Builder and Contractor	Great Grimsby ...	37 of 1893	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 25, 1895
Spooner, Josiah Bell ...	44, Park-street, Great Grimsby, Lincolnshire	Fisherman ...	Great Grimsby ...	41 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Withers, John Thomas ...	103, Pasture - street, Great Grimsby, Lincolnshire	Grocer ...	Great Grimsby ...	17 of 1893	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Woodhouse, Henry...	125, Convamore - road, in the borough of Grimsby, Lincolnshire	Smackowner and Fisherman	Great Grimsby ...	14 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Sept. 10, 1895
Morris, Alfred ...	Burgh St. Peter, Norfolk ...	Carpenter and Wheelwright	Great Yarmouth ...	30 of 1894	H. P. Gould...	8, King-street, Norwich...	Official Receiver ...	Sept. 26, 1895
Sterry, Charles ...	213, Clapham-road, and lately carrying on business at St. Peter's-street, both in Lowestoft, Suffolk	Twinespinner and Smackowner	Great Yarmouth ...	32 of 1894	H. P. Gould...	8, King-street, Norwich...	Official Receiver ...	Sept. 10, 1895
Cayzer, William (lately trading as Cayzer and Hawes)	29, Lewisham-road, Greenwich, Kent, lately residing and trading at 5, Parade-buildings, Deptford Bridge, Greenwich aforesaid	Printer's Manager, late Printer	Greenwich ...	12 of 1893	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Fisk, Samuel Henry ...	Joy Farm, East Greenwich, Kent	Carman and Contractor	Greenwich ...	23 of 1893	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Page, Charles William ...	Streatham Cottage, Rokeby-road, Brockley, Kent	Builder...	Greenwich ...	19 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Pullin, Benjamin ...	Wimborne, Lewisham Park, Kent	Insurance Broker ...	Greenwich ...	39 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895

202

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.
Stotesbury, S. E. ...	Halstow-road, Westcombe Park, Kent	Formerly Packing Case Maker, now of no occupation	Greenwich ...	25 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Eggar, William ...	119, West-street, Farnham, Surrey, and trading at Railway Hotel Yard, Farnham aforesaid	Fly Proprietor...	Guildford and Godalming	20 of 1888	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Marshall, James ...	Lion-lane, Shotter Mill, near Haslemere, Surrey	Builder ...	Guildford and Godalming	3 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Baxandall, Lister ...	26, Commercial-street, Brighouse, Yorkshire	Glass and China Dealer	Halifax ...	2 of 1895	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 10, 1895
Brown, John Henry ...	16, South-street and 16, Archer-street, both in Halifax, Yorkshire	Electric Cabinet Case Maker	Halifax ...	32 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 10, 1895
Jones, Alfred Richard (trading as Jones and Co.)	3, Southgate, Elland, Yorkshire ...	Boot and Shoe Dealer	Halifax ...	27 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 25, 1895
Lowe, Sarah ...	Waterclough Mill, Southowram, near Halifax, Yorkshire	Pig and Poultry Dealer, a Married Woman, trading separately and apart from her Husband, and having separate estate	Halifax ...	35 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 25, 1895
Mitchell, George Henry ...	69, Pellon-lane and 537, Gibbet-lane, both in Halifax, Yorkshire	Draper ...	Halifax ...	21 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 25, 1895
Smith, Alfred ...	20, Ainley-street, Elland, Yorkshire	Greengrocer ...	Halifax ...	4 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 10, 1895
Uttley, Heap ...	Commercial - street, Hebden Bridge, Yorkshire	Painter and Decorator.	Halifax ...	22 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 25, 1895
Wallace, James ...	Bank-street and Briggate, both in Brighouse, Yorkshire	Cooper ...	Halifax ...	7 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 25, 1895
Willman, Ellen ...	3, King-street, Brighouse, Yorkshire	Ladies' and Children's Outfitter, carrying on business separately and apart from her Husband	Halifax ...	29 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Sept. 10, 1895

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.
Walwyn, James ... ..	9, High-street, Tunstall, Staffordshire	Bootmaker ... ..	Hanley, Burslem, and Tunstall	31 of 1893	T. Bullock ... ..	King-street, Newcastle-under-Lyme	Official Receiver ...	Sept. 10, 1895
Browning, Henry Mercer ...	Kilndown, Goudhurst, Kent ...	Grocer ... ..	Hastings ... ..	25 of 1893	Howard W. Cox ...	4, Pavilion-buildings, Brighton	Official Receiver ...	Sept. 26, 1895
Turner, Thomas ... ..	Globe Hotel, Queen's-road, Hastings, Sussex	Licensed Victualler ...	Hastings ... ..	28 of 1893	Howard W. Cox ...	4, Pavilion-buildings, Brighton	Official Receiver ...	Sept. 26, 1895
Haywood, William Charles	36, Church-street, Hereford ...	Cycle Agent and Machinist	Hereford ... ..	22 of 1893	M. J. G. Scobie ...	2, Offa-street, Hereford...	Official Receiver ...	Sept. 25, 1895
Chilvers, George ... ..	Sawbridgeworth, Hertfordshire ...	Late Travelling Maltster	Hertford ... ..	4 of 1894	Cecil Mercer ...	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver ...	Sept. 10, 1895
Lodge, Samuel Robinson ...	Late of Holmfirth, near Huddersfield, Yorkshire, now of Broadstone, in the township of Fulstone, Yorkshire	Late Hardware Dealer, now Caretaker of Broadstone Reservoir	Huddersfield ...	19 of 1894	Robert Welsh ...	6, Queen-street, Huddersfield	Late Official Receiver	Sept. 25, 1895
Sporle, Walter ... ..	Now of Britannia-cottages, Britannia-road, late of 97, Purplet-street, both in Ipswich, Suffolk	Carpenter and Dealer in Cattle	Ipswich ... ..	2 of 1895	Frederick Messent...	36, Princes-street, Ipswich	Official Receiver ...	Sept. 26, 1895
Forster, Nicholas ... ..	Haile Grange, parish of Newbiggin, Westmorland, late of Longtown, Cumberland	Farmer ... ..	Kendal ... ..	15 of 1894	Henry Garencières Pearson	16, Cornwallis-street, Barrow-in-Furness	Official Receiver ...	Sept. 24, 1895
Proctor, Thomas ... ..	Burrowgate, Appleby, Westmorland	Greengrocer ... ..	Kendal ... ..	11 of 1894	Henry Garencières Pearson	16, Cornwallis-street, Barrow-in-Furness	Official Receiver ...	Sept. 24, 1895
Wells, John ... ..	Late Elephant-yard, now of 33, Union-street, both in Kendal, Westmorland	Plasterer ... ..	Kendal ... ..	14 of 1894	Henry Garencières Pearson	16, Cornwallis-street, Barrow-in-Furness	Official Receiver ...	Sept. 24, 1895
Gibbons, George William ...	Woodfield Tavern Inn, Woodfield-street, Kidderminster	Innkeeper ... ..	Kidderminster ...	18 of 1894	Edward Percy Jobson	Dudley ... ..	Official Receiver ...	Sept. 10, 1895
Hall, Henry Garbett ... ..	Newtown and 2, Minster-road, Stourport, Worcestershire	Carriage Builder ...	Kidderminster ...	19 of 1894	Edward Percy Jobson	Dudley ... ..	Official Receiver ...	Sept. 10, 1895
Holyman, George ... ..	South-street, Kidderminster, Worcestershire	Coal Dealer and Haulier	Kidderminster ...	6 of 1894	Edward Percy Jobson	Dudley ... ..	Official Receiver ...	Sept. 25, 1895
Hyde, Alfred ... ..	Queen's Head Inn, Stourbridge-road, Kidderminster	Licensed Victualler ...	Kidderminster ...	17 of 1894	Edward Percy Jobson	Dudley ... ..	Official Receiver ...	Sept. 10, 1895

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.
Shearman, Robert Christopher	Norfolk-street, King's Lynn	Brush Manufacturer	King's Lynn	16 of 1894	H. P. Gould	8, King-street, Norwich	Official Receiver	Sept. 26, 1895
Poole, Ellen	Stanwell Moor Farm, Stanwell, Middlesex	Farmer	Kingston, Surrey	23 of 1892	A. Mackintosh	24, Railway - approach, London Bridge, S.E.	Official Receiver	Sept. 26, 1895
Webb, William	Ashford Farm, Ashford, Middlesex	Farmer	Kingston, Surrey	14 of 1894	A. Mackintosh	24, Railway - approach, London Bridge, S.E.	Official Receiver	Sept. 10, 1895
Barber, John	At present residing in lodgings at 9, Prospect-place, Drypool, in the borough of Kingston-upon-Hull, and trading at 9, Church-street, and 44, Great Union-street, both in Drypool aforesaid, and formerly trading at 7, Wilton-terrace, and 4, Williamson, both off the Holderness-road, Kingston-upon-Hull	Upholsterer and General Dealer	Kingston-upon-Hull	16 of 1892	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver	Sept. 25, 1895
Calvert, John	322, Beverley-road, in the borough of Kingston-upon-Hull	Fishmonger and Poultry and Game Dealer	Kingston-upon-Hull	51 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver	Sept. 25, 1895
Crowther, James Isaac	44, Arlington-street, in the borough of Kingston-upon-Hull	Builder	Kingston-upon-Hull	26 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver	Sept. 25, 1895
Revell, James Isabel	Now residing at 10, Willow-grove, Princess-road, but formerly residing and trading at 41, Spencer-street, both in the borough of Kingston-upon-Hull	Commercial Traveller, formerly Grocer	Kingston-upon-Hull	37 of 1893	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver	Sept. 25, 1895
Anson, Henry Alexander (trading as H. A. Anson and Co.)	Holbeck New Mills, Holbeck, Leeds; and Moorside, Queen's-road, Harrogate, both in Yorkshire	Wholesale Clothier	Leeds	105 of 1893	Thomas Ford	Prudential - buildings, Park-row, Leeds	Chartered Accountant	Oct. 29, 1895
Bainton, John Henry	124, Wellington-street, Leeds, Yorkshire	Surveyor and Valuer	Leeds	101 of 1894	John Bowling	22, Park-row, Leeds	Official Receiver	Sept. 25, 1895
Bass, William	Late 134, Meanwood-road, now 9, Barrack-street, both in the city of Leeds	Tobacconist and Furniture Dealer	Leeds	33 of 1894	John Bowling	22, Park-row, Leeds	Official Receiver	Sept. 25, 1895
Cullingworth, William Frederick, and Morgan, James (trading as Cullingworth and Co.)	9, North-lane, Headingley, Leeds, Yorkshire 17, Livingstone-street, Leeds At 9, North-lane, Headingley aforesaid	Tinners and Iron-mongers	Leeds	96 of 1894	John Bowling	22, Park-row, Leeds	Official Receiver	Sept. 25, 1895

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.
Fletcher, Thomas Walter Watkin (described in Receiving Order and trading as W. Fletcher)	32, Corn Exchange, in the city of Leeds	Commission Agent ...	Leeds ...	78 of 1894	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Fowler, Abraham ...	Residing at 17, Wilkinson-street, Cromwell-street, Burmantofts, and trading at Block 9, Kirk-gate Market, both in the city of Leeds	Fruit and Potato Merchant	Leeds ...	20 of 1894	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Lewis, Hyman ...	33, Lower Brunswick-street, in the city of Leeds	Jeweller ...	Leeds ...	27 of 1894	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Teacock, John Dixon ...	Residing at 2, Florence-road, Amberley-road, Armley, in the city of Leeds, and trading at 101, Whitehall-road, Leeds	Cork Manufacturer ...	Leeds ...	1 of 1895	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Roberts, William Holdsworth	1, Hall-lane, New Wortley, in the city of Leeds	Insurance Agent ...	Leeds ...	17 of 1895	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Robinson, Richard ...	Residing at 13, Leeds-terrace, North-street, and trading at the bottom Market-square, both in the city of Leeds	Fruit Merchant ...	Leeds ...	113 of 1893	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Teale, Alfred ...	Residing at 104, Moor Crescent-road, off Dewsbury-road, Hunslet, and trading at Market-square, both in Leeds, Yorkshire	Fruiterer ...	Leeds ...	56 of 1894	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Sept. 25, 1895
Poster, John Mayne ...	Ibstock, Leicestershire ...	Draper and Outfitter ...	Leicester ...	49 of 1894	J. G. Burgess ...	1, Berridge-street, Leicester	Official Receiver ...	Sept. 25, 1895
Isaac, Charles John ...	High-street and Hill House, Loughborough, Leicestershire	Provision Merchant ...	Leicester ...	67 of 1894	J. G. Burgess ...	1, Berridge-street, Leicester	Official Receiver ...	Sept. 25, 1895
Turner, John ...	182, Mount-road, North Evington, Leicester	Carpenter and Joiner and Builder	Leicester ...	70 of 1894	J. G. Burgess ...	1, Berridge-street, Leicester	Official Receiver ...	Sept. 25, 1895
Widdowson, Joseph ...	Hathern, Leicestershire ...	Framework Knitter ...	Leicester ...	68 of 1894	J. G. Burgess ...	1, Berridge-street, Leicester	Official Receiver ...	Sept. 25, 1895
Collbran, Thomas-William	High-street, Hailsham, Sussex ...	Watchmaker ...	Lewes and Eastbourne	7 of 1893	Howard W. Cox ...	4, Pavilion-buildings, Brighton	Official Receiver ...	Sept. 26, 1895

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.
Layne, Richard Andrew ...	Hotspur-road, Gainsborough, Lincolnshire.	Formerly Licensed Victualler, now out of business	Lincoln ...	30 of 1894	Richard John Ward	31, Silver-street, Lincoln	Official Receiver ...	Oct. 4, 1895
Ledger, Robert William ...	The Vaults, Carolgate, Retford, Nottinghamshire	Innkeeper ...	Lincoln ...	29 of 1894	Richard John Ward	31, Silver-street, Lincoln	Official Receiver ...	Sept. 25, 1895
Snowden, Samuel ...	Drakeholes, Everton, Nottinghamshire	Innkeeper and Dealer in Horses	Lincoln ...	8 of 1894	Richard John Ward	31, Silver-street, Lincoln	Official Receiver ...	Sept. 10, 1895
Wilkinson, Thomas ...	Scotter, Lincolnshire.	Carrot and Potato Dealer	Lincoln ...	28 of 1894	Richard John Ward	31, Silver-street, Lincoln	Official Receiver ...	Sept. 25, 1895
Bennett, James Moore ...	Residing and carrying on business at 2, Princes-road, Liverpool, Lancashire	Doctor of Medicine and Surgeon	Liverpool ...	9 of 1895	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Sept. 25, 1895
Garrigan, John Charles ...	Residing at 76B, Tulketh-street, Southport, Lancashire, and trading at the Market Hall, Southport aforesaid	Poulterer and Fruiterer	Liverpool ...	58 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Sept. 10, 1895
Gore, Joseph ...	Residing and carrying on business at Moss Cottage, Broad Green road, Wavertree, Lancashire	Nurseryman ...	Liverpool ...	109 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Sept. 25, 1895
Power, Charles Frederick ...	Residing at 82, Upper Pitt-street, Liverpool, Lancashire, and carrying on business at 164, Stanley-road, Liverpool aforesaid	Surgeon ...	Liverpool ...	32 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Sept. 25, 1895
Speers, John Reid ... and Barnes, George Charles (lately trading as J. R. Speers and Co.)	Gladstone House, Freshfield, Formby, Lancashire Carlton House, 6, Breeze-hill, Bootle, Lancashire At 4, Crue Woode-buildings, 17, Back-goree, Liverpool	Corn and Flour Merchants	Liverpool ...	56 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Sept. 25, 1895
Allison, Joseph ...	Walkern, Hertfordshire ...	Saddler and Grocer ...	Luton ...	12 of 1894	Alfred Ewen ...	St. Paul's-square, Bedford	Official Receiver ...	Sept. 26, 1895
Fawkner, Sarah ...	White Gate Farm, Gawsworth, Cheshire, and lately carrying on business at White Gate Farm, Gawsworth aforesaid	Late Farmer, Widow...	Macclesfield...	4 of 1894	Arthur C. Procter ...	23, King Edward-street, Macclesfield	Official Receiver ...	Sept. 25, 1895

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26682.

2 P

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.
Ashworth, Robert ...	Fair View, Littleborough, near the city of Manchester, and 33, Mosley-street, in the city of Manchester	Bleacher and Dyer ...	Manchester ...	75 of 1893	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Behre, Wilhelm ...	33, Monton-street, Greenheys, Manchester, lately carrying on business at 26, Barton-house, Deansgate, Manchester	Professor of Music ...	Manchester ...	13 of 1895	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 10, 1895
Hoffgaard, Johannes Frydendahl	Residing at Farndon House, 9, Wilmslow-road, Rusholme, Manchester, and trading at 64, Lancaster-avenue and 72, Corporation-street, Manchester	Produce Dealer ...	Manchester ...	45 of 1893	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Mellor, Samuel ...	33, Newton-street, Manchester, Lancashire, and residing at 166, Lloyd-street, Greenheys, near Manchester aforesaid	Commission Agent ...	Manchester ...	2 of 1895	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Mundy, Harry ...	21, Alexandra-grove, Plymouth-grove, Manchester, lately trading at the Coach and Horses Inn, Longsight, Manchester	Now out of business, lately Licensed Victualler	Manchester ...	74 of 1894	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 10, 1895
Stone, Charles Henry ...	77, Rochdale-road, late of the Windmill Inn, Tebbutt-street, Rochdale-road, both in the city of Manchester	Licensed Victualler ...	Manchester ...	99 of 1892	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Webb, Samuel Joseph ...	139, Butler-street, Oldham-road, Manchester, Lancashire, and 206, Great Ancoats-street, Manchester aforesaid	Grocer and Provision Dealer	Manchester ...	51 of 1894	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 10, 1895
Davies, Sarah Ann, and Evans, Adeline (trading as Davies and Evans)...	20, Castle-street, Brecon ...	Milliners ...	Merthyr Tydfil ...	9 of 1894	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Sept. 10, 1895
Powell, Robert Thomas ...	7, the Postern and the Market House, Brecon	China and Earthen-ware Dealer	Merthyr Tydfil ...	17 of 1894	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Sept. 25, 1895
Joseph, Rees ...	54, Water-street, Aberavon; Glamorganshire	Tinworker ...	Neath ...	18 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 25, 1895
Moody, Richard Thomas ...	London-road, Neath, Glamorganshire	Tinman... ..	Neath ...	3 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 10, 1895

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.
Thomas, David Benjamin...	The Old-road, Birchgrove, Llan-samlet, Glamorganshire	Collier ... ..	Neath ... ..	4 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 10, 1895
Hannam, James ... ..	Hunny-hill, Newport, Isle of Wight	Cattle Dealer ... ..	Newport and Ryde...	12 of 1894	Harry Castell Damant	19, Quay-street, New- port, Isle of Wight	Official Receiver ...	Sept. 26, 1895
Jacobs, Arthur William ...	4, Station-road, Shanklin, Isle of Wight	Greengrocer ... ..	Newport and Ryde...	3 of 1891	Harry Castell Damant	19, Quay-street, New- port, Isle of Wight	Official Receiver ...	Sept. 26, 1895
Jacobs, Charles ... ..	21, Pier-street, Ventnor, Isle of Wight	Greengrocer, Poulterer, &c.	Newport and Ryde...	6 of 1894	Harry Castell Damant	19, Quay-street, New- port, Isle of Wight	Official Receiver ...	Sept. 10, 1895
Love, Frederick George ...	122, High-street, Ryde, Isle of Wight	Pork Butcher ... ..	Newport and Ryde...	10 of 1894	Harry Castell Damant	19, Quay-street, New- port, Isle of Wight	Official Receiver ...	Sept. 10, 1895
Birkley, Charles Henry ...	106, Monnow-street, Monmouth, Monmouthshire	Grocer and Baker ...	Newport, Mon. ...	22 of 1894	George Henry Llewellyn	Gloucester Bank-cham- bers, Newport, Mon.	Official Receiver ...	Sept. 10, 1895
Dark, Thomas ... ..	68, Newtown, Cross Keys, Mon-mouthshire	Grocer, General Dealer, and Collier	Newport, Mon. ...	37 of 1894	George Henry Llewellyn	Gloucester Bank-cham- bers, Newport, Mon.	Official Receiver ...	Sept. 10, 1895
Logan, John Alexander ...	Raglan Villa, the Langets, New-lands, near Lydney, Gloucester-shire, lately residing at Dale-terrace, Roddymore, near Crook, Durham, carrying on business at Tufts Colliery, Newlands, Gloucestershire	Colliery Proprietor and Manager	Newport, Mon. ...	20 of 1894	George Henry Llewellyn	Gloucester Bank-cham- bers, Newport, Mon.	Official Receiver ...	Sept. 26, 1895
Jones, John... ..	Bridge-street, Llanfair Caerinion, Montgomeryshire	Builder... ..	Newtown ... ..	3 of 1894	J. D. Davies... ..	Llanidloes ... ..	Official Receiver ...	Sept. 26, 1895
Gilleard, John ... ..	Northallerton, Yorkshire ... ..	Fish Dealer ... ..	Northallerton ...	22 of 1894	John Richard Stubbs	8, Albert-road, Middles- borough	Official Receiver ...	Sept. 10, 1895
Greenwood, James... ..	33, Kirkgate, Ripon, Yorkshire ...	Boot and Shoe Dealer	Northallerton ...	23 of 1894	John Richard Stubbs	8, Albert-road, Middles- borough.	Official Receiver ...	Sept. 25, 1895
Wilkinson, Charles... ..	Hornby, near Smeaton, Yorkshire	Labourer ... ..	Northallerton ...	24 of 1894	John Richard Stubbs	8, Albert-road, Middles- borough	Official Receiver ...	Sept. 25, 1895
Bayes, James ... ..	9, Dalkeith-place, Kettering, Northamptonshire	Veterinary Surgeon ...	Northampton ...	23 of 1894	Alfred Ewen ...	St. Paul's-square, Bed- ford	Official Receiver ...	Sept. 26, 1895
Dunkley, Alfred (trading as A. E. Dunkley and Co.)	45, Ash-street and 18, Hester-street, both in the town of Northampton	Boot and Shoe Manu- facturer	Northampton ...	16 of 1894	Alfred Ewen ...	St. Paul's-square, Bed- ford	Official Receiver ...	Sept. 10, 1895

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.
Codling, Robert ...	Silfield, Wymondham, Norfolk ...	Farmer ...	Norwich ...	46 of 1894	H. P. Gould ...	8, King-street, Norwich	Official Receiver ...	Sept. 26, 1895
Playford, Alfred ...	St. Peter Mancroft-street, and Lower Goat-lane, both in the city of Norwich	Baker and Refreshment Contractor	Norwich ...	30 of 1894	H. P. Gould ...	8, King-street, Norwich	Official Receiver ...	Sept. 10, 1895
Baxter, Richard ...	373, Alfreton-road, Nottingham ...	Painter ...	Nottingham ...	27 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Sept. 26, 1895
Kinge, Carl ...	The Reindeer Inn, Wheeler-gate, lately residing at the house of Stacey Blake, Hope Drive, the Park, both in Nottingham	Licensed Victualler, lately of no occupation	Nottingham ...	48 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Sept. 10, 1895
Martin, Frank William ...	Stuart Villa, Southwell, Nottinghamshire, lately trading at Kirton-in-Lindsey, Lincolnshire	Commercial Traveller, lately Innkeeper	Nottingham ...	52 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Sept. 26, 1895
Rossiter, William ...	Residing in lodgings at 26, Radford street, Mansfield, Nottinghamshire, lately residing and trading at the Hare and Hounds, Stannington, near Sheffield, Yorkshire, since then residing in lodgings at 32, Upper Pleasley-terrace, Pleasley, Derbyshire, and then in Vallance-street, Mansfield Woodhouse, near Mansfield aforesaid	Miner, lately Licensed Victualler	Nottingham ...	44 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Sept. 26, 1895
Wear, James ...	37, Kirk-gate, Newark-on-Trent, Nottinghamshire	Baker ...	Nottingham ...	5 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Sept. 26, 1895
Elliott, James Vipond ...	155, Yorkshire-street, Oldham, Lancashire	Hatter ...	Oldham ...	18 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895
Needham, Samuel ...	15, Balfour-street, Oldham, Lancashire, and lately residing at the Three Crowns Inn, Huddersfield-road, Oldham aforesaid	Late Beerseller, now out of business	Oldham ...	23 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895
Taylor, James ...	Volunteer Inn, George-street, Oldham, Lancashire	Licensed Victualler ...	Oldham ...	1 of 1895	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895
Taylor, John ...	203, Abbey Hills-road, Oldham, Lancashire, lately residing at 277, Lees-road, Oldham aforesaid, and lately trading at Longley-street, Oldham aforesaid	Reeler and Doubler ...	Oldham ...	20 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895

2 p 2

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.
Whiteley, Benjamin Richard	16, Brook-street, Busk, Chadderton, Oldham, Lancashire	Joiner and Builder ...	Oldham ...	9 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895
Skuce, Edmund ...	113, Walton-street, in the city of Oxford	Butcher ...	Oxford ...	5 of 1893	George Mallam ..	1, St. Aldate's, Oxford ...	Late Official Receiver	Sept. 10, 1895
Sheldon, William ...	Picton-place, Neyland, Pembrokeshire	Boot and Shoe Maker..	Pembroke Dock ...	9 of 1894	Thomas Thomas ' ...	11, Quay-street, Carmarthen	Official Receiver ...	Sept. 26, 1895
Meredith, John Richard ...	37, Taff-street, Pontypridd, Glamorganshire	Draper ...	Pontypridd ...	42 of 1894	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Sept. 25, 1895
Butt, Arthur, and Ness, George	Boscombe, Hampshire ...	Fitters and Plumbers	Poole ...	25 of 1894	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Sept. 10, 1895
Cherrett, George ...	Victoria-road, Springbourne, Bournemouth, Hampshire	Haulier and Carman ..	Poole ...	9 of 1894	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Sept. 26, 1895
Kitching, Elizabeth ...	The Grange, West Cliff, Bournemouth, Hampshire	Boarding - house Keeper, Widow	Poole ...	24 of 1892	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Sept. 26, 1895
Edwards, John William ...	133, Manod-road, Blaenau Ffestiniog, Merionethshire	Grocer ...	Portmadoc and Blaenau Ffestiniog	4 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Sept. 25, 1895
Bounds, John ...	3, Lake-road and 132, Church-road, Landport, in the parish of Portsea, Hampshire	Rag and Metal Merchant	Portsmouth ...	48 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 26, 1895
Bowles, Tom ...	Late 38, Stamshaw-road, Landport, now 11, Knox-road, Landport, Hampshire	Baker and Grocer ...	Portsmouth ...	19 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 26, 1895
Earle, Stanley George ...	38, Church-street, Landport, Hampshire	Decorator ...	Portsmouth ...	27 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 10, 1895
Thomson, Sarah ...	17, St. Helen's Park-crescent, Clarendon-road, Southsea, Hampshire	Lodging-house Keeper, Widow	Portsmouth ...	36 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 26, 1895
Wood, Harry ...	59, Queen-street, Portsea, Hampshire	Outfitter ...	Portsmouth ...	47 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver ...	Sept. 10, 1895
Golding, James ...	Fern Villa, Twyford, Berkshire, lately residing and trading at Wargrave, Berkshire	Draper's Assistant, lately Draper	Reading ...	22 of 1894	Cecil Mercer ...	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver ...	Sept. 10, 1895
Tonge, Charles ...	Lodge-terrace, Belfield, Rochdale, Lancashire	Cowkeeper ...	Rochdale ...	20 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Sept. 26, 1895

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.
Tuck, Henry James ...	Oulder Cottage, near Rochdale, and trading at 126, Molesworth-street, Rochdale, Lancashire	Boot and Shoe Maker	Rochdale ...	18 of 1894	Hesketh Booth ...	Bank-obambers, Queen-street, Oldham	Official Receive ...	Sept. 26, 1895
Brewster, Thomas ...	Stanhope-road, Bryant's - place, Strood, Rochester, Kent	Oil and General Ware-houseman	Rochester ...	12 of 1894	Richard Prall ...	Official Receiver's Office, 149, High - street, Rochester	Official Receiver ...	Sept. 10, 1895
Davies, John ...	Stanley Villa, St. Mary's-road, Strood, Kent, late of Ebenezer House, Weston-road, Strood, Kent	Barge Overseer ...	Rochester ...	16 of 1894	Richard Prall ...	Official Receiver's Office, 149, High - street, Rochester, Kent	Official Receiver ...	Sept. 26, 1895
Moody, Tom ...	Orchard House, Swanley, Sutton-at-Hone, Kent	Basket Maker ...	Rochester ...	19 of 1894	Richard Prall   ...	Official Receiver's Office, 149, High - street, Rochester	Official Receiver ...	Sept. 26, 1895
Richards, George Henry ...	69, Hythe-street, Dartford, Kent, formerly the Brent, Dartford aforesaid, and before that of Wimbledon, London	Poulterer ...	Rochester ...	17 of 1894	Richard Prall ...	Official Receiver's Office, 149, High - street, Rochester	Official Receiver ...	Sept. 10, 1895
Trendall, William ...	11, King-street, Gravesend, Kent	Printer, Stationer, and Toy Dealer	Rochester ...	13 of 1894	Richard Prall ...	Official Receiver's Office, 149, High - street, Rochester	Official Receiver ...	Sept. 26, 1895
Wood, Edwin Charles ...	4, Cavour-read, Sheerness, Kent, late Parsonage Farm, Minster, Sheppey, Kent	Manager of a Dairy, late Dairyman and Farmer	Rochester ...	15 of 1894	Richard Prall ...	Official Receiver's Office, 149, High - street, Rochester	Official Receiver ...	Sept. 26, 1895
Bladon, Joseph ...	Water End, Great Gaddesden, near Hemel Hempstead, Hertfordshire	Watercress Grower ...	St. Albans ...	19 of 1894	Cecil Mercer ...	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver ...	Sept. 26, 1895
Cowdery, Joseph William...	Harpenden, Hertfordshire	Grocer, and Wine and Spirit Merchant	St. Albans ...	6 of 1894	Cecil Mercer ...	Official Receiver's Offices, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver ...	Sept. 26, 1895
Lockhart, Edward ...	Sunny Villa, Wheathampstead, Hertfordshire	Coal Merchant ...	St. Albans ...	22 of 1893	Cecil Mercer ...	Official Receiver's Offices, 95, Temple - chambers, Temple-avenue, E.C.	Official Receiver ...	Sept. 26, 1895
Morton, Frederick ...	Red Lion Inn, Sarratt, Hertfordshire	Licensed Victualler and Farmer	St. Albans ...	11 of 1894	Cecil Mercer ...	Official Receiver's Offices, 95, Temple - chambers, Temple-avenue, E.C.	Official Receiver ...	Oct. 8, 1895
Hodson, John William ...	49, Belle Vue-terrace, Balby-road, Doncaster, Yorkshire	Mechanical Engineer...	Sheffield ...	72 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 26, 1895

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.
Johnson, Robert ...	104, Scotland-street, in the city of Sheffield	Publican ...	Sheffield ...	74 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 10, 1895
Jones, William ...	Residing and trading at Donfield House, Eastwood Vale, Rotherham, Yorkshire	Innkeeper ...	Sheffield ...	67 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 26, 1895
Neale, George Henry ...	Residing at Ranskill, Nottinghamshire, and trading at Palm Tree Stores, Attercliffe, in the city of Sheffield	Hay, Straw, and Corn Merchant	Sheffield ...	65 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 10, 1895
Procter, John Shelton ...	150, Myrtle-road, Heeley, and the Castlefolds Market, both in the city of Sheffield	Fruit Salesman ...	Sheffield ...	49 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 10, 1895
Rowley, Herbert ...	Hatfield Woodhouse, in the parish of Hatfield, near Doncaster, Yorkshire	Joiner and Wheelwright	Sheffield ...	68 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 26, 1895
Spicer, Richard Webster ...	Residing at 112, Holme-lane, Hillsbro', in the parish of Ecclesfield, Yorkshire, trading at 112, Holme-lane aforesaid, and also at 612, Owlerton, in the parish and city of Sheffield	Saddler... ..	Sheffield ...	62 of 1894	William Johnson Clegg	Figtree-lane, Sheffield ...	Official Receiver ...	Sept. 10, 1895
Higgins, Charles ...	North Sway Farm, Sway, near Lymington, Hampshire, lately residing at Flexford, Hampshire, and carrying on business at North Sway Farm, Sway aforesaid	Farmer ...	Southampton ...	24 of 1894	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Sept. 26, 1895
Prattent, Francis Mowbray	Whissendine, Westwood-road, in the town and county of the town of Southampton, formerly residing at Alt Roadh, Northlands-road, Banister Park, Southampton aforesaid, and previously thereto at 11, Victoria-road North, Southsea, in the county of Southampton	Rear-Admiral in Her Majesty's Navy	Southampton ...	10 of 1890	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Sept. 10, 1895
Sheppard, Harry ...	59, St. Mary's-street, in the town and county of the town of Southampton	Bootmaker ...	Southampton ...	23 of 1894	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Sept. 10, 1895

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.
Bassett, Robert ... ..	The Middle Lodge Farm, Colwich, Staffordshire	Farmer ... ..	Stafford ... ..	9 of 1894	T. Bullock ... ..	King-street, Newcastle-under-Lyme	Official Receiver ...	Sept. 26, 1895
Jackson, Edward Stanley...	The Cook Inn, 160, Wilmslow-road, Didsbury, Lancashire	Innkeeper ... ..	Stockport ... ..	3 of 1893	Arthur C. Procter ...	23, King Edward-street, Macclesfield	Official Receiver ...	Sept. 25, 1895
Cowie, John Edward and Cowie, Nicholas (trading as Cowie Brothers) ... ..	Residing at 44, Grange-road West Residing at 115, Linthorpe-road At 3, Davison-street, all in Middlesborough, Yorkshire	Painters and Paper-hangers	Stockton - on - Tees and Middlesborough	86 of 1893	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 25, 1895
Halton, William, jun. ...	2, Dundas-street, Saltburn-by-the-Sea, Yorkshire	Watchmaker and Jeweller	Stockton - on - Tees and Middlesborough	58 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 25, 1895
Harrison, John ... ..	34, High-street, Redcar, Yorkshire	Fish and Game Dealer	Stockton - on - Tees and Middlesborough	56 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 25, 1895
Harrison, William Robinson	The Golden Cock Inn, Neasham, in the county of Durham	Innkeeper and Market Gardener	Stockton - on - Tees and Middlesborough	65 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 10, 1895
Johnson, Henry ... ..	The Falcon Inn, Hilton, Yorkshire	Innkeeper ... ..	Stockton - on - Tees and Middlesborough	62 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 25, 1895
Pearce, Thomas Francis ...	19, Bishopton-lane, Stockton-on-Tees, in the county of Durham	Hairdresser ... ..	Stockton - on - Tees and Middlesborough	73 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 25, 1895
Stokeld, John ... ..	48, Howden-street, Stockton-on-Tees, in the county of Durham, late 40 and 42, Frances-street, Thornaby-on-Tees, Yorkshire	Out of business, late Grocer and Beer Retailer	Stockton - on - Tees and Middlesborough	55 of 1894	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Sept. 10, 1895
Griffiths, Hugh Owen (trading as the Dorsett Dairy Company)	Residing and trading at 141, High-street, Brierley Hill, Staffordshire	Butter Merchant ...	Stourbridge ... ..	14 of 1894	Edward Percy Jobson	Dudley ... ..	Official Receiver ...	Sept. 25, 1895
Barnes, John William Watson	5, Eglinton-street North, Monkwearmouth, Sunderland, in the county of Durham	Dairyman's Assistant...	Sunderland ... ..	29 of 1894	James A. Longden...	25, John-street, Sunderland	Official Receiver ...	Sept. 26, 1895
Holmes, Thomas ... ..	North-road, Wingate, in the county of Durham	Builder ... ..	Sunderland ... ..	20 of 1893	James A. Longden...	25, John-street, Sunderland	Official Receiver ...	Oct. 4, 1895
Channon, Frederick George	16, Singleton-street and 25 Stall Market, both in the county borough of Swansea	Butcher ... ..	Swansea ... ..	1 of 1894	Thomas Thomas ...	31, Alexandra-road, Swansea	Official Receiver ...	Sept. 26, 1895

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.
Clement, Thomas ...	16, Hafod-street, Hafod, in the county borough of Swansea	Cabinet Maker and Grocer and General Dealer	Swansea ...	13 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Gammon, Henry ...	90, Terrace-road and 2, Wassail-street, in the county borough of Swansea	Boot and Shoe Maker...	Swansea ...	25 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Herz, Gertrude ...	3, Gladstone-buildings, Alexandra-road, in the county borough of Swansea	Dealer in Lamps and Oil Merchant	Swansea ...	21 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 10, 1895
Holway, Frederick Peter ...	Albert House, Gorse-lane, in the county borough of Swansea	Builder and Contractor	Swansea ...	6 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Jones, Harriet (trading as H. Jones)	84, High-street, in the county borough of Swansea	Boot and Shoe Dealer, a Married Woman trading separately and apart from her Husband	Swansea ...	14 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Robinson, Thomas Rosser...	Lately residing at 36, Montpelier-terrace, now 96, Walter-road, Swansea, and carrying on business at 33, Exchange-buildings, Swansea, and at the West Rhondda Colliery, Pontyrhyl, near Bridgend, all in Glamorganshire	Colliery Proprietor and Coal Merchant	Swansea ...	27 of 1893	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Williams, Edith, and Williams, Agnes (trading as E. and A. Williams) ...	38, George-street, in the county borough of Swansea	Hosiery ...	Swansea ...	41 of 1894	Thomas Thomas ...	31, Alexandra - road, Swansea	Official Receiver ...	Sept. 26, 1895
Brewer, Thomas Henry (trading as Brewer and Co.)	Pydar-street, Truro, Cornwall ...	Organ Builder...	Truro... ..	27 of 1894	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Sept. 26, 1895
Bond, Henry Charles ...	The Vines Livery Stables, St. John's, Sevenoaks, Kent	Livery-stable Keeper...	Tunbridge Wells ...	5 of 1892	Alexander Mackintosh	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Lusted, William Eldridge...	1, Albert-villas, Mayfield, Sussex	Builder ...	Tunbridge Wells ...	22 of 1893	Alexander Mackintosh	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Carter, John Atkinson ...	10, Raleigh-street, Barrow-in-Furness, Lancashire	Plumber ...	Ulverston and Barrow-in-Furness	8B of 1894	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ...	Sept. 24, 1895.

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26682.

2 Q

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.
Dunn, Edwin ... ..	7, Bath-street, Barrow-in-Furness, Lancashire	Draper and Hosier ... ..	Ulverston and Barrow-in-Furness	15B of 1893	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ... ..	Sept. 24, 1895
Owen, David ... ..	82, Ferry-road, Barrow-in-Furness, Lancashire	Driller ... ..	Ulverston and Barrow-in-Furness	14B of 1894	Henry Garencières Pearson	16, Cornwallis - street, Barrow-in-Furness	Official Receiver ... ..	Sept. 24, 1895
Blackburn, John Walter ... ..	Late of Rodney Yard, now of 49, York-street, in the city of Wakefield	Late Dairyman, now Milkman	Wakefield ... ..	29 of 1894	John Bickersteth Ottley	Bond-terrace, Wakefield	Official Receiver ... ..	Sept. 26, 1895
Barton, Samuel Henry ... ..	50, Wolverhampton-street, Walsall, Staffordshire	Baker and Confectioner	Walsall ... ..	21 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Sept. 26, 1895
Checkley, Jonas (trading as Hawtin Checkley)	52, Upper Rushall-street, Walsall, Staffordshire	Baker ... ..	Walsall ... ..	17 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Sept. 26, 1895
Hawarden, Hugh ... ..	Teddesley-street, Walsall, lately residing at Barr Common, Staffordshire, and trading at Leicester-street and Teddesley-street, Walsall aforesaid	Hairdresser and Tobacconist	Walsall ... ..	42 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Oct. 4, 1895
Holden, Richard John ... ..	41, New-street, Bloxwich, Staffordshire, lately residing at 83, Bloxwich-green, Bloxwich aforesaid, afterwards trading at 72, Bloxwich-green, Bloxwich aforesaid, and subsequently trading at 83, Bilston-street, Wolverhampton, Staffordshire	Baker and Coffee-house Keeper and Baker and Confectioner	Walsall ... ..	23 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Sept. 10, 1895
Letts, William ... ..	45, Green-lane, Walsall, Staffordshire	Baker and Corn Factor	Walsall ... ..	12 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Sept. 26, 1895
Wilkin, Elijah ... ..	Lower Stonnall, near Walsall, Staffordshire	Farmer ... ..	Walsall ... ..	33 of 1894	Edwin Pritchard ... ..	St. Peter's Close, Wolverhampton	Official Receiver ... ..	Sept. 26, 1895
Becher, Trevor George, and Becher, Trevor St. John (trading as T. Becher and Son) ... ..	Lately trading at 148, Ormside-street, Old Kent-road, Surrey, and 9, Farnan-road, Streatham, Surrey	Cocoa-nut Mat and Matting Maanufacturers	Wandsworth ... ..	19 of 1893	A. Mackintosh ... ..	24, Railway-approach, London Bridge, S.E.	Official Receiver ... ..	Sept. 26, 1895
Cousins, William ... ..	125, Ferndale-road, Clapham, Surrey, lately residing at 5, Bridge-street, Richmond, Surrey	Wine and Spirit Merchant	Wandsworth ... ..	29 of 1893	A. Mackintosh ... ..	24, Railway-approach, London Bridge, S.E.	Official Receiver ... ..	Sept. 26, 1895

THE LONDON GAZETTE, NOVEMBER 22, 1895.

6657

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.
Davies, Daniel Rees ...	274, York-road, Wandsworth, Surrey, late of Aberystwith, Cardiganshire	Physician and Surgeon	Wandsworth	21 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Edwards, H. ...	Surrey House, High-road, Streatham, county of London	Of no occupation ...	Wandsworth	38 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Garforth, Thomas ...	384, York-road, Wandsworth, county of London	Cheesemonger, &c. ...	Wandsworth	31 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Hemingway, Enoch ...	9, Chetwode-road, Upper Tooting, Surrey, lately residing at 6, Barmouth-avenue, Wandsworth, and 4, Pountney-road, Lavender-hill, Battersea, Surrey	Clerk ...	Wandsworth	47 of 1894	A. Mackintosh ...	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Leggo, Arthur Alfred ...	Late 22, Knox-road, Battersea, now Elmwood, Gatesbury-road, Earlsfield-road, both in the county of London	Journeyman Baker ...	Wandsworth	51 of 1894	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Pincham, Walter ...	James-yard, High-street, Wandsworth, Surrey	Paperhanger ...	Wandsworth	36 of 1894	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Sheffield, George ...	11, Deodar-road, Putney, Surrey	... ..	Wandsworth	17 of 1893	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 27, 1895
Walker, William ...	17, Granard-road, Wandsworth Common, and 71, Eland-road, Elsley-road, Clapham Junction, both in Surrey, lately residing at Semaphore House, Claygate, Surrey	Bookmaker and Shipping Agent	Wandsworth	30 of 1893	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 27, 1895
Ward, John ...	8, Morie-street, Wandsworth, Surrey	President of the Navvies, Bricklayers' Labourers, and General Labourers' Union	Wandsworth	41 of 1894	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 10, 1895
Wilson W. ...	The Vineyard, Richmond, Surrey	Builder ...	Wandsworth	21 of 1893	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895
Wreford, George R. B. ...	5, Kathleen-road, Lavender-hill, Surrey, lately residing at 12, Streatham - place, Streatham, Surrey	Accountant ...	Wandsworth	12 of 1893	A. Mackintosh ...	24, Railway - approach, London Bridge, S.E.	Official Receiver ...	Sept. 26, 1895

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.
Buckley, James ... ..	1, Mill-lane, Warrington, Lancashire, lately New-road, Appleton, Cheshire	Book-keeper ... ..	Warrington ... ..	10 of 1894	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Lewis, Samuel Peter ... ..	53, Devonshire-square, Runcorn, Cheshire	Painter and Decorator	Warrington ... ..	15 of 1894	Christopher Jenkins Dobb	Ogden's - chambers, Bridge-street, Manchester	Official Receiver ...	Sept. 25, 1895
Bacon, Wallace ... ..	West End, Street, Somersetshire	Hawker and Grocer ...	Wells... ..	7 of 1893	Edward Gustavus Clarke	Bank-chambers, Cornstreet, Bristol	Official Receiver ...	Sept. 25, 1895
Guppy, Edward Jenkins ...	The Crown and Sceptre Inn, Frome, formerly residing and trading at Weston-super-Mare, afterwards residing at South Petherton, then residing and trading at Glastonbury, Somersetshire	Innkeeper ... ..	Wells... ..	12 of 1894	Edward Gustavus Clarke	Bank-chambers, Cornstreet, Bristol	Official Receiver ...	Sept. 25, 1895
2 0 2 Jefferies, Charles Edward...	Cheddar, Somersetshire ... ..	Baker and Flour Dealer	Wells... ..	7 of 1894	Edward Gustavus Clarke	Bank-chambers, Cornstreet, Bristol	Official Receiver ...	Sept. 25, 1895
Richards, Thomas Steward	Residing and trading at 22, High Park-road, Smethwick, Staffordshire	Painter, Grainer, and Paperhanger	West Bromwich ...	9 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Sept. 10, 1895
Stevens, Joseph George ...	112, Moor-street, West Bromwich, Staffordshire	Baker and Confectioner	West Bromwich ...	15 of 1893	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Sept. 24, 1895
Fifield, Robert ... ..	Harestock Farm, Littleton, Hampshire	Dairyman ... ..	Winchester ... ..	9 of 1894	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Sept. 10, 1895
White, Thomas ... ..	61, Lower Stockbridge-road, in the city of Winchester, in the county of Southampton	Formerly Butcher's Agent, now of no occupation	Winchester ... ..	10 of 1894	John Cornelius Moberly	4, East-street, Southampton	Official Receiver ...	Sept. 10, 1895
Dean, Thomas ... ..	Lately residing and trading at Oxford-street, Bilston, Staffordshire	Baker ... ..	Wolverhampton ...	20 of 1894	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895
Follows, Samuel ... ..	Formerly residing at 39, Ash-street, Wolverhampton, Staffordshire, now residing at 17, Horseley-fields, Wolverhampton, and trading at 17, Horseley-fields, Wolverhampton, and at a stall in the Market Hall, Wolverhampton aforesaid	Stationer and Picture Frame Maker	Wolverhampton ...	35 of 1894	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895

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.
Gilbert, Alfred Tom ...	53, Snow-hill, Wolverhampton, Staffordshire, lately the Woolpack Inn, Snow-hill, Wolverhampton aforesaid, formerly 75, Newbridge-street, Wolverhampton aforesaid, the Black Flats, Penkridge, Staffordshire, 91, Moseley-road, in the city of Birmingham, the Drive, Halesowen, Worcestershire, and Mill-street, Penkridge aforesaid	Out of business, lately Licensed Victualler	Wolverhampton ...	34 of 1894	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895
Hill, Alfred ...	Chapel Ash, Wolverhampton, Staffordshire	Fishmonger, Poulterer, and Dealer in Game	Wolverhampton ...	3 of 1894	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895
Ray, Edward ...	Late 42, Red Cross-street, Wolverhampton, afterwards 16, Francis-street, Wolverhampton, now off 1, Leicester-street, off Staveley-road, Wolverhampton, Staffordshire	Engine Fitter ...	Wolverhampton ...	5 of 1895	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895
Steward, Henry Thomas (trading as James Marriott)	Swan Bank, Penn, Staffordshire, and trading at Wednesfield-road, Wolverhampton, Staffordshire	Hinge Manufacturer ...	Wolverhampton ...	30 of 1894	Edwin Pritchard ...	St. Peter's Close, Wolverhampton	Official Receiver ...	Sept. 26, 1895
Bleakman, Frederick Charles	Pump-street and Comer-road, St. John's, both in the city of Worcester	Grocer ...	Worcester ...	22 of 1893	Luke Jesson Sharp	45, Copenhagen-street, Worcester	Official Receiver ...	Sept. 24, 1895
Davis, William Whitmore (trading as Davis and Whitlam)	35, Lowesmoor and 17, East-street, Arboretum, and residing at 35, St. John's, all in the city of Worcester	Dyer and Cleaner ...	Worcester ...	52 of 1893	Luke Jesson Sharp	45, Copenhagen-street, Worcester	Official Receiver ...	Sept. 24, 1895
Jones, Charles ...	Broadmoor Common, in the parish of Woolhope, Herefordshire	Wood Dealer ...	Worcester ...	5 of 1894	Luke Jesson Sharp	45, Copenhagen-street, Worcester	Official Receiver ...	Sept. 24, 1895
Lee, Alfred ...	Residing at Kempsey, Worcestershire, and trading at 24, Friar-street, Worcester	Boot and Shoe Maker	Worcester ...	4 of 1894	Luke Jesson Sharp	45, Copenhagen-street, Worcester	Official Receiver ...	Sept. 24, 1895
Owen, Richard ...	Caegwynsion, Maesbrook, near Oswestry, Salop	Farm Bailiff ...	Wrexham and Llangollen	10 of 1894	Llewelyn Hugh-Jones	Crypt-chambers, Chester	Official Receiver ...	Sept. 10, 1895

**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.
Dark, Henry Ashley ...	The Bull Inn, Ilchester, Somersetshire	Innkeeper ... ..	Yeovil ... ..	11 of 1894	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Sept. 26, 1895
Harrison, Thomas Henry ...	George Hotel, Crewkerne, Somersetshire	Hotel Keeper ... ..	Yeovil ... ..	5 of 1891	Frederick Aston Dawes	City-chambers, Salisbury	Official Receiver ...	Sept. 26, 1895
Baren, John... ..	29, Parliament-street, in the city of York, and Corn Exchange Restaurant, Call-lane, in the borough of Leeds, Yorkshire	Eating-house Keeper and Restaurant Proprietor	York ... ..	15 of 1891	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895
J. Bean, William : ... ..	Church Fenton, Yorkshire :	Hay and Straw Dealer	York ... ..	18 of 1894	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895
Haw, William ... ..	The Brick Yard Farm, Huby, Yorkshire	Farmer ... ..	York ... ..	46 of 1894	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895
Iredale, John ... ..	24, Park-parade, Harrogate, and Back Portland-crescent, Leeds, both in Yorkshire	Rag Merchant... ..	York ... ..	34 of 1894	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895
Kitson, Frank ... ..	72, North Station-parade and 7, Devonshire-place, late 18, West Park, all in Harrogate, Yorkshire	Hairdresser and Tobacconist	York ... ..	36 of 1894	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 10, 1895
Pickard, John Boyes Webster	Oulston, near Easingwold, Yorkshire	Joiner and Wheelwright	York ... ..	1 of 1895	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895
Wilkinson, Thomas ...	12, Vyner-street and 13, New-street, in the city of York	Law Stationer... ..	York ... ..	4 of 1895	Edward Towler Wilkinson	28, Stonegate, York ...	Official Receiver ...	Sept. 26, 1895

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.

THE COMPANIES ACTS, 1862 to 1890.

FIRST MEETINGS.

Name of Company.	Address of Registered Office.	Court.	Number.	Date of First Meeting.	Hour.	Place.
Chater and Company Limited ... ..	56, Pall-mall, London, S.W. ... ..	High Court of Justice	00200 of 1895	Creditors, Dec. 3, 1895 ... Contributories, Dec. 3, 1895...	11 A.M. 12 noon	33, Carey-street, Lincoln's- inn, London, W.C. 33, Carey-street, Lincoln's- inn, London, W.C.

NOTICE OF DAY APPOINTED FOR PUBLIC EXAMINATION.

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date fixed for Examination.	Names of Persons to be Examined.	Hour.	Place.
Veuve Monnier et ses Fils Limited	92, Great Tower-street, in the city of London	High Court of Justice	00852 of 1894	Nov. 25, 1895 ... ..	W. P. Eldrid, Maurice Jenks ...	11 A.M.	Bankruptcy - buildings, Carey-street, Lincoln's- inn, London, W.C.

**NOTICE OF INTENDED DIVIDEND.**

Name of Company.	Address of Registered Office.	Court.	Number.	Last Day for Receiving Proofs.	Name of Liquidator.	Address.
The Orrell Coal and Cannel Company Limited	11, Old Hall-street, Liverpool ... ..	High Court of Justice	0086 of 1895	Dec. 4, 1895 ...	John Sutherland Harmood Banner	24, North John-street, Liverpool

**NOTICE OF RELEASE OF LIQUIDATOR.**

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Liquidator's Name.	Liquidator's Address.	Date of Release.
Camborne Consols Limited ... ..	8, Laurence Pountney-hill, Cannon-street, London	Stannaries, Truro ...	1 of 1893	George Appleby Jenkins, Official Receiver and Liquidator	Boscawen-street, Truro ...	Nov. 20, 1895

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.

In the High Court of Justice.—Companies (Winding-up).

Mr. Registrar Hood.

No. 00163 of 1895.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Swindon and North Wilts Breweries, Limited.

**T**AKE notice that by an Order made by the High Court of Justice upon the application of the Official Receiver and Liquidator, and dated the 12th day of November 1895, it was ordered that the following persons be appointed a Committee of Inspection to act with the said Official Receiver and Liquidator, viz.:—Thomas Howard Deighton, of 44, King William-street, London, E.C., holding a general power of attorney from G. and W. E. Downing, of Smethwick, Stafford; William Lehnnon, of 51, Borough High-street, London, S.E.; and Joseph Williams, of Devises-road, Swindon.—Dated this 20th day of November, 1895.

C. J. STEWART, Official Receiver and Liquidator,  
33 Carey-street Lincoln's-inn W.C.

In the High Court of Justice.—Companies (Winding-up).

Mr. Registrar Hood.

No. 00157 of 1895.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Combination Lock and Chain Stitch Sewing Machine and Attachment Syndicate Limited.

**T**AKE notice that by an Order made by the High Court of Justice upon the application of the Official Receiver and Provisional Liquidator, and dated the 1st day of November, 1895. This Court doth not think fit to make any Order for the appointment of a Liquidator of the said Company in the place of the Official Receiver, but doth order that the following persons be appointed a Committee of Inspection, to act with the said Official Receiver and Liquidator, namely:—Henry Edward Newton, a member of the firm of Newton and Son, of 6, Bream's-buildings, Chancery-lane, London, E.C.; William Charles Page, of 300, Upper Richmond-road, Putney, London, S.W.; and Frederick George Bate, of 55, Chancery-lane, London, W.C.—Dated this 20th day of November, 1895.

S. WHEELER, Official Receiver and Liquidator,  
33, Carey-street, Lincoln's-inn, W.C.

In the High Court of Justice.—Companies (Winding-up).

Mr. Registrar Hood.

No. 00198 of 1895.

In the Matter of the Industrial and Provident Societies Act 1893 and in the Matter of the Companies Acts 1862 to 1890 and in the Matter of the National Secular Hall Society, Limited.

**T**AKE notice that by an Order made by the High Court of Justice, upon the application of the Official Receiver and Liquidator and dated the 8th day of November, 1895. It was ordered that the following persons be appointed a Committee of Inspection to act with the said Official Receiver and Liquidator, viz.:—Edward Bates, of 11, Grafton-place, Euston-square, London, N.W.; George William Foote, of 497, Caledonian-road, London, N.; Edmund Chadwick Rae, of 35, Fortess-road, London, N.W., and Touzean Parris, of Clare Lodge, Upper Mall, Hammersmith, London, W.—Dated this 20th day of November, 1895.

S. WHEELER, Official Receiver and Liquidator  
33 Carey-street Lincoln's-inn W.C.

In the High Court of Justice.—Companies (Winding-up).

Mr. Registrar Giffard.

No. 00219 of 1895.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of T. C. and W. A. Crump Limited.

**T**AKE notice that by an Order made by the High Court of Justice upon the application of the Official Receiver and Liquidator and dated the 11th day of October 1895. It was ordered that the following persons be appointed a Committee of Inspection to act with the said Official Receiver and Liquidator, viz.:—Charles Smith Lepine, a member of the firm of James T. Shaw and Co. of 39 King William-street, London E.C., Arthur William Hitchman Lovell, a member of the firm of Lovell Brothers, of 4 Tooley-street, London, S.E.; Richard Hanan Thompson, a member of the firm of R. H. Thompson and Co., of 35 Tooley-street, London, S.E.—Dated this 20th day of November, 1895.

S. WHEELER, Official Receiver and Liquidator  
33, Carey-street Lincoln's-inn W.C.

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